

5. The Constrained Transportation Plan

This chapter contains the fiscally constrained project list for the Long Range Transportation Plan.

PROJECTS AND FINANCES

For purposes of implementing the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and its successor, Fixing America's Surface Transportation (FAST) Act, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) jointly issued revised planning regulations governing the development of the Long Range Transportation Plans (the Plan) and Transportation Improvement Programs for urbanized areas. These regulations are designed to ensure that metropolitan transportation planning and programming are adequate and that the areas are eligible for Federal highway and transit funds. One part of the planning regulations requires that the Plan include a financial plan *“that demonstrates how the adopted transportation plan can be implemented”* and provides supporting regulations in 23 CFR Part 450.324(g)(11):

- (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
- (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
- (iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- (iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).
- (v) For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.
- (vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required

to ensure the implementation of TCMs (Transportation Control Measures) in the applicable SIP.

- (vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.
- (viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.*, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

ANTICIPATED REVENUES

Revenues expected to be available for transportation improvement projects were estimated utilizing data from the [2017-2020 Transportation Improvement Program \(TIP\)](#) and [State Transportation Improvement Program \(STIP\)](#), adopted in December 2016, as well as the financial plan from the [2017-2026 State Ten Year Plan](#) approved by the Legislature and signed by the Governor in the summer of 2016. Those documents provided the total funding estimates for FHWA and FTA apportioned funds, State funding sources, and Local (and other) resources for projects in the region. Also included are Toll Credits being utilized on transportation projects, GARVEE bonds and TIFIA funds for I-93 and the major infrastructure projects, Turnpike funds, as well as revenues from the recent four cent increase in the state road toll. Beyond 2026, revenues are projected based on the expected trend in Federal (small annual increase) and State (flat future

year) revenues. This fiscal constraint documentation details the Federal, State, and Local/other resources expected to be available for the duration of the Plan and is included in this document as **Figure 5-1**.

Figure 5.2 shows projections of Federal Transit Administration Section 5307 Urban Formula funding anticipated to be available to COAST and CART, the two public transit agencies in the region. Allowable uses for Section 5307 differ based on the size of the Census-defined Urbanized Area (UZA) in which a transit system operates. In Urbanized Areas with population between 50,000 and 200,000 (Small UZAs), Section 5307 funding may be used for operating expense (at a 50% federal/50% non-federal match split) as well as capital expenses (at an 80% federal/20% non-federal match split). In Urbanized Areas over 200,000 in population (Large UZAs), Section 5307 funding may only be used for capital expenses (at an 80% federal/20% non-federal match split). Non-federal funding is typically drawn from municipalities in New Hampshire, but may also include state, private sector, and other sources. Both systems receive funds based on the New Hampshire portion of the Boston Urbanized Area, which may be used only for capital expenses. COAST also receives funding based on apportionments to the Dover-Rochester and Portsmouth Urbanized Areas, which may be used for either capital or operating expenses. CART also receives Section 5307 funding based on the apportionment to the Derry-Londonderry-Windham segment of the Nashua Urbanized Area, which may be used for either capital or operating expenses. Beyond apportionments for FY2017-FY2020 identified in the FAST Act, future allocations are forecast to increase 1.5% annually. The Plan anticipates that the two transit systems will provide service levels that can be supported by this level of funding, including continuation of existing service and proposed service expansions. Although the plan is constrained on an annual basis by available federal

Figure 5.1: Estimates of Funding Availability (Statewide)

Year	Federal Highway Funds			Fed Funds Available	Fed Aid Funds for I-93 Repayment	Net Federal Funds Available	Transit & Rail			Local/Other Match	Total Transit	Rail ¹
	FHWA	TIFIA	GARVEE				FTA Funds	State Funds				
2017	\$ 173,003,268	\$ 53,740,000	\$ -	\$ 226,743,268	\$ 19,120,000	\$ 207,623,268	\$ 22,184,966	\$ 1,069,469	\$ 7,282,459	\$ 30,536,894	\$ 600,000	
2018	\$ 178,136,881	\$ 52,850,000	\$ -	\$ 230,986,881	\$ 19,350,000	\$ 211,636,881	\$ 22,132,338	\$ 39,331	\$ 7,309,075	\$ 29,480,745	\$ 600,000	
2019	\$ 178,595,458	\$ 54,570,000	\$ 13,850,000	\$ 247,015,458	\$ 19,680,000	\$ 227,335,458	\$ 18,388,557	\$ -	\$ 6,605,354	\$ 24,993,911	\$ 2,100,000	
2020	\$ 182,867,443	\$ 19,050,000	\$ 24,980,000	\$ 226,897,443	\$ 19,930,000	\$ 206,967,443	\$ 19,004,333	\$ -	\$ 6,844,069	\$ 25,848,402	\$ 600,000	
2021	\$ 184,340,000	\$ -	\$ 22,140,000	\$ 206,480,000	\$ 18,860,000	\$ 187,620,000	\$ 19,841,060	\$ -	\$ 7,292,867	\$ 27,133,927	\$ 600,000	
2022	\$ 183,580,000	\$ -	\$ -	\$ 183,580,000	\$ 18,640,000	\$ 164,940,000	\$ 20,739,753	\$ -	\$ 7,791,959	\$ 28,531,713	\$ 2,100,000	
2023	\$ 183,820,000	\$ -	\$ -	\$ 183,820,000	\$ 18,340,000	\$ 165,480,000	\$ 21,711,187	\$ -	\$ 8,347,112	\$ 30,058,298	\$ 600,000	
2024	\$ 183,840,000	\$ -	\$ -	\$ 183,840,000	\$ 18,040,000	\$ 165,800,000	\$ 22,669,674	\$ -	\$ 8,955,453	\$ 31,625,127	\$ 600,000	
2025	\$ 190,370,000	\$ -	\$ -	\$ 190,370,000	\$ 17,750,000	\$ 172,620,000	\$ 23,842,012	\$ -	\$ 9,649,816	\$ 33,491,828	\$ 2,100,000	
2026	\$ 187,420,000	\$ -	\$ -	\$ 187,420,000	\$ 500,000	\$ 186,920,000	\$ 24,980,978	\$ -	\$ 10,407,004	\$ 35,387,981	\$ 600,000	
2027	\$ 190,720,732	\$ -	\$ -	\$ 190,720,732	\$ 500,000	\$ 190,220,732	\$ 23,801,374	\$ -	\$ 10,090,677	\$ 33,892,051	\$ 600,000	
2028	\$ 192,197,718	\$ -	\$ -	\$ 192,197,718	\$ 500,000	\$ 191,697,718	\$ 24,210,809	\$ -	\$ 10,461,979	\$ 34,672,787	\$ 2,100,000	
2029	\$ 193,674,705	\$ -	\$ -	\$ 193,674,705	\$ 500,000	\$ 193,174,705	\$ 24,620,243	\$ -	\$ 10,833,281	\$ 35,453,523	\$ 600,000	
2030	\$ 195,151,692	\$ -	\$ -	\$ 195,151,692	\$ 500,000	\$ 194,651,692	\$ 25,029,677	\$ -	\$ 11,204,582	\$ 36,234,260	\$ 600,000	
2031	\$ 196,628,679	\$ -	\$ -	\$ 196,628,679	\$ 500,000	\$ 196,128,679	\$ 25,439,111	\$ -	\$ 11,575,884	\$ 37,014,996	\$ 2,100,000	
2032	\$ 198,105,665	\$ -	\$ -	\$ 198,105,665	\$ 500,000	\$ 197,605,665	\$ 25,848,546	\$ -	\$ 11,947,186	\$ 37,795,732	\$ 600,000	
2033	\$ 199,582,652	\$ -	\$ -	\$ 199,582,652	\$ 500,000	\$ 199,082,652	\$ 26,257,980	\$ -	\$ 12,318,488	\$ 38,576,468	\$ 600,000	
2034	\$ 201,059,639	\$ -	\$ -	\$ 201,059,639	\$ 500,000	\$ 200,559,639	\$ 26,667,414	\$ -	\$ 12,689,790	\$ 39,357,204	\$ 2,100,000	
2035	\$ 202,536,625	\$ -	\$ -	\$ 202,536,625	\$ -	\$ 202,536,625	\$ 27,076,849	\$ -	\$ 13,061,092	\$ 40,137,940	\$ 600,000	
2036	\$ 204,013,612	\$ -	\$ -	\$ 204,013,612	\$ -	\$ 204,013,612	\$ 27,486,283	\$ -	\$ 13,432,393	\$ 40,918,676	\$ 600,000	
2037	\$ 205,490,599	\$ -	\$ -	\$ 205,490,599	\$ -	\$ 205,490,599	\$ 27,895,717	\$ -	\$ 13,803,695	\$ 41,699,412	\$ 2,100,000	
2038	\$ 206,967,585	\$ -	\$ -	\$ 206,967,585	\$ -	\$ 206,967,585	\$ 28,305,151	\$ -	\$ 14,174,997	\$ 42,480,148	\$ 600,000	
2039	\$ 208,444,572	\$ -	\$ -	\$ 208,444,572	\$ -	\$ 208,444,572	\$ 28,714,586	\$ -	\$ 14,546,299	\$ 43,260,885	\$ 600,000	
2040	\$ 209,921,559	\$ -	\$ -	\$ 209,921,559	\$ -	\$ 209,921,559	\$ 29,124,020	\$ -	\$ 14,917,601	\$ 44,041,621	\$ 2,100,000	

Figure 5.1: Estimates of Funding Availability (Statewide)

Year	State Highway Funds					Turnpikes			
	Betterment ²	State Aid Highway ²	SB367 Revenues	Gross State Funds	SB367 Funds for I-93 Bonding	Net State Funds Available	Turnpike Improvements ⁷	Turnpike Renewal & Replacement	Total Turnpike
2017	\$ 22,030,000	\$ 3,890,000	\$ 24,110,000	\$ 50,030,000	\$ 480,000	\$ 49,550,000	\$ 29,760,000	\$ 9,850,000	\$ 39,610,000
2018	\$ 22,030,000	\$ 2,500,000	\$ 30,710,000	\$ 55,240,000	\$ 1,150,000	\$ 54,090,000	\$ 28,470,000	\$ 11,750,000	\$ 40,220,000
2019	\$ 22,030,000	\$ 2,900,000	\$ 31,460,000	\$ 56,390,000	\$ 1,820,000	\$ 54,570,000	\$ 21,700,000	\$ 11,900,000	\$ 33,600,000
2020	\$ 22,030,000	\$ 2,860,000	\$ 36,080,000	\$ 60,970,000	\$ 2,370,000	\$ 58,600,000	\$ 31,510,000	\$ 10,400,000	\$ 41,910,000
2021	\$ 22,030,000	\$ 2,500,000	\$ 32,360,000	\$ 56,890,000	\$ 2,540,000	\$ 54,350,000	\$ 36,570,000	\$ 10,600,000	\$ 47,170,000
2022	\$ 22,030,000	\$ 2,500,000	\$ 32,860,000	\$ 57,390,000	\$ 2,560,000	\$ 54,830,000	\$ 38,440,000	\$ 10,800,000	\$ 49,240,000
2023	\$ 22,030,000	\$ 2,500,000	\$ 32,260,000	\$ 56,790,000	\$ 2,560,000	\$ 54,230,000	\$ 26,000,000	\$ 11,000,000	\$ 37,000,000
2024	\$ 22,030,000	\$ 2,500,000	\$ 34,650,000	\$ 59,180,000	\$ 2,560,000	\$ 56,620,000	\$ 44,500,000	\$ 11,300,000	\$ 55,800,000
2025	\$ 22,030,000	\$ 2,500,000	\$ 29,505,500	\$ 54,035,500	\$ 2,550,000	\$ 51,485,500	\$ 35,900,000	\$ 11,500,000	\$ 47,400,000
2026	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 57,500,000	\$ 11,700,000	\$ 69,200,000
2027	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 11,900,000	\$ 46,935,000
2028	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 12,100,000	\$ 47,135,000
2029	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 12,300,000	\$ 47,335,000
2030	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 12,500,000	\$ 47,535,000
2031	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 12,700,000	\$ 47,735,000
2032	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 12,900,000	\$ 47,935,000
2033	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 13,100,000	\$ 48,135,000
2034	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ 23,600,000	\$ 34,460,000	\$ 35,035,000	\$ 13,300,000	\$ 48,335,000
2035	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ -	\$ 58,060,000	\$ 35,035,000	\$ 13,500,000	\$ 48,535,000
2036	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ -	\$ 58,060,000	\$ 35,035,000	\$ 13,700,000	\$ 48,735,000
2037	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ -	\$ 58,060,000	\$ 35,035,000	\$ 13,900,000	\$ 48,935,000
2038	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ -	\$ 58,060,000	\$ 35,035,000	\$ 14,100,000	\$ 49,135,000
2039	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ -	\$ 58,060,000	\$ 35,035,000	\$ 14,300,000	\$ 49,335,000
2040	\$ 22,030,000	\$ 2,500,000	\$ 33,530,000	\$ 58,060,000	\$ -	\$ 58,060,000	\$ 35,035,000	\$ 14,500,000	\$ 49,535,000

funding, implementation of new services is also dependent on local support from communities served by the systems.

Figure 5.2: Expected Transit funding – Allocations to COAST & CART plus matching funds

	FTA Allocation	State Funds	Local Match	Total
2017	\$4,945,798	\$916,750	\$3,123,392	\$8,985,940
2018	\$3,952,251	\$35,125	\$2,796,155	\$6,783,531
2019	\$3,997,197	\$7,125	\$3,070,858	\$7,075,180
2020	\$3,954,697	\$3,375	\$3,119,501	\$7,077,573
2021	\$4,086,854	\$3,750	\$3,151,853	\$7,242,457
2022	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2023	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2024	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2025	\$4,129,354	\$7,500	\$3,155,603	\$7,292,457
2026	\$4,052,354	\$7,500	\$3,136,353	\$7,196,207
2027	\$4,113,140	\$7,500	\$3,183,398	\$7,304,038
2028	\$4,174,837	\$7,500	\$3,231,149	\$7,413,486
2029	\$4,237,459	\$7,500	\$3,279,616	\$7,524,575
2030	\$4,301,021	\$7,500	\$3,328,810	\$7,637,332
2031	\$4,365,537	\$7,500	\$3,378,742	\$7,751,779
2032	\$4,431,020	\$7,500	\$3,429,424	\$7,867,943
2033	\$4,497,485	\$7,500	\$3,480,865	\$7,985,850
2034	\$4,564,947	\$7,500	\$3,533,078	\$8,105,525
2035	\$4,633,421	\$7,500	\$3,586,074	\$8,226,996
2036	\$4,702,923	\$7,500	\$3,639,865	\$8,350,288
2037	\$4,773,467	\$7,500	\$3,694,463	\$8,475,430
2038	\$4,845,069	\$7,500	\$3,749,880	\$8,602,449
2039	\$4,917,745	\$7,500	\$3,806,128	\$8,731,373
2040	\$4,991,511	\$7,500	\$3,863,220	\$8,862,231

Information was provided by NH DOT regarding the expected funding available statewide for maintenance and operations of the State Highway System, and this is shown in **Figure 5.3** along with estimates of local funds available for the same purposes. Estimates were provided by NH DOT for maintenance and operations for Fiscal Years 2007-2010, and utilizing the average annual growth rate of funding during those years, estimates where extrapolated for each year to 2040. These values were divided by the current miles of state roadways to obtain a per mile cost for maintenance and operations. This value was then multiplied by the miles of state roadway in the RPC region to obtain an estimate of funding available for maintenance and operations activities on State highways within the region. Figure 5.3 also includes an estimate of municipal funding available for local transportation infrastructure maintenance, operations, and improvements that is derived from the highway budget, warrant articles, and Capital Improvement Program (CIP) listings in the 2016 annual community reports as well as the State Block Grant funds distributed to each. The funds available for each community are shown in **Figure 5.4** as well as an average per mile expenditure derived from the total funding available in the region divided by the total miles of locally maintained roadways. The \$21,749 per mile shown is the average based on the highway budget, any identified winter maintenance and lighting, as well as CIP funding for each community. This number was then applied as the starting point for the estimate of local road maintenance and operations needs in Figure 5.3. To calculate future needs for operations and maintenance, the average value for the municipalities was inflated at the same rate as the state per mile cost and then combined with State funds to obtain an estimate of total maintenance and operations needs for the region.

Figure 5.3: Estimated Maintenance & Operations Needs for the Region

Year	State Op & Maint	State Cost/Mile	RPC Share for State Roads	Estimated cost/ mi for local M&O	Estimated Local Road M&O Needs	Total M&O Needs
2017	\$132,395,319	\$14,289	\$13,179,375	\$12,084	\$24,269,569	\$37,448,944
2018	\$135,771,400	\$14,654	\$13,515,449	\$12,393	\$24,888,443	\$38,403,892
2019	\$139,233,571	\$15,027	\$13,860,093	\$12,709	\$25,523,098	\$39,383,191
2020	\$142,784,027	\$15,411	\$14,213,526	\$13,033	\$26,173,937	\$40,387,463
2021	\$146,425,019	\$15,804	\$14,575,971	\$13,365	\$26,841,372	\$41,417,343
2022	\$150,158,857	\$16,207	\$14,947,658	\$13,706	\$27,525,827	\$42,473,485
2023	\$153,987,908	\$16,620	\$15,328,823	\$14,055	\$28,227,736	\$43,556,559
2024	\$157,914,600	\$17,044	\$15,719,708	\$14,414	\$28,947,543	\$44,667,252
2025	\$161,941,422	\$17,478	\$16,120,561	\$14,781	\$29,685,706	\$45,806,266
2026	\$166,070,929	\$17,924	\$16,531,635	\$15,158	\$30,442,691	\$46,974,326
2027	\$170,305,737	\$18,381	\$16,953,192	\$15,545	\$31,218,980	\$48,172,172
2028	\$174,648,534	\$18,850	\$17,385,498	\$15,941	\$32,015,064	\$49,400,562
2029	\$179,102,071	\$19,330	\$17,828,828	\$16,348	\$32,831,448	\$50,660,276
2030	\$183,669,174	\$19,823	\$18,283,463	\$16,764	\$33,668,650	\$51,952,113
2031	\$188,352,738	\$20,329	\$18,749,692	\$17,192	\$34,527,200	\$53,276,892
2032	\$193,155,733	\$20,847	\$19,227,809	\$17,630	\$35,407,644	\$54,635,453
2033	\$198,081,204	\$21,379	\$19,718,118	\$18,080	\$36,310,539	\$56,028,657
2034	\$203,132,275	\$21,924	\$20,220,930	\$18,541	\$37,236,458	\$57,457,388
2035	\$208,312,148	\$22,483	\$20,736,564	\$19,014	\$38,185,987	\$58,922,551
2036	\$213,624,107	\$23,056	\$21,265,346	\$19,499	\$39,159,730	\$60,425,076
2037	\$219,071,522	\$23,644	\$21,807,612	\$19,996	\$40,158,303	\$61,965,916
2038	\$224,657,846	\$24,247	\$22,363,707	\$20,506	\$41,182,340	\$63,546,047
2039	\$230,386,621	\$24,865	\$22,933,981	\$21,029	\$42,232,490	\$65,166,471
2040	\$236,261,480	\$25,499	\$23,518,798	\$21,565	\$43,309,418	\$66,828,216

State Roadway Miles = 9265.3
 MPO Share of State Roads = 922.3 9.95%
 Inflation Rate = 2.55%

Figure 5.4: Municipal Operations and Maintenance Expenditures

Town	Miles of Town Roads	Highway Budget	Warrant/CIP	Total	Per Mile Cost (Budgeted)	Per Mile Cost (Budgeted + Warrant/ CIP)	MV Registrations (State & Town Fees)	Block Grant Aid	Block Grant Aid /Mile
Atkinson	70.051	\$513,474	\$350,314	\$1,377,262	\$7,330	\$19,661	\$1,630,892	\$155,669	\$2,222
Brentwood	66.226	\$358,783	\$470,001	\$1,187,567	\$5,418	\$17,932	\$1,020,753	\$116,347	\$1,757
Danville	56.035	\$555,021	\$72,216	\$1,182,258	\$9,905	\$21,099	\$813,053	\$107,742	\$1,923
East Kingston	31.277	\$428,533	\$0	\$857,066	\$13,701	\$27,402	\$536,213	\$51,466	\$1,645
Epping	117.402	\$948,233	\$35,000	\$1,931,466	\$8,077	\$16,452	\$1,396,221	\$182,254	\$1,552
Exeter	116.204	\$2,737,803	\$592,037	\$6,067,643	\$23,560	\$52,215	\$2,494,739	\$286,074	\$2,462
Fremont	60.819	\$419,841	\$155,495	\$995,178	\$6,903	\$16,363	\$908,031	\$111,869	\$1,839
Greenland	47.456	\$828,415	\$0	\$1,656,830	\$17,456	\$34,913	\$1,032,958	\$82,404	\$1,736
Hampstead	86.982	\$854,805	\$0	\$1,709,610	\$9,827	\$19,655	\$1,859,506	\$195,522	\$2,248
Hampton	121.522	\$2,331,676	\$1,341,875	\$6,005,227	\$19,187	\$49,417	\$3,412,076	\$304,634	\$2,507
Hampton Falls	42.135	\$171,221	\$250,000	\$592,442	\$4,064	\$14,061	\$631,559	\$65,955	\$1,565
Kensington	33.314	\$163,178	\$200,000	\$526,356	\$4,898	\$15,800	\$511,729	\$55,993	\$1,681
Kingston	89.396	\$765,774	\$483,231	\$2,014,779	\$8,566	\$22,538	\$1,285,920	\$167,205	\$1,870
New Castle	11.139	\$96,625	\$0	\$193,250	\$8,674	\$17,349	\$297,207	\$19,525	\$1,753
Newfields	21.186	\$276,906	\$0	\$553,812	\$13,070	\$26,140	\$396,926	\$41,743	\$1,970
Newington	49.730	\$302,946	\$150,000	\$755,892	\$6,092	\$15,200	\$349,110	\$133,333	\$2,681
Newton	47.596	\$359,379	\$0	\$718,758	\$7,551	\$15,101	\$999,584	\$104,109	\$2,187
North Hampton	64.239	\$647,999	\$542,000	\$1,837,998	\$10,087	\$28,612	\$1,325,745	\$100,391	\$1,563
Plaistow	58.028	\$578,361	\$128,000	\$1,284,722	\$9,967	\$22,140	\$1,648,878	\$149,404	\$2,575
Portsmouth	165.052	\$1,828,782	\$7,713,000	\$11,370,564	\$11,080	\$68,891	\$4,298,351	\$422,251	\$2,558
Raymond	126.323	\$951,797	\$254,000	\$2,157,594	\$7,535	\$17,080	\$1,973,851	\$238,370	\$1,887
Rye	64.153	\$1,231,028	\$355,000	\$2,817,056	\$19,189	\$43,912	\$1,459,945	\$132,424	\$2,064
Salem	220.164	\$3,753,760	\$4,757,604	\$12,265,124	\$17,050	\$55,709	\$6,252,591	\$630,762	\$2,865
Sandown	79.958	\$744,963	\$535,000	\$2,024,926	\$9,317	\$25,325	\$1,247,285	\$159,332	\$1,993
Seabrook	63.999	\$1,556,372	\$722,203	\$3,834,947	\$24,319	\$59,922		\$170,144	\$2,659
South Hampton	17.088	\$64,292	\$27,500	\$156,084	\$3,762	\$9,134	\$217,809	\$22,508	\$1,317
Stratham	80.866	\$799,601	\$275,000	\$1,874,202	\$9,888	\$23,177	\$1,918,789	\$168,457	\$2,083
Total	2008.340	\$24,269,569	\$19,409,476	\$67,948,614	\$12,084	\$33,833	\$39,919,722	\$4,375,889	

Data derived from 2016 Municipal Reports & 2016 State Block Grant Aid Report

ANTICIPATED COSTS

The transportation projects included in the Long Range Plan encompass all of those in the 2017-2020 Transportation Improvement Program (TIP), The 2017-2026 State Ten Year Plan, and other project needs identified by communities, transit agencies, as well as the RPC. These projects are divided into two groups for inclusion in the LRTP to separate those in the TIP from the other proposals.

Project costs for the Transportation Improvement Program are taken directly from the year of expenditure inflated values included in the 2017-2020 Transportation Improvement Program (TIP) as of Amendment #2. As the State of New Hampshire does not sub-allocate funds to the MPOs for programming the TIPs, the assumption is that since the State Transportation Improvement Program (STIP) is fiscally constrained, and the MPO TIP is directly derived from that document, it must therefore be fiscally constrained as well. A similar method is used to determine anticipated regional revenues and costs for the remainder of the State Ten Year Plan period (2021-2026) and the project costs included, are taken directly from that document and are inflated to year of construction dollars.

While the financial picture for the remainder of the Plan is less clear than that of the TIP and the Ten Year Plan portion, the costs associated with the listed projects are within the estimates of funding available to the region based on the methodology described, and based on the assumption that the State Ten Year Plan is fiscally constrained and that all the projects listed for the MPO region will be constructed within that timeframe. Given the information available from NH DOT regarding the funds available within the Ten Year Plan, and estimates of funding available in the later years of the plan, it is expected that the current list of projects is financially constrained assuming that there is some growth in revenues during the period of the Long Range Plan.

Figure 5.5 integrates the information included in Figure 5.1 through 5.4 into a summary of projected total funding available each year for the region, as well as anticipated expenditures based on current project programming. Figure 5.5 develops an RPC share of funding based on an average of the region's percentage of New Hampshire's population (14.45%) and lane miles of roadway (12.4%) for an average value of 13.3%. Turnpike funding is calculated somewhat differently as the RPC region has a greater share of Turnpike lane miles (28.6%) and that share is used from 2027-2040. Additionally, it is assumed that the amount of funding available to the RPC is equal to the amount programmed in the TIP for the RPC region for years 2017-2020, and in the Ten Year Plan for years 2021-2026. This means that the percentage of funding allocated to the region will vary more through that time period. After 2026, the RPC share is constrained to the calculated 13.3% rate and 28.6% of turnpike funds. Once expenses are removed, the revenues must balance annually with costs so that the region is not spending more funding than is anticipated to be available in a given year.

Figure 5.5: Fiscal Constraint Summary 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 ⁴							
		Federal	State ⁴	Other	Statewide Programs ⁵	Maintenance & Operations	Total Target Funding	Regional Projects	Statewide Programs ⁷	Maintenance & Operations	Transit	Turnpike Projects ⁸	Total Project Costs	Remaining ⁹	
2017-2020 TIP	2017	\$ 33,962,033	\$ 22,153,214	\$ 21,598,528	\$ 12,073,009	\$ 37,440,944	\$ 127,235,729	\$ 51,885,397	\$ 12,073,009	\$ 37,448,944	\$ 8,985,940	\$ 16,842,439	\$ 127,235,729	\$ -	
	2018	\$ 56,609,935	\$ 24,139,330	\$ 30,984,121	\$ 9,854,559	\$ 38,403,892	\$ 159,991,836	\$ 82,553,495	\$ 9,854,559	\$ 38,403,892	\$ 6,783,531	\$ 22,396,359	\$ 159,991,836	\$ -	
	2019	\$ 38,672,334	\$ 43,547,852	\$ 7,944,253	\$ 11,543,520	\$ 39,383,191	\$ 141,091,151	\$ 49,772,729	\$ 11,543,520	\$ 39,383,191	\$ 7,075,180	\$ 33,316,530	\$ 141,091,151	\$ -	
	2020	\$ 40,862,564	\$ 45,746,610	\$ 7,615,206	\$ 11,342,324	\$ 40,387,463	\$ 145,954,248	\$ 51,592,599	\$ 11,342,324	\$ 40,387,463	\$ 7,077,573	\$ 35,554,288	\$ 145,954,248	\$ -	
	2017-2026 State Ten Year Plan	2021	\$ 17,820,813	\$ 21,076,861	\$ 7,633,621	\$ 11,207,518	\$ 41,417,343	\$ 99,156,155	\$ 18,219,477	\$ 11,207,518	\$ 41,417,343	\$ 7,242,457	\$ 21,069,361	\$ 99,156,155	\$ -
		2022	\$ 22,853,850	\$ 3,065,000	\$ 7,591,198	\$ 11,074,877	\$ 42,473,485	\$ 87,058,410	\$ 23,317,591	\$ 11,074,877	\$ 42,473,485	\$ 7,292,457	\$ 2,900,000	\$ 87,058,410	\$ -
		2023	\$ 15,026,289	\$ 15,000	\$ 7,515,423	\$ 11,102,698	\$ 43,556,559	\$ 77,215,969	\$ 15,264,254	\$ 11,102,698	\$ 43,556,559	\$ 7,292,457	\$ -	\$ 77,215,969	\$ -
		2024	\$ 51,699,396	\$ 15,000	\$ 7,448,954	\$ 11,131,410	\$ 44,667,252	\$ 114,962,012	\$ 51,870,893	\$ 11,131,410	\$ 44,667,252	\$ 7,292,457	\$ -	\$ 114,962,012	\$ -
		2025	\$ 30,497,985	\$ 15,000	\$ 7,346,698	\$ 11,094,275	\$ 45,806,266	\$ 94,760,225	\$ 30,567,226	\$ 11,094,275	\$ 45,806,266	\$ 7,292,457	\$ -	\$ 94,760,225	\$ -
		2026	\$ 24,052,354	\$ 15,000	\$ 7,197,860	\$ 11,124,854	\$ 46,974,326	\$ 89,364,395	\$ 24,069,007	\$ 11,124,854	\$ 46,974,326	\$ 7,196,207	\$ -	\$ 89,364,395	\$ -
2040 Long Range Transportation Plan		2027	\$ 29,412,497	\$ 15,767,853	\$ 7,197,127	\$ 10,000,472	\$ 48,172,172	\$ 110,550,121	\$ 12,441,183	\$ 10,000,472	\$ 48,172,172	\$ 7,304,038	\$ 11,177,173	\$ 110,550,121	\$ 21,455,083
	2028	\$ 29,670,633	\$ 15,939,983	\$ 7,161,984	\$ 10,000,473	\$ 49,400,562	\$ 112,172,635	\$ 18,891,045	\$ 10,000,473	\$ 49,400,562	\$ 7,413,486	\$ 11,349,303	\$ 112,172,635	\$ 15,116,767	
	2029	\$ 29,929,695	\$ 14,071,947	\$ 7,127,558	\$ 9,995,897	\$ 50,660,276	\$ 111,785,874	\$ 22,443,651	\$ 9,995,897	\$ 50,660,276	\$ 7,524,575	\$ 9,481,267	\$ 111,785,874	\$ 11,679,706	
	2030	\$ 30,189,696	\$ 16,416,868	\$ 7,093,859	\$ 9,995,898	\$ 51,952,113	\$ 115,648,414	\$ 24,508,251	\$ 9,995,898	\$ 51,952,113	\$ 7,637,332	\$ 11,826,188	\$ 115,648,414	\$ 9,728,652	
	2031	\$ 30,450,651	\$ 17,901,138	\$ 7,060,897	\$ 9,995,898	\$ 53,276,892	\$ 118,885,474	\$ 14,596,517	\$ 9,995,898	\$ 53,276,892	\$ 7,751,779	\$ 13,310,458	\$ 118,885,474	\$ 19,753,932	
	2032	\$ 30,712,573	\$ 18,485,252	\$ 7,028,685	\$ 9,995,898	\$ 54,635,453	\$ 120,857,861	\$ 18,977,090	\$ 9,995,898	\$ 54,635,453	\$ 7,867,943	\$ 13,894,572	\$ 120,857,861	\$ 15,486,905	
	2033	\$ 30,975,478	\$ 15,021,361	\$ 6,997,233	\$ 9,995,898	\$ 56,028,657	\$ 119,028,627	\$ 26,194,879	\$ 9,995,898	\$ 56,028,657	\$ 7,985,850	\$ 10,440,681	\$ 119,028,627	\$ 8,382,661	
	2034	\$ 31,239,379	\$ 20,336,356	\$ 6,966,552	\$ 9,995,898	\$ 57,457,388	\$ 125,995,574	\$ 28,415,542	\$ 9,995,898	\$ 57,457,388	\$ 8,105,525	\$ 15,745,676	\$ 125,995,574	\$ 6,275,544	
	2035	\$ 31,570,793	\$ 21,104,839	\$ 6,936,635	\$ 9,995,898	\$ 58,922,551	\$ 128,530,738	\$ 26,369,381	\$ 9,995,898	\$ 58,922,551	\$ 8,226,996	\$ 13,375,359	\$ 128,530,738	\$ 11,640,551	
	2036	\$ 31,836,733	\$ 27,256,376	\$ 6,907,553	\$ 9,995,898	\$ 60,425,076	\$ 136,421,636	\$ 20,585,410	\$ 9,995,898	\$ 60,425,076	\$ 8,350,288	\$ 19,526,896	\$ 136,421,636	\$ 17,538,068	
2037	\$ 32,103,716	\$ 28,973,625	\$ 6,879,257	\$ 9,995,899	\$ 61,965,916	\$ 131,918,413	\$ 25,461,303	\$ 9,995,899	\$ 61,965,916	\$ 8,475,438	\$ 13,244,145	\$ 131,918,413	\$ 12,775,220		
2038	\$ 32,371,757	\$ 21,030,061	\$ 6,851,780	\$ 10,195,931	\$ 63,546,047	\$ 131,995,577	\$ 30,952,280	\$ 10,195,931	\$ 63,546,047	\$ 8,602,449	\$ 13,300,581	\$ 131,995,577	\$ 7,398,289		
2039	\$ 32,640,873	\$ 21,086,498	\$ 6,825,135	\$ 9,795,867	\$ 65,166,471	\$ 135,514,843	\$ 34,530,319	\$ 9,795,867	\$ 65,166,471	\$ 8,731,373	\$ 13,357,018	\$ 135,514,843	\$ 3,933,796		
2040	\$ 32,911,878	\$ 21,142,934	\$ 6,799,334	\$ 9,995,899	\$ 66,828,216	\$ 137,677,460	\$ 22,045,629	\$ 9,995,899	\$ 66,828,216	\$ 8,862,211	\$ 13,413,454	\$ 137,677,460	\$ 16,532,038		
		\$ 768,073,106	\$ 426,333,958	\$ 210,709,550	\$ 251,500,768	\$ 1,218,956,512	\$ 2,875,573,894	\$ 725,527,644	\$ 251,500,768	\$ 1,218,956,512	\$ 186,370,010	\$ 315,521,748	\$ 2,697,876,682	\$ 177,697,212	

1 First four years of estimated available funding is derived from projects programmed in the 2017-2020 STIP as of Amendment 2
 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 5/16/2026
 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 (13.3%) of the total Programmatic funding in STIP extended to 2040
 6 Project costs are inflated at 2.55% 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 28.509% share of Turnpike funds available
 9 Estimated as difference between estimated regional target funding and total project cost for each fiscal year

FISCALLY CONSTRAINED PROJECTS LISTS

The projects for the 2040 Long Range Plan are divided into two tables. The first is the 2017-2020 Transportation Improvement Program (TIP), while the second contains all of the projects in the years after the TIP (2021-2040). Each of these tables is described in more detail below.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) encompasses the first four years of the Plan (2017-2020) and only those projects that are committed to be implemented can be listed. For that reason, the scope of the project is generally well defined, and include cost estimates are more detailed and accurate for the work that is anticipated. TIP projects are shown in detail in *Figure 5.6 and Map 5.1*. The TIP is organized alphabetically by project name, and the listing for each includes the location, scope of work, Clean Air Act (CAA) code, funding category, phases included, and funding listed by fiscal year and by source. The costs of the projects are year-of-expenditure estimates taken directly from the NH DOT database for the 2017-2020 STIP and the RPC 2017-2020 TIP. Project costs for years 2017 and 2018 are uninflated, while those for 2019 and 2020 are inflated at 2.55% per year

TRANSPORTATION PLAN PROJECTS

Those projects not in the 2017-2020 TIP are listed in the Transportation Plan project listing which covers the years from 2021 to 2040. As these projects are less well developed than those projects in the TIP, the information available regarding the scope and cost is less definite. The project list as detailed in *Figure 5.7*, includes the RPC assigned project number, the community that the project is occurring in, project rank, years for which funds

are programmed, and cost by project phase. In addition, the first year of construction is listed to indicate when the project is estimated to begin that phase of work. These projects are shown on *Map 5.2*. While some costs have a basis in a corridor study or other engineers estimates, most are simply order of magnitude estimates of the construction (CON) costs of each project as well as considerations for preliminary engineering (PE), right-of-way (ROW), and Other costs.

UNFUNDED PROJECTS

There are a number of projects in the Plan project listing that have no cost estimates associated with them. These are projects for which no cost estimate is available, the scope is not determined, or the need for the project is unclear. These projects are included for illustrative purposes only. In the case of the bridge projects, no estimate has been produced either by the community or the NH DOT Bridge Section. The remaining projects have either no estimate available or questions regarding their scope, purpose, or ultimate need. The projects are:

- 6153006 – Exeter: Pedestrian improvements linking Amtrak station and downtown.
- 6153007 – Exeter: Washington St Traffic Calming
- 6001003 – Exeter to Newton: NH 108 Shoulder widening
- 6167002 – Fremont: Scribner Rd Bridge Rehab/Replacement
- 6187001 – Greenland: Truck Stop Electrification
- 6187002 – Greenland: Capacity Improvements NH 33
- 6001004 – Hampstead to Plaistow: NH 121A Shoulder widening
- 6001005 – Hampstead to Sandown: NH 121A Shoulder widening
- 6197003 – Seabrook-Hampton: Replace NH 1A Bridge
- 6197007 – Hampton: Service Road parallel to US 1

- 6327001 – Newfields: New Road Bridge Replace/ Rehabilitation
- 6341003 – Newton: NH 108 Shoulders
- 6375002 – Plaistow: MBTA Extension
- 6001009 – Atkinson to Plaistow: NH 121 Safety Improvements
- 6379009 – Portsmouth: New travel corridor paralleling Islington Street
- 6399002 – Salem: Emerson Way Bridge Replacement
- 6399003 – Salem: Haverhill Road Bridge Replacement
- 6399005 – Salem: Lawrence Road bridge rehabilitation
- 6409020 – Seabrook: NH 107 Capacity Expansion

MPO Staff will continue to work with the DOT and communities to generate estimates for them as well as determine their scope and need.

Figure 5.6: Current Transportation Improvement Program (Summary)

Agency/Community				Fiscal Year					Funding Source		
Project #	Route	Scope Summary	Funding Programs	2017	2018	2019	2020	Grand Total	Federal	State	Other
CART											
60100A		Coop. Alliance for Reg. Transportation - Preventative Maintenance (Derry-Salem region)	FTA 5307 Capital and Operating Program, Other	\$96,250	\$99,330	\$102,309	\$103,789	\$401,677	\$323,102		\$80,775
60100B		Coop. Alliance for Reg. Transportation - Operating Assistance	FTA 5307 Capital and Operating Program, Other	\$221,800	\$229,001	\$236,329	\$243,891	\$930,121	\$465,560		\$465,560
60100C		Coop. Alliance for Reg. Transportation - Mobility Mgmt.	FTA 5307 Capital and Operating Program, FTA 5310 Capital Programs, Other	\$275,875	\$178,020	\$183,717	\$189,598	\$827,207	\$661,766		\$165,441
60100D		Coop. Alliance for Reg. Transportation - General & Comprehensive Planning	FTA 5307 Capital and Operating Program, Other	\$13,750	\$14,100	\$14,644	\$15,113	\$57,607	\$46,157		\$11,539
60100E		Coop. Alliance for Reg. Transportation - Capital program	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other	\$190,000	\$98,040	\$105,177	\$48,490	\$441,677	\$372,875	\$32,901	\$32,901
CART Total				\$797,775	\$618,591	\$638,375	\$603,848	\$2,658,579	\$1,869,461	\$32,901	\$756,218
COAST											
60000A		Cooperative Alliance for Seacoast Transportation - Operating Assistance, Annual project.	FTA 5307 Capital and Operating Program, Other	\$2,477,140	\$2,429,936	\$2,842,064	\$1,009,791	\$10,758,931	\$5,379,465		\$5,379,465
60000B		Cooperative Alliance for Seacoast Transportation (COAST) - Preventative maintenance.	FTA 5307 Capital and Operating Program, Other	\$534,208	\$591,306	\$560,040	\$587,249	\$2,241,983	\$1,793,587		\$448,397
60000C		Cooperative Alliance for Seacoast Transportation (COAST) - Miscellaneous support equipment.	FTA 5307 Capital and Operating Program, Other	\$500,000	\$123,019	\$103,108	\$108,500	\$834,716	\$667,773		\$166,943
60000D		Cooperative Alliance for Seacoast Transportation (COAST) - Bus station equipment.	FTA 5307 Capital and Operating Program, Other	\$100,000	\$75,000	\$62,500	\$62,489	\$299,999	\$239,999		\$60,000
60000E		Cooperative Alliance for Seacoast Transportation (COAST) - General & Comprehensive Planning.	FTA 5307 Capital and Operating Program, Other	\$85,203	\$87,829	\$90,743	\$93,647	\$357,523	\$286,018		\$71,505
60000F		Cooperative Alliance for Seacoast Transportation (COAST) - ADA Operations, Annual project.	FTA 5307 Capital and Operating Program, Other	\$372,384	\$285,128	\$294,252	\$303,668	\$1,255,433	\$1,004,346		\$251,087
60000G		Cooperative Alliance for Seacoast Transportation (COAST) - Capital program.	FTA 5307 Capital and Operating Program, Other	\$540,000	\$165,000			\$705,000	\$564,000		\$141,000
60000H		Mobility Management for COAST	FTA 5307 Capital and Operating Program, Other	\$43,750	\$49,100	\$46,500		\$139,350	\$108,280		\$27,070
68060		Cooperative Alliance for Seacoast Transportation (COAST) - capital loan for Newington Dover.	FTA 5307 Capital and Operating Program, Turnpike Capital	\$1,046,984	\$149,103			\$1,196,087	\$254,867	\$661,201	
COAST Total				\$5,699,739	\$3,611,611	\$4,008,297	\$4,165,355	\$17,782,602	\$10,278,336	\$661,201	\$6,545,466
COMMUTER/INTERCITY BUS REPLACEMENT											
40294	VARIOUS	Replacement of existing state-owned coaches used for commuter and intercity bus.	Congestion Mitigation and Air Quality Program, FTA 5307 Capital & Operating Program, Toll Credit	\$3,096,000	\$1,201,997	\$4,491,488		\$10,789,484	\$10,789,484		
EAST KINGSTON											
26642	NH Route 107A	NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064	Bridge Off System, STP-Off System Bridge, Toll Credit	\$1,433,915				\$1,433,915	\$1,433,915		
EPPING											
25608	NH 125	NH Rte 125 Improvements from NH 27 to NH 87 - 1.7 miles	National Highway System, Toll Credit	\$392,320	\$87,864	\$1,209,015	\$134,752	\$1,823,952	\$1,823,952		
HAMPTON											
25609	NH 1A	Engineering study / design for Ocean Blvd Improvements	STP-State Roadtie, Toll Credit		\$302,254			\$302,254	\$302,254		

Figure 5.6: Current Transportation Improvement Program (Summary)

Agency/Community				Fiscal Year				Funding Source			
Project #	Route	Scope Summary	Funding Programs	2017	2018	2019	2020	Grand Total	Federal	State	Other
HAMPTON - PORTSMOUTH											
2648D	Hampton Branch Rail Corridor	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	Congestion Mitigation and Air Quality Program, Toll Credit		\$2,043,360			\$2,043,360	\$2,043,360		
HAMPTON FALLS											
20610	US 1	Intersection improvements to enhance traffic operations and safety.	NH Highway Fund, STP-State Flexible		\$302,254			\$302,254	\$241,803	\$60,451	
NEW CASTLE											
29614	NH 1B	Feasibility study for causeway improvements for NH Rte 1B.	STP-State Flexible, Toll Credit		\$117,153			\$117,153	\$117,153		
NEW CASTLE - RYE											
26527	NH 1B	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Bed List Br No 066/071)	STP-5 to 200K, Toll Credit	\$3,100	\$5,017,584	\$2,266,364	\$2,006,365	\$9,297,313	\$9,297,313		
NEWINGTON - DOVER											
11238	NH 16 / US 4 / SPLDG TPK	NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLINGS ROAD TO DOVER TOLL.	Turnpike Capital	\$82,560				\$82,560		\$82,560	
112380	NH 16 / US 4 / SPLDG TPK	NH 16 / US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridges	Non Participating, Turnpike Capital	\$6,028,233	\$3,849,675			\$9,877,886		\$9,877,886	
112382	NH 16, US 4 & SPAULDING TURNPIKE	Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 Interchange (incl. new soundwalls)	Non Participating, Turnpike Capital	\$12,131,494	\$16,314,288	\$16,314,288	\$16,314,288	\$61,074,359		\$61,074,359	
112385	SPAULDING TURNPIKE / LITTLE BAY BRIDGES	General Sullivan Bridge Rehabilitation	Turnpike Capital			\$6,578,801	\$1,346,389	\$20,046,390		\$20,046,390	
NEWINGTON - DOVER Total				\$18,242,264	\$20,165,963	\$22,893,090	\$28,775,877	\$91,075,195	\$0	\$91,075,195	\$0
NEWTON											
29617	NH 108	Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)	NH Highway Fund, STP-State Flexible, Toll Credit	\$146,441		\$187,156		\$333,596	\$296,185	\$37,411	
NORTH HAMPTON											
24457	US Route 1	Replace bridge carrying US 1 over Boston & Maine RR (Bedlist Br No 148/132)	STP-State Flexible, Toll Credit	\$220,000	\$510,840	\$234,305	\$90,676	\$1,055,821	\$1,055,821		
PAVE-T2-REHAB											
PAVE-T2-REH VARIOUS Rehab of Tier 2 roads.			Repayment, STP-State Flexible, Toll Credit	\$8,150,000			\$2,500,000	\$10,650,000	\$7,581,688	\$3,068,312	
PLAISTOW - KINGSTON											
100446	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line north to approx 1.8 mi	National Highway System, Toll Credit	\$1,100,000	\$4,245,648	\$3,886,037	\$120,902	\$9,352,587	\$9,352,587		

Figure 5.6: Current Transportation Improvement Program (Summary)

Agency/Community		Fiscal Year								Funding Source		
Project #	Route	Scope Summary	Funding Programs	2017	2018	2019	2020	Grand Total	Federal	State	Other	
PORTSMOUTH												
13455D	US 1 BYPASS	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass	STP-State Flexible, Toll Credit				\$7,616,796	\$7,616,796	\$7,616,796			
13455E	US Rte. 1 Bypass	Abocore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street	Bridge On System, STP-5 to 200K, STP-State Flexible, Toll Credit	\$1,931,045				\$1,931,045	\$1,931,045			
2025B	Peverly Hill Rd.	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	Congestion Mitigation and Air Quality Program, Non Participating, Towns	\$1,260,498				\$1,260,498	\$441,830	\$708,160	\$110,458	
27690	US 1 By-Pass	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook (V No 192/106)	STP-State Flexible, Bridge On/OFF System, Toll Credit		\$227,040	\$1,522,984		\$1,750,024	\$1,750,024			
29640	US 1	US Rte 1 Improvements (3 mi.) from Constitution Dr to Wilson Rd and from Ocean Rd to White Cedar Dr	STP-State Flexible, Toll Credit	\$141,900	\$380,746	\$1,206,055	\$1,912,730	\$3,644,391	\$3,644,391			
29781	Woodbury Ave., Market St., Granite St.	Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave, Market St. and Granite St.	Congestion Mitigation and Air Quality Program, Towns	\$1,298,000				\$1,298,000	\$390,542		\$607,458	
40883	Grafton Road	Study the long-term needs of the Portsmouth Transportation Center	STP-5 to 200K, Toll Credit	\$110,000	\$170,280			\$280,280	\$280,280			
PORTSMOUTH Total				\$4,741,393	\$778,066	\$2,732,000	\$9,529,526	\$17,700,865	\$16,054,908	\$708,160	\$1,017,916	
PORTSMOUTH, NH - KITTERY, ME												
15731	US 1 BYPASS	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Loos Bridge) (Red List)	Maine, National Highway System, STP-State Flexible, Toll Credit	\$14,649,900	\$29,013,745	\$6,443,305	\$6,045,076	\$56,152,116	\$41,239,832		\$14,912,284	
1618F	I-95	REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)	Maine, Turnpike Renewal & Replacement		\$12,971,892	\$6,154,987	\$4,389,649	\$23,516,628		\$12,461,678	\$11,054,950	
PORTSMOUTH, NH - KITTERY, ME Total				\$14,649,900	\$41,985,717	\$12,598,382	\$10,434,725	\$79,668,744	\$41,239,832	\$12,461,678	\$25,967,234	
PROGRAM												
ADA	VARIOUS	Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws.	STP-Safety, Toll Credit	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	\$1,600,000			
BRDS-HB-M	VARIOUS	Maintenance and preservation efforts for High Investment Bridges	STP-State Flexible, Toll Credit	\$2,670,000	\$2,670,000	\$2,920,000	\$2,920,000	\$11,180,000	\$11,180,000			
BRDS-T1/2-N	Tier 1-2 Bridges	Maintenance & preservation of tier 1 & 2 bridges.	STP-State Flexible, Toll Credit	\$1,625,000	\$1,125,000	\$8,125,000	\$8,125,000	\$23,000,000	\$23,000,000			
BRDS-T3/4-N	Tier 3-4 Bridges	Maintenance and preservation of tier 3 & 4 bridges.	STP-State Flexible, Toll Credit	\$3,320,000	\$1,020,000	\$5,220,000	\$5,120,000	\$14,880,000	\$14,880,000			
CBI	VARIOUS	Complex Bridge Inspection (PARENT)	STP-State Flexible, Toll Credit	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000			
CRDR	VARIOUS	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)	STP-State Flexible, Toll Credit	\$2,000,000	\$2,000,000	\$1,800,000	\$2,000,000	\$8,000,000	\$8,000,000			
CBE	Disadvantaged Business Enterprise	In-house administration of the FHWA Supportive Program: "CBE Compliance Monitoring" (Annual Program)	STP-CBE	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000			
FLAP	VARIOUS	Improving transportation facilities that access Federal lands within NH (FLAP)	Forest Highways	\$1,444,000	\$600,000	\$700,000	\$700,000	\$3,444,000	\$3,444,000			
FTAS307	Boston Urbanized Area (UZA)	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHOOT transit projects.	FTA 5307 Capital and Operating Program, Other	\$3,480,910	\$3,565,306	\$3,710,449	\$3,829,183	\$14,618,938	\$11,695,150		\$2,923,788	
FTAS309	VARIOUS	Capital bus and bus facilities - FTA Section 5309 Program	FTA 5309 Capital Funding Program - Discretionary, Other	\$1,000,000				\$1,000,000	\$800,000		\$200,000	

Figure 5.6: Current Transportation Improvement Program (Summary)

Agency/Community		Scope Summary	Funding Programs	Fiscal Year				Grand Total	Funding Source		
Project #	Route			2017	2018	2019	2020		Federal	State	Other
FTA5310	VARIOUS	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	FTA 5310 Capital Program, Other, STP-State Flexible	\$5,011,614	\$5,171,989	\$5,337,490	\$5,508,288	\$21,029,379	\$16,823,502		\$4,205,876
FTA5339	VARIOUS	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation	FTA 5339 Bus and Bus Facilities, Other	\$3,078,696	\$3,177,214	\$3,278,880	\$3,383,809	\$12,918,604	\$10,334,880		\$2,583,721
GRR	VARIOUS	GUARDRAIL REPLACEMENT (Federal Aid Guardrail Improvement Program) Annual Project	NH Highway Fund, STP-State Flexible, Toll Credit	\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$8,140,000	\$6,919,000	\$1,221,000	
HAZMAT	Hazard Material Review	Hazard Material review for post construction obligations.	STP-State Flexible, Toll Credit	\$36,300	\$48,000	\$36,300	\$36,300	\$156,900	\$156,900		
HSP	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSP)	Highway Safety Improvement Program (HSP), Toll Credit	\$7,552,000	\$10,240,723	\$9,712,151	\$9,909,081	\$37,413,955	\$37,413,955		
LTAP	Local Technology Assistance Program	Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	Local Tech Assistance Program	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000		
MOBRB	VARIOUS	MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRB PROGRAM)	Bridge Off System, Other	\$4,650,000	\$4,650,000	\$4,625,000	\$4,625,000	\$18,550,000	\$14,880,000		\$3,710,000
OJT/SS	OJT/SS	On the Job training for minority and women to reach journeyman status in the construction industry.	STP-DBE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000		
PAVE-T1-PRE	Tier 1 Interstate	Preservation of Tier 1 pavements.	STP-State Flexible, Toll Credit	\$15,125,000	\$11,525,000	\$11,800,000	\$12,650,000	\$51,100,000	\$51,100,000		
PAVE-T2-MA	Tier 2 Highways	Maintenance paving of the tier 2 system.	Beitement, STP-State Flexible, Toll Credit	\$7,850,000	\$12,705,000	\$12,725,000	\$11,130,000	\$44,415,000	\$19,415,000	\$25,000,000	
PAVE-T2-PRE	Tier 2 Highways	Preservation of Tier 2 pavements.	STP-State Flexible, Toll Credit	\$10,525,000	\$7,925,000	\$8,025,000	\$7,925,000	\$34,400,000	\$34,400,000		
PVMRE	VARIOUS	Statewide Pavement Marking Annual Project	STP-State Flexible, Toll Credit	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$12,400,000		
RCTRL	VARIOUS	Recreational Trails Fund Act- Projects selected annually	DRED, Recreational Trails	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$9,000,000		\$1,250,000
RIBCS	Statewide Railroad Crossings	RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)	RL - Rail Highway, Toll Credit	\$1,160,000	\$1,160,000	\$1,160,000	\$1,160,000	\$4,640,000	\$4,640,000		
SRTS	VARIOUS	SAFE ROUTES TO SCHOOL PROGRAM	Safe Routes to School	\$2,195,700	\$443,003			\$2,638,703	\$2,638,703		
TA	VARIOUS	TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	Other, TAP - Transportation Alternatives	\$6,384,000	\$6,384,000	\$6,384,200	\$6,384,200	\$25,736,400	\$20,589,120		\$5,147,280
TRAC	Transportation And Civil engineering program	Implement and participate in AASHTO TRAC program in local high schools.	STP-State Flexible, Toll Credit	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000		
TRUCKWGHT-SFTY	VARIOUS	Truck weight safety inspection & maintenance program	STP-State Flexible, Toll Credit	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000		
TSMO	Transportation Systems Management and Operations	Statewide Transportation Systems Management and Operations, ITS Technologies, Transfer Info	STP-State Flexible, Toll Credit	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000		
UBI	VARIOUS	Underwater Bridge Inspection (Annual Project)	STP-State Flexible, Toll Credit	\$60,000	\$60,000	\$60,000	\$60,000	\$230,000	\$230,000		
USSS	VARIOUS	Project to update signing on state system	STP-State Flexible, Toll Credit	\$954,000	\$530,000	\$530,000	\$530,000	\$2,544,000	\$2,544,000		
PROGRAM Total				\$91,084,720	\$87,094,822	\$93,913,675	\$94,080,361	\$366,193,878	\$319,912,214	\$26,221,000	\$20,020,664
SALEM											
12334	NH 28	Reconstruct Depot Intersection NH28 (Broadway) & NH87 (Main St) Add Turn Lanes on NH28 (MURCA)	STP-Areas Over 200K, Towns	\$877,200	\$2,343,053	\$2,747,762	\$288,568	\$6,251,584	\$5,951,267		\$1,290,317

Figure 5.6: Current Transportation Improvement Program (Summary)

Agency/Community				Fiscal Year					Funding Source		
Project #	Route	Scope Summary	Funding Programs	2017	2018	2019	2020	Grand Total	Federal	State	Other
SALEM TO MANCHESTER											
10418	I-93	PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)	Interstate Maintenance, NH Highway Fund, National Highway System, Toll Credit	\$2,016,894	\$1,401,455			\$4,118,349	\$1,937,804	\$180,516	
10418T	I-93	CORRIDOR SERVICE PATROL (Salem to Manchester)	National Highway System, Toll Credit	\$100,000	\$99,492	\$99,588	\$12,000	\$1,011,162	\$100,162		
10418V	I-93	Final design services for PE & ROW	National Highway System, Non-Participating, Toll Credit	\$967,128				\$967,128	\$548,207	\$418,921	
10418W	I-93	Chloride Reduction Efforts	FHWA Earmarks, National Highway System, Toll Credit	\$1,065,024				\$1,065,024	\$1,065,024		
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	Non-Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program	\$54,829	\$35,188	\$32,936		\$142,952	\$79,516	\$58,791	\$4,646
13935A	I-93	Mainline, State Line to Exit 1 NB & SB	STP-State Flexible, Toll Credit			\$4,351,455	\$11,977,956	\$16,330,411	\$16,330,411		
14633I	I-93	Exit 1 to Exit 9 - Construct 4th lane northbound and southbound	STP-State Flexible, TFW, Toll Credit			\$11,216,239	\$11,575,199	\$22,791,508	\$748,509	\$22,042,889	
14633P	I-93	CTAP Phase 3: to fund eligible TOD and TDM planning projects within the CTAP RPC Regions	National Highway System, Toll Credit	\$1,509,826				\$1,509,826	\$1,509,826		
14633R	I-93	DES Land Grant Program	National Highway System, Other	\$1,582,584	\$846,601	\$1,593,728		\$4,023,913	\$3,219,131		\$804,782
14633Z	I-93	Corridor Smart Work Zone	National Highway System, Toll Credit	\$349,166				\$349,166	\$349,166		
14800A	I-93	MAINLINE, EXIT 1-to 1130 & NH08 (Salem), BRIDGES 073/063 & 072/063 Both Red Use-DEBT SERV 13933D	National Highway System, RZED-Subsidy, Toll Credit	\$1,413,100	\$1,413,207	\$1,413,207	\$3,047,006	\$7,286,520	\$5,044,163		\$2,244,357
14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)	National Highway System, Toll Credit	\$11,809,128	\$11,459,606	\$11,459,896	\$8,361,923	\$43,091,526	\$43,091,526		
14800H	I-93	Final Design Services for PE & ROW - Debt service for 10418V	National Highway System, Non-Participating, Toll Credit	\$1,999,062	\$1,633,094	\$1,685,245	\$1,269,436	\$6,577,837	\$6,159,008	\$418,829	
SALEM TO MANCHESTER Total				\$23,759,730	\$16,908,643	\$31,850,259	\$36,245,570	\$108,764,202	\$82,300,559	\$23,319,898	\$3,053,785
SEABROOK - HAMPTON											
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (R No 2357025)	STP-5 to 200K, Toll Credit	\$275,000	\$340,560	\$234,305		\$849,865	\$849,865		
STATEWIDE											
15609H	VARIOUS	Statewide Bridge Maintenance, Preservation & Improvements performed by Bridge Maint.	STP-State Flexible, Toll Credit	\$4,400,000				\$4,400,000	\$4,400,000		
15609I	VARIOUS	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.	STP-5 to 200K, Toll Credit		\$4,400,000			\$4,400,000	\$4,400,000		
40792	Statewide	2015 STC Incentive for 1) Mobile Devices and 2) Design-Build documentation	NHDOT Operating Budget, STP-State Flexible, Toll Credit, Other	\$127,500				\$127,500	\$130,000	\$27,500	
25198	VARIOUS	To install Road and Weather systems around the State. Date of release for RFP March 31, 2017	STP-State Flexible, Toll Credit	\$431,200				\$431,200	\$431,200		
Statewide Total				\$4,968,700	\$4,400,000	\$0	\$0	\$9,368,700	\$9,341,200	\$27,500	\$0
TRAPEZE SOFTWARE GROUP, INC.											
68060B	VARIOUS	Statewide rideshare database utilizing Trapeze Ridepro software	Congestion Mitigation and Air Quality Program, Turnpike Credit	\$43,883	\$47,552			\$91,436	\$73,149	\$18,287	
TIP Total				\$179,687,080	\$194,421,943	\$183,873,708	\$189,954,527	\$747,856,738	\$521,335,585	\$197,989,675	\$98,611,569

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community	Project Name	Rank	Years Programme	First Year of CON	Cost by Project Phase (Inflated to Year of Programming)				Total
					OTHER	PE	ROW	CON	
Project #									
Atkinson									
6021001	Hilldale Ave Improvements	77	2038-2040	2040		\$122,977	\$0	\$646,646	\$771,663
Atkinson-Hampstead									
6001001	NH 111 Reconstruction	NR	2038-2040	2039		\$2,635,230	\$0	\$11,403,683	\$14,040,951
Brentwood									
6055001	North Rd/Prescott Rd. Intersection realignment	66	2037-2038	2038		\$28,552	\$0	\$146,402	\$176,992
6055002	NH 111A/ Pickpocket Rd. Intersection realignment	60	2034-2035	2035		\$26,475	\$0	\$135,750	\$164,260
Danville									
6113001	Danville NH111A Sidewalks	23	2033-2034	2034		\$387,248	\$0	\$2,647,484	\$3,036,765
East Kingston									
6135001	NH 107/Willow Road Sight Distance Improvements	58	2037-2038	2038		\$22,842	\$0	\$117,121	\$142,001

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community	Project Name	Rank	Years Programme	First Year of CON	Cost by Project Phase (Inflated to Year of Programming)				Total
					OTHER	PE	ROW	CON	
Project #									
Epping									
6147001	NH 125 Expansion from NH 27 to NH 87.	TYP	2017-2022	2022	\$951,825	\$1,086,469	\$16,681,607	\$18,721,922	
6147002	Signalize Lagoon Road Intersection with NH 125	NR	2034-2036	2036	\$82,734	\$0	\$435,035	\$519,805	
6147003	Rockingham Rail Trail NH 125 Crossing	NR	2037-2039	2039	\$107,071	\$0	\$563,006	\$672,116	
6147004	Signalize intersection of NH 125 & NH 87	TYP	2017-2020	0	\$1,338,813	\$613,955		\$1,952,768	
6147005	NH 125/North River Road Intersection Improvements	NR	2036-2038	2038	\$174,014	\$0	\$915,010	\$1,091,062	
6147006	Signalize intersection of NH 125 with Lee Hill Road	14	2031-2033	2033	\$76,714	\$0	\$403,383	\$482,130	
6147007	NH 125 Expansion - NH 87 to Lee Hill Road	64	2034-2036	2036	\$826,511	\$0	\$5,794,672	\$6,623,219	
6147008	Bridge Replacement, Blake Road over Lamprey River [059/054]	47	2034-2035	2035	\$182,014	\$0	\$933,279	\$1,117,329	
6147009	Lamprey River Bridge Repair/Replacement	53	2035-2036	2036	\$210,412	\$0	\$1,078,888	\$1,291,336	
6147010	NH 125 Signal Coordination - Epping	TYP	2022-2025	2025	\$94,351	\$52,838	\$950,628	\$1,099,842	
Exeter									
6153001	Epping Road Access Management	27	2027-2029	2029	\$343,351	\$0	\$2,407,237	\$2,752,618	
6153002	Park St. Bridge Replacement	TYP	2022-2022	2022	\$665,096	\$0	\$4,433,976	\$5,101,094	
6153004	Exeter NH 111 Bike Shoulders	NR	2038-2040	2040	\$267,183	\$0	\$1,404,915	\$1,674,138	
6153005	NH 88 Shoulders	NR	2037-2039	2039	\$529,733	\$0	\$3,713,962	\$4,245,734	
6153008	High St./Portsmouth Ave Intersection Improvements	NR	2036-2038	2038	\$1,074,886	\$0	\$7,536,024	\$8,612,948	
Exeter to Portsmouth									
6001026	NH 108/33 Corridor Study	NR	2029-2029	0	\$338,196			\$338,196	
Exeter-Newfields									
6001002	NH 87 shoulder widening -Exeter-Newfields	NR	2035-2037	2037	\$339,374	\$0	\$1,784,515	\$2,125,927	

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community	Project Name	Rank	Years Programme	First Year of CON	Cost by Project Phase (Inflated to Year of Programming)				
					OTHER	PE	ROW	CON	Total
Project #									
Fremont									
6167001	Martin Rd Bridge Replacement	#N/A	2021-2021	2021		\$122,214	\$12,865	\$533,882	\$670,982
Hampstead									
6195001	NH 121 Depot Road Intersection Capacity Expansion	11	2033-2034	2034		\$80,677	\$0	\$413,669	\$496,380
Hampton									
6197001	Ocean Blvd Reconstruction	TYP	2023-2026	2026		\$1,078,134	\$416,709	\$8,820,176	\$10,317,044
6197002	US 1/NH 27 Intersection Improvements	25	2028-2031	2030		\$878,489	\$900,890	\$7,390,904	\$9,172,314
6197004	NH 27 Bike Shoulders	NR	2030-2032	2032		\$258,083	\$264,664	\$2,171,306	\$2,696,086
6197005	NH 101/US 1 Interchange Reconstruction	2	2027-2029	2029		\$659,572	\$1,352,782	\$5,410,386	\$7,424,770
6197006	Reconstuct of Exeter Road	NR	2031-2035	2035		\$1,905,583	\$1,954,175	\$1,686,012	\$5,547,805
6197009	Reconstruction of High Street	NR	2031-2034	2033		\$2,015,248	\$2,132,769	\$13,505,085	\$17,655,134
6197010	Reconstruction of Winnacunnet Road	NR	2031-2035	2034		\$2,102,866	\$2,282,248	\$11,100,329	\$15,487,477
6197011	Reconstruction of Church Street	NR	2031-2036	2036		\$264,664	\$278,334	\$2,401,396	\$2,946,430
6197012	Winnacunnet Road Complete Streets	6	2027-2029	2029		\$192,951	\$13,191	\$1,001,059	\$1,209,231
Hampton Falls									
6199001	US 1 Intersection & Capacity Improvements	TYP	2018-2034	2034		\$579,015	\$593,780	\$4,871,370	\$6,046,199
6199002	US 1 Shoulders	NR	2037-2039	2039		\$214,142	\$219,602	\$1,801,619	\$2,237,402
6199003	US 1 Shoulders & Access Management	37	2033-2035	2035		\$193,624	\$198,561	\$1,628,997	\$2,023,217
Kensington									
6239001	NH 150/NH107 Intersection Improvements	18	2027-2028	2028		\$124,855	\$124,855	\$1,024,311	\$1,276,049

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community		Cost by Project Phase (Inflated to Year of Programming)							
Project #	Project Name	Rank	Years Programme	First Year of CON	OTHER	PE	ROW	CON	Total
Kingston to Salem									
6001029	NH 111 Corridor Study	NR	2027-2027	0	\$321,586				\$321,586
New Castle-Rye									
6001025	Route 1A/1B Shoulders & Sidewalks	1	2027-2029	2029		\$254,503	\$260,993	\$2,141,184	\$2,658,709
Newfields									
6327002	Newfields NH 87 Shoulders & Sidewalks	20	2027-2029	2029		\$38,590	\$5,277	\$338,196	\$384,091
6327003	NH 85 Sidewalks	41	2034-2037	2037		\$236,012	\$124,101	\$2,545,307	\$2,907,457
6327004	NH 108 Shoulders in Newfields	29	2035-2037	2037		\$31,468	\$0	\$496,403	\$529,908
Newington									
6331001	Pease Arboretum Drive Expansion	39	2037-2039	2039		\$196,297	\$201,302	\$1,651,484	\$2,051,122
6331002	NH Avenue/Arboretum Drive Improvements	16	2029-2031	2031		\$277,456	\$0	\$1,313,039	\$1,592,525
Newton									
6341001	Replace Pond Road Bridge	63	2035-2037	2037		\$458,155	\$360,209	\$2,955,157	\$3,775,559
6341002	Newton Rowe's Corner Improvements	TYP	2017-2022	2022		\$257,748	\$25,000	\$1,095,294	\$1,380,064

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community	Project Name	Rank	Years Programme	First Year of CON	Cost by Project Phase (Inflated to Year of Programming)				
					OTHER	PE	ROW	CON	Total
Project #									
North Hampton									
6345001	US 1 Capacity Expansion Hampton Town Line to Atlantic Avenue	NR	2035-2038	2037	\$1,619,664	\$1,660,965	\$13,763,075		\$17,045,741
6345002	Cedar Road Bridge Replacement	NR	2028-2030	2030	\$245,408	\$251,666	\$2,064,666		\$2,563,769
6345003	US 1 Shoulders Glendale Rd to Hobbs Rd	NR	2038-2040	2040	\$109,801	\$112,601	\$739,024		\$963,466
6345004	US 1 Intersection improvements (Hobbs Rd, Elm Road in N. Hampton)	28	2031-2033	2033	\$529,329	\$542,827	\$4,453,349		\$5,527,537
6345005	US 1 Shoulders Elm Rd to North Road	NR	2038-2040	2040	\$87,841	\$90,081	\$739,024		\$918,986
6345006	US 1/North Road (west approach) improvements	10	2032-2032	2032	\$416,167	\$416,167	\$3,329,336		\$4,163,702
6345007	US 1 North Rd intersection relocation	21	2031-2033	2033	\$517,821	\$531,026	\$4,356,537		\$5,407,417
6345008	US 1 Shoulders North Rd to Lafayette Terrace	NR	2038-2040	2040	\$109,801	\$112,601	\$923,780		\$1,148,222
6345009	US 1 Shoulders from North RD to Rye t/l	NR	2038-2040	2040	\$484,040	\$496,383	\$4,072,330		\$5,054,794
6345011	US 1 & Atlantic Ave (NH 111) Intersection Capacity Improvements	3	2027-2029	2029	\$83,612	\$81,787	\$838,725		\$1,006,153
North Hampton - Greenland									
6001008	NH 151 Shoulders	NR	2031-2033	2033	\$278,780	\$285,889	\$2,345,430		\$2,912,132
Plaistow									
6375001	Main Street traffic calming	TYP	2022-2025	2025	\$134,787	\$75,483	\$1,358,040		\$1,570,335
6375003	NH 125 Signal Coordination - Plaistow	TYP	2023-2026	2026	\$127,907	\$71,364	\$1,287,876		\$1,489,173
6375004	NH 121A/North Ave. Intersection Improvements	17	2027-2027	2027	\$250,633	\$250,633	\$2,005,061		\$2,508,354

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community	Project Name	Rank	Years Programme	First Year of CON	Cost by Project Phase (Inflated to Year of Programming)				
					OTHER	PE	ROW	CON	Total
Project #									
Portsmouth									
6379001	NH Ave/Corporate Drive intersection signalization	67	2037-2039	2039	\$196,297	\$201,302	\$1,651,484		\$2,051,122
6379002	Grafton Drive Capacity Expansion	32	2037-2038	2038	\$267,677	\$267,677	\$2,196,025		\$2,733,417
6379003	Corporate Dr/Grafton Drive intersection signalization	56	2037-2039	2039	\$249,832	\$256,203	\$2,101,888		\$2,609,962
6379005	Replace Maplewood Ave Culvert over North Mill Pond	71	2035-2037	2037	\$195,140	\$200,116	\$1,641,754		\$2,039,048
6379006	Reconstruct US 1 Bypass from Lafayette Rd to Traffic Circle	NR	2027-2030	2030	\$1,368,828	\$1,403,733	\$11,809,887		\$14,584,478
6379007	Maplewood Ave RR Crossing upgraded	TYP	2016-2016	2016	\$72,564	\$72,564	\$580,511		\$727,655
6379010	Pannaway Manner Noise Barrier	57	2035-2037	2037	\$205,321	\$210,557	\$1,727,411		\$2,145,326
6379011	US 1 Capacity Expansion from Constitution Ave to Wilson Rd. and from Ocean Rd to White Cedar Blvd.	TYP	2017-2022	2022	\$1,581,800	\$3,354,425	\$4,746,994		\$9,685,241
6379012	Coakley Road Bridge Replacement	33	2028-2029	2029	\$28,169	\$28,169	\$231,095		\$289,461
6379013	Bartlett St. Bridge Replacement	51	2033-2035	2035	\$55,183	\$56,590	\$464,264		\$578,072
6379015	Cate Street Bridge Replacement	48	2032-2034	2034	\$75,524	\$77,450	\$635,396		\$790,403
6379016	Market St. RR Crossing upgrade	TYP	2023-2026	2026	\$109,363	\$61,245	\$1,101,881		\$1,274,516
6379018	Pierce Island bridge Replacement	69	2036-2038	2038	\$500,291	\$513,048	\$4,209,047		\$5,224,424
6379019	Hampton Branch Rail-trail improvements	TYP	2021-2023	2023	\$253,460	\$259,923	\$2,132,406		\$2,647,811
6379020	Reconstruct US 1 Bypass from Traffic Circle to Sarah Long Bridge	NR	2037-2039	2039	\$1,354,447	\$1,388,986	\$11,395,237		\$14,140,709
6379021	US 1 Bypass Traffic Circle Improvements	NR	2038-2040	2040	\$920,729	\$944,208	\$7,746,280		\$9,613,256
6379023	Maplewood Ave Complete Streets	TYP	2022-2025	2025	\$87,611	\$49,064	\$882,726		\$1,021,425
6379024	Spinney Road Sidewalk & Intersection Construction	19	2033-2034	2034	\$16,135	\$0	\$562,590		\$580,760
6379025	US Route 1 Sidepath	TYP	2027-2028	2028	\$55,491	\$0	\$5,975,147		\$6,032,666

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community	Project Name	Rank	Years Programme	First Year of CON	Cost by Project Phase (Inflated to Year of Programming)				Total
					OTHER	PE	ROW	CON	
Portsmouth Cont.									
	6379026 Lower Islington Street Sidewalk	15	2027-2029	2029		\$13,873	\$0	\$350,144	\$366,045
	6379027 Market St./ Russell St. Intersection	12	2027-2029	2029		\$27,746	\$0	\$1,247,387	\$1,277,161
	6379028 Upper Islington St. Improvements	26	2031-2032	2032		\$383,571	\$0	\$2,753,468	\$3,139,071
	6379029 South Street Reconstruction	74	2038-2039	2039		\$45,751	\$0	\$422,254	\$470,044
	6379030 Banfield Road Improvements	62	2037-2038	2038		\$89,226	\$0	\$1,189,513	\$1,280,777
	6379031 Junkins Avenue Reconstruction	38	2035-2036	2036		\$84,844	\$0	\$1,305,106	\$1,391,986
	6379032 Grafton Drive/Aviation Avenue Sidewalk and Shoulder	70	2031-2033	2033		\$43,768	\$0	\$276,171	\$321,972
	6379033 NH Ave/Exeter St/Manchester Sq. Roundabout	46	2033-2035	2035		\$306,857	\$0	\$1,290,826	\$1,599,718
	6379034 International Dr/ Manchester Square/ Corporate Dr Sidewalk and Shoulder	68	2031-2033	2033		\$43,768	\$0	\$460,286	\$506,087
	6379035 Grafton Drive Sidewalk and Shoulder	NR	2034-2035	2035		\$660,832	\$0	\$2,710,734	\$3,373,601
Raymond									
	6383001 NH102/Blueberry Hill Road Intersection	54	2035-2037	2037		\$32,271	\$33,094	\$339,374	\$406,775
	6383002 NH 27/Dudley Road Intersection	65	2027-2029	2029		\$26,383	\$27,056	\$277,456	\$332,923
	6383003 NH 156/Ham Rd/Harriman Hill Road Intersection	59	2034-2036	2036		\$31,468	\$32,271	\$330,935	\$396,710
	6383004 NH 27/NH 156 Intersection	30	2031-2033	2033		\$87,536	\$89,768	\$920,572	\$1,099,909
Region									
	6001012 Improvements to ITS/IMS Communications backbone	NR	2034-2036	2036		\$570,864	\$585,421	\$4,802,791	\$5,961,112
	6001013 Portable VMS for Region	NR	2027-2027	2027		\$11,653	\$0	\$93,225	\$106,905
	6001014 Cross-border ITS Improvements	42	2032-2033	2033		\$94,405	\$94,405	\$774,495	\$965,338
	6001015 Bridge Security Video ITS Improvements	72	2037-2039	2039		\$328,351	\$336,724	\$2,762,482	\$3,429,595
	6001016 ITS Improvements at Park and Rides	45	2037-2038	2038		\$144,546	\$144,546	\$1,185,853	\$1,476,983
	6001031 I-95/NH 101 Intermodal Facility	NR	2033-2035	2035		\$645,413	\$0	\$6,787,486	\$7,434,934

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community		Cost by Project Phase (Inflated to Year of Programming)							
Project #	Project Name	Rank	Years Programme	First Year of CON	OTHER	PE	ROW	CON	Total
Rye									
6397001	US 1 Shoulders Breakfast Hill to Portsmouth City Line	34	2030-2032	2032		\$361,316	\$370,530	\$3,039,829	\$3,773,707
6397002	US 1 Washington Rd. Intersection capacity improvements	22	2037-2039	2039		\$128,485	\$131,761	\$1,080,971	\$1,343,257
6397003	US 1 Shoulders from N. Hampton T/L to Breakfast Hill Rd.	35	2032-2034	2034		\$188,809	\$193,624	\$1,588,490	\$1,972,957
Sandown									
6405001	Phillips Rd bridge replacement	49	2033-2035	2035		\$77,450	\$79,425	\$570,149	\$729,058
6405002	Bridge rehabilitation/replacement on Fremont Rd.	50	2033-2035	2035		\$67,768	\$69,496	\$651,599	\$790,898
Seabrook									
6409001	US 1 Capacity improvements at the Seabrook Rotary	43	2028-2030	2030		\$409,013	\$419,443	\$3,441,109	\$4,271,595
6409002	US 1 Capacity Improvements between Walton Rd and Gretchen Rd	44	2028-2030	2030		\$392,653	\$402,665	\$3,303,465	\$4,100,813
6409004	US 1 capacity improvements between NH 107 and North Access Road	5	2027-2029	2029		\$494,565	\$507,176	\$4,160,873	\$5,164,643
6409005	US 1 Capacity Improvements between the North Access Rd and the Hampton Falls Town Line	NR	2027-2028	2028		\$66,589	\$66,589	\$546,299	\$681,506
6409006	NH 1A Sidewalk in Seabrook	7	2027-2029	2029		\$44,948	\$46,094	\$378,155	\$471,226
6409007	Multiple-use pathway on former B&M line from Mass s/l to Seabrook Station	4	2027-2029	2029		\$127,352	\$130,600	\$1,071,439	\$1,331,420

Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)

Community		Cost by Project Phase (Inflated to Year of Programming)								
Project #	Project Name	Rank	Years Programme	First Year of CON	OTHER	PE	ROW	CON	Total	
Seabrook-Hampton										
6001018	Route 1A Evacuation ITS Improvements	8	2027-2027	2027		\$296,739	\$296,739	\$2,373,911	\$2,969,416	
6001022	Rehabilitate NH 1A Bridge between Hampton & Seabrook	TYP	2017-2026	2024		\$2,807,583	\$1,105,968	\$68,634,455	\$72,550,031	
Seabrook-Hampton Falls-Hampton										
6001019	East Coast Greenway - Seabrook	24	2027-2028	2028		\$761,616	\$0	\$5,206,914	\$5,970,558	
South Hampton										
6417001	Whitehall Rd Bridge Replacement	55	2037-2038	2038		\$54,606	\$54,606	\$447,989	\$559,239	
6417002	Hilldale Ave bridge replacement	40	2032-2034	2034		\$113,286	\$116,174	\$953,094	\$1,184,588	
Stratham										
6431001	Stratham Town Center/Stratham Circle Improvements	13	2024-2026	2026		\$380,667	\$390,374	\$3,202,631	\$3,975,699	
6431002	Bike lanes on Squamscott Rd	31	2027-2027	2027		\$166,473	\$166,473	\$1,331,787	\$1,666,761	
6431003	Signalize NH 108/Bunker Hill Avenue intersection	9	2035-2037	2037		\$95,907	\$98,353	\$806,886	\$1,003,183	
6431004	Signalize NH 108/Frying Pan Lane intersection	52	2032-2034	2034		\$137,453	\$140,958	\$1,156,421	\$1,436,866	
6431005	Winnicutt Road Signalization	36	2032-2034	2034		\$31,468	\$24,203	\$248,202	\$305,907	
Total Programmed						\$659,781	\$46,375,078	\$33,954,838	\$378,973,291	\$460,202,868

