

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 [2019-2022 Transportation Improvement Program \(TIP\)](#) and [State Transportation Improvement Program \(STIP\)](#), adopted in February 2019, as well as the financial plan from the [2019-2028 State Ten Year Plan](#) approved by the Legislature and signed by the Governor in the summer of 2018. 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 Funds for Debt Service	Net Federal Funds Available	Federal Transit & Rail			Local/Other Match	Total Transit	Rail ⁵
	FHWA	TIFIA	GARVEE				FTA Funds	State Funds				
2019	\$ 182,410,000	\$ 5,740,000	\$ 20,720,000	\$ 208,870,000	\$ 9,705,980	\$ 199,164,020	\$ 23,421,225	\$ 873,633	\$ 8,609,679	\$ 32,904,538	\$ 2,100,000	
2020	\$ 185,560,000	\$ 5,890,000	\$ 25,090,000	\$ 216,540,000	\$ 21,323,196	\$ 195,216,804	\$ 22,263,621	\$ 759,454	\$ 8,609,679	\$ 31,632,754	\$ 600,000	
2021	\$ 186,430,000	\$ -	\$ 20,160,000	\$ 206,590,000	\$ 19,938,094	\$ 186,651,906	\$ 21,725,551	\$ 579,415	\$ 8,609,679	\$ 30,914,646	\$ 600,000	
2022	\$ 185,940,000	\$ -	\$ -	\$ 185,940,000	\$ 19,817,005	\$ 166,122,995	\$ 21,068,697	\$ 596,961	\$ 8,609,679	\$ 30,275,337	\$ 2,100,000	
2023	\$ 186,360,000	\$ -	\$ -	\$ 186,360,000	\$ 19,680,967	\$ 166,679,033	\$ 14,364,310	\$ 577,059	\$ 8,609,679	\$ 23,551,048	\$ 600,000	
2024	\$ 185,780,000	\$ -	\$ -	\$ 185,780,000	\$ 19,497,050	\$ 166,282,950	\$ 14,666,962	\$ 588,600	\$ 8,609,679	\$ 23,865,242	\$ 600,000	
2025	\$ 185,500,000	\$ -	\$ -	\$ 185,500,000	\$ 19,375,716	\$ 166,124,284	\$ 14,975,667	\$ 600,372	\$ 8,609,679	\$ 24,185,719	\$ 2,100,000	
2026	\$ 184,740,000	\$ -	\$ -	\$ 184,740,000	\$ 2,883,194	\$ 181,856,806	\$ 15,290,547	\$ 612,380	\$ 8,609,679	\$ 24,512,606	\$ 600,000	
2027	\$ 185,860,000	\$ -	\$ -	\$ 185,860,000	\$ 2,759,404	\$ 183,100,596	\$ 15,611,724	\$ 624,628	\$ 8,609,679	\$ 24,846,031	\$ 600,000	
2028	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ 2,632,458	\$ 182,517,542	\$ 15,939,324	\$ 637,120	\$ 8,609,679	\$ 25,186,124	\$ 2,100,000	
2029	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ 2,502,275	\$ 182,647,725	\$ 15,323,958	\$ 649,862	\$ 8,609,679	\$ 24,583,500	\$ 600,000	
2030	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ 662,860	\$ 8,609,679	\$ 24,892,349	\$ 600,000	
2031	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2032	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2033	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2034	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2035	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2036	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2037	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2038	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2039	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2040	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2041	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2042	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2043	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 2,100,000	
2044	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	
2045	\$ 185,150,000	\$ -	\$ -	\$ 185,150,000	\$ -	\$ 169,412,250	\$ 15,619,810	\$ -	\$ 8,609,679	\$ 24,229,489	\$ 600,000	

Figure 5.1: Estimates of Funding Availability (Statewide)

Year	State Highway Funds		I-93 Debt Service	TIFIA Pledged Paving & Bridge	State Aid Highway (SAH) ²	Other Matching Funds ²	State Funds for			Turnpike Turnpike Improvements ⁷	Renewal & Replacement	Total Turnpike
	Betterment ²	State Aid Bridge					State Funds	Debt Service	Net State Funds			
2019	\$ 22,300,000	\$ 8,770,000	\$ 1,348,693	\$ 19,900,000	\$ 1,230,000	\$ 13,840,000	\$ 67,388,693	\$ 2,789,434	\$ 64,599,259	\$ 25,450,000	\$ 14,300,000	\$ 39,750,000
2020	\$ 22,430,000	\$ 10,720,000	\$ 1,864,483	\$ 22,750,000	\$ -	\$ 17,620,000	\$ 75,384,483	\$ 3,305,224	\$ 72,079,259	\$ 40,900,000	\$ 12,300,000	\$ 53,200,000
2021	\$ 22,430,000	\$ 8,500,000	\$ 2,147,107	\$ 20,180,000	\$ -	\$ 4,440,000	\$ 57,697,107	\$ 3,534,182	\$ 54,162,925	\$ 58,840,000	\$ 13,200,000	\$ 72,040,000
2022	\$ 22,430,000	\$ 10,920,000	\$ 2,195,000	\$ 19,950,000	\$ -	\$ 2,150,000	\$ 57,645,000	\$ 3,388,723	\$ 54,256,277	\$ 47,090,000	\$ 13,900,000	\$ 60,990,000
2023	\$ 22,430,000	\$ 13,540,000	\$ 2,195,000	\$ 19,010,000	\$ -	\$ 1,430,000	\$ 58,605,000	\$ 3,126,834	\$ 55,478,166	\$ 49,770,000	\$ 14,400,000	\$ 64,170,000
2024	\$ 22,430,000	\$ 8,500,000	\$ 2,197,986	\$ 21,480,000	\$ -	\$ 1,240,000	\$ 55,847,986	\$ 2,889,706	\$ 52,958,280	\$ 48,400,000	\$ 13,300,000	\$ 61,700,000
2025	\$ 22,430,000	\$ 8,500,000	\$ 2,192,014	\$ 17,390,000	\$ -	\$ 2,950,000	\$ 53,462,014	\$ 2,549,404	\$ 50,912,610	\$ 54,200,000	\$ 13,600,000	\$ 67,800,000
2026	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ 550,000	\$ 54,885,706	\$ 23,405,706	\$ 31,480,000	\$ 59,400,000	\$ 13,800,000	\$ 73,200,000
2027	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ 190,000	\$ 54,525,706	\$ 23,405,706	\$ 31,120,000	\$ 51,800,000	\$ 14,100,000	\$ 65,900,000
2028	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ 1,770,000	\$ 56,105,706	\$ 23,405,706	\$ 32,700,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2029	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2030	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2031	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2032	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2033	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2034	\$ 22,430,000	\$ 8,500,000	\$ 23,405,706	\$ -	\$ -	\$ -	\$ 54,335,706	\$ 23,405,706	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2035	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2036	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2037	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2038	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2039	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2040	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2041	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2042	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2043	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2044	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000
2045	\$ 22,430,000	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ 30,930,000	\$ -	\$ 30,930,000	\$ 61,400,000	\$ 14,400,000	\$ 75,800,000

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 (M&O) Needs for the Region

Year	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total	RPC Share for State Highways	Estimated Local Road M&O Needs	Total M&O Needs
2019	\$175,400,000	\$49,900,000	\$46,900,000	\$1,100,000	\$19,800,000	\$293,100,000	\$29,163,450	\$64,229,451	\$93,392,901
2020	\$174,100,000	\$40,200,000	\$47,900,000	\$1,500,000	\$18,800,000	\$282,500,000	\$28,108,750	\$64,713,628	\$92,822,378
2021	\$178,700,000	\$51,400,000	\$47,800,000	\$1,200,000	\$19,200,000	\$298,300,000	\$29,680,850	\$65,201,455	\$94,882,305
2022	\$179,366,667	\$48,666,667	\$48,433,333	\$1,366,667	\$18,666,667	\$296,500,000	\$29,501,750	\$65,692,959	\$95,194,709
2023	\$181,016,667	\$49,416,667	\$48,883,333	\$1,416,667	\$18,366,667	\$299,100,000	\$29,760,450	\$66,188,168	\$95,948,618
2024	\$182,666,667	\$50,166,667	\$49,333,333	\$1,466,667	\$18,066,667	\$301,700,000	\$30,019,150	\$66,687,111	\$96,706,261
2025	\$184,316,667	\$50,916,667	\$49,783,333	\$1,516,667	\$17,766,667	\$304,300,000	\$30,277,850	\$67,189,814	\$97,467,664
2026	\$185,966,667	\$51,666,667	\$50,233,333	\$1,566,667	\$17,466,667	\$306,900,000	\$30,536,550	\$67,696,307	\$98,232,857
2027	\$187,616,667	\$52,416,667	\$50,683,333	\$1,616,667	\$17,166,667	\$309,500,000	\$30,795,250	\$68,206,618	\$99,001,868
2028	\$189,266,667	\$53,166,667	\$51,133,333	\$1,666,667	\$16,866,667	\$312,100,000	\$31,053,950	\$68,720,776	\$99,774,726
2029	\$190,916,667	\$53,916,667	\$51,583,333	\$1,716,667	\$16,566,667	\$314,700,000	\$31,312,650	\$69,238,810	\$100,551,460
2030	\$192,566,667	\$54,666,667	\$52,033,333	\$1,766,667	\$16,266,667	\$317,300,000	\$31,571,350	\$69,760,749	\$101,332,099
2031	\$194,216,667	\$55,416,667	\$52,483,333	\$1,816,667	\$15,966,667	\$319,900,000	\$31,830,050	\$70,286,622	\$102,116,672
2032	\$195,866,667	\$56,166,667	\$52,933,333	\$1,866,667	\$15,666,667	\$322,500,000	\$32,088,750	\$70,816,459	\$102,905,209
2033	\$197,516,667	\$56,916,667	\$53,383,333	\$1,916,667	\$15,366,667	\$325,100,000	\$32,347,450	\$71,350,291	\$103,697,741
2034	\$199,166,667	\$57,666,667	\$53,833,333	\$1,966,667	\$15,066,667	\$327,700,000	\$32,606,150	\$71,888,147	\$104,494,297
2035	\$200,816,667	\$58,416,667	\$54,283,333	\$2,016,667	\$14,766,667	\$330,300,000	\$32,864,850	\$72,430,057	\$105,294,907
2036	\$202,466,667	\$59,166,667	\$54,733,333	\$2,066,667	\$14,466,667	\$332,900,000	\$33,123,550	\$72,976,052	\$106,099,602
2037	\$204,116,667	\$59,916,667	\$55,183,333	\$2,116,667	\$14,166,667	\$335,500,000	\$33,382,250	\$73,526,163	\$106,908,413
2038	\$205,766,667	\$60,666,667	\$55,633,333	\$2,166,667	\$13,866,667	\$338,100,000	\$33,640,950	\$74,080,421	\$107,721,371
2039	\$207,416,667	\$61,416,667	\$56,083,333	\$2,216,667	\$13,566,667	\$340,700,000	\$33,899,650	\$74,638,857	\$108,538,507
2040	\$209,066,667	\$62,166,667	\$56,533,333	\$2,266,667	\$13,266,667	\$343,300,000	\$34,158,350	\$75,201,503	\$109,359,853
2041	\$210,716,667	\$62,916,667	\$56,983,333	\$2,316,667	\$12,966,667	\$345,900,000	\$34,417,050	\$75,768,390	\$110,185,440
2042	\$212,366,667	\$63,666,667	\$57,433,333	\$2,366,667	\$12,666,667	\$348,500,000	\$34,675,750	\$76,339,550	\$111,015,300
2043	\$214,016,667	\$64,416,667	\$57,883,333	\$2,416,667	\$12,366,667	\$351,100,000	\$34,934,450	\$76,915,016	\$111,849,466
2044	\$215,666,667	\$65,166,667	\$58,333,333	\$2,466,667	\$12,066,667	\$353,700,000	\$35,193,150	\$77,494,820	\$112,687,970
2045	\$217,316,667	\$65,916,667	\$58,783,333	\$2,516,667	\$11,766,667	\$356,300,000	\$35,451,850	\$78,078,994	\$113,530,844

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

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 2019-2022 Transportation Improvement Program & 2045 Long Range Transportation Plan

Source of Data	Fiscal Year	Estimated Regional Share of Available Funding ^{1,2,3}					Estimated Total Project Costs ⁶					Remaining ⁹	
		Federal	State ⁴	Other	Statewide Programs ⁵	Total Target Funding	Regional Projects	Statewide Programs ⁷	Transit	Turnpike Projects ⁸	Total Project Costs		
2045 MPO Long Range Plan	2019-2022 TIP	2019	\$46,173,789	\$59,006,448	\$20,288,635	\$11,255,309	\$136,724,181	\$94,791,457	\$11,255,309	\$8,045,729	\$22,631,687	\$136,724,181	\$0
		2020	\$48,409,633	\$70,638,916	\$2,782,877	\$10,806,562	\$132,637,988	\$78,549,791	\$10,806,562	\$7,965,734	\$35,315,901	\$132,637,988	\$0
		2021	\$27,866,970	\$50,060,216	\$7,610,941	\$11,888,821	\$97,426,947	\$53,322,229	\$11,888,821	\$7,189,168	\$25,026,730	\$97,426,947	\$0
		2022	\$37,494,972	\$14,082,529	\$2,012,712	\$11,756,929	\$65,347,142	\$39,145,561	\$11,756,929	\$7,413,045	\$7,031,607	\$65,347,142	\$0
	2019-2028 State Ten Year Plan	2023	\$28,671,167	\$9,932	\$1,158,722	\$11,780,617	\$41,620,438	\$22,350,898	\$11,780,617	\$7,488,923	\$0	\$41,620,438	\$0
		2024	\$48,518,097	\$10,166	\$1,074,121	\$11,803,434	\$61,405,817	\$42,036,065	\$11,803,434	\$7,566,319	\$0	\$61,405,817	\$0
		2025	\$42,217,768	\$10,454	\$1,076,048	\$11,827,351	\$55,131,621	\$35,659,006	\$11,827,351	\$7,645,264	\$0	\$55,131,621	\$0
		2026	\$26,574,048	\$10,756	\$838,105	\$12,954,937	\$40,377,846	\$19,697,122	\$12,954,937	\$7,725,787	\$0	\$40,377,846	\$0
		2027	\$15,103,140	\$8,820	\$852,974	\$12,962,464	\$28,927,398	\$8,157,013	\$12,962,464	\$7,807,921	\$0	\$28,927,398	\$0
		2028	\$15,331,046	\$8,850	\$870,057	\$12,987,165	\$29,197,118	\$8,318,256	\$12,987,165	\$7,891,697	\$0	\$29,197,118	\$0
	2029	\$32,270,917	\$4,072,436	\$6,973,236	\$14,803,605	\$58,120,193	\$20,962,882	\$14,803,605	\$7,891,697	\$4,063,400	\$47,721,584	\$10,398,609	
	2030	\$30,504,289	\$4,072,624	\$6,991,366	\$14,821,807	\$56,390,087	\$13,893,888	\$14,821,807	\$7,891,697	\$4,063,400	\$40,670,792	\$15,719,295	
	2031	\$30,504,289	\$4,063,400	\$6,085,480	\$14,572,291	\$55,225,461	\$13,014,505	\$14,572,291	\$7,891,697	\$4,063,400	\$39,541,894	\$15,683,567	
	2032	\$30,504,289	\$4,063,400	\$6,085,480	\$14,895,605	\$55,548,775	\$11,878,433	\$14,895,605	\$7,891,697	\$4,063,400	\$38,729,136	\$16,819,639	
	2033	\$30,504,289	\$4,063,400	\$6,085,480	\$15,218,919	\$55,872,089	\$11,236,122	\$15,218,919	\$7,891,697	\$4,063,400	\$38,410,139	\$17,461,950	
	2034	\$30,504,289	\$4,063,400	\$6,085,480	\$15,542,234	\$56,195,403	\$19,365,422	\$15,542,234	\$7,891,697	\$4,063,400	\$46,862,753	\$9,332,650	
	2035	\$30,504,289	\$4,063,400	\$6,085,480	\$15,865,548	\$56,518,717	\$14,323,932	\$15,865,548	\$7,891,697	\$4,063,400	\$42,144,577	\$14,374,140	
	2036	\$30,504,289	\$4,063,400	\$6,085,480	\$16,188,862	\$56,842,031	\$22,227,200	\$16,188,862	\$7,891,697	\$4,063,400	\$50,371,160	\$6,470,871	
	2037	\$30,504,289	\$4,063,400	\$6,085,480	\$16,512,176	\$57,165,345	\$19,765,179	\$16,512,176	\$7,891,697	\$4,063,400	\$48,232,453	\$8,932,892	
	2038	\$30,504,289	\$4,063,400	\$6,085,480	\$16,835,490	\$57,488,659	\$13,830,794	\$16,835,490	\$7,891,697	\$4,063,400	\$42,621,382	\$14,867,277	
2039	\$30,504,289	\$4,063,400	\$6,085,480	\$17,158,804	\$57,811,974	\$14,146,167	\$17,158,804	\$7,891,697	\$4,063,400	\$43,260,068	\$14,551,906		
2040	\$30,504,289	\$4,063,400	\$6,085,480	\$17,482,118	\$58,135,288	\$22,327,495	\$17,482,118	\$7,891,697	\$4,063,400	\$51,764,710	\$6,370,578		
2041	\$30,504,289	\$4,063,400	\$6,085,480	\$17,805,432	\$58,458,602	\$23,773,816	\$17,805,432	\$7,891,697	\$4,063,400	\$53,534,346	\$4,924,256		
2042	\$30,504,289	\$4,063,400	\$6,085,480	\$18,128,746	\$58,781,916	\$22,723,305	\$18,128,746	\$7,891,697	\$4,063,400	\$52,807,148	\$5,974,768		
2043	\$30,504,289	\$4,063,400	\$6,085,480	\$18,452,060	\$59,105,230	\$22,716,959	\$18,452,060	\$7,891,697	\$4,063,400	\$53,124,117	\$5,981,113		
2044	\$30,504,289	\$4,063,400	\$6,085,480	\$18,775,374	\$59,428,544	\$20,617,742	\$18,775,374	\$7,891,697	\$4,063,400	\$51,348,214	\$8,080,330		
2045	\$30,504,289	\$4,063,400	\$6,085,480	\$19,098,688	\$59,751,858	\$25,553,620	\$19,098,688	\$7,891,697	\$4,063,400	\$56,607,405	\$3,144,453		
		\$856,700,171	\$262,943,150	\$143,812,001	\$402,181,346	\$1,665,636,668 #	\$714,384,856	\$402,181,346	\$210,898,443	\$159,083,730	\$1,486,548,374	\$179,088,294	

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

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

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

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

5 Statewide Program funds available derived from a share (13.3%) of the total Programmatic funding in STIP extended to 2045

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 2019-2028. Post 2028 value is a 28.593% share of Turnpike Renewal & Replacement funds available. Does not include Turnpike Capital funds.

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 2045 Long Range Plan are divided into two tables. The first is the 2019-2022 Transportation Improvement Program (TIP), while the second contains all of the projects in the years after the TIP (2023-2045). 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 (2019-2022) 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 2019-2022 STIP and the RPC 2019-2022 TIP. Project costs for years 2019 and 2020 are uninflated, while those for 2021 and 2022 are inflated at 2.55% per year

TRANSPORTATION PLAN PROJECTS

Those projects not in the 2019-2022 TIP are listed in the Transportation Plan project listing which covers the years from 2023 to 2045. 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
- 6187002 – Greenland: Capacity Improvements NH 33
- 6001004 – Hampstead to Plaistow: NH 121A Shoulder widening
- 6001005 – Hampstead to Sandown: NH 121A Shoulder widening
- 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

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

In addition to the projects listed above and in the following figures, there are a number of regional studies needed. These studies will assist in addressing safety, capacity, and infrastructure resiliency issues and will provide specific projects for the Long Range Transportation Plan when funded and completed.

- NH 33/108 between I-95 in Portsmouth and NH 101 in Stratham/Exeter. Increases in traffic and congestion along the corridor require a look at capacity and safety improvement needs as well as access management.
- NH 111 between NH 125 in Kingston and NH 28 in Salem. This roadway experiences significant safety issues relating to access from intersecting streets. In addition, land development along the corridor has resulted in capacity issues in a few locations.
- NH 101 interchanges between Exit 4 in Raymond and I-95 in Hampton. It has been nearly twenty years since the 101 widening was completed and many of the interchanges, particularly the unsignalized interchanges, are facing capacity issues. An analysis of these interchanges would assess capacity needs as well as potential safety improvements.
- I-95/ US 1/ NH 1A/1B Coastal Corridors: The coastal roadways in New Hampshire face potential climate change impacts via sea level rise such as increased susceptibility to flooding that will impact the condition of the roadways, access to property, and the safety of residents, employees, and the tourists that visit the area. An analysis of these potential impacts is necessary to more precisely determine the location, potential mitigation measures, and other strategies to ensure access to the coast as conditions change.
- NH 125 between NH 111 in Kingston and NH 101 in Epping. This section of NH 125 is the only portion of that has not undergone a corridor study. At the same time, signals have been added, and access to adjacent land uses has continued to grow. While congestion does not appear to be a critical issue at this time outside of the portion adjacent to NH 101, the corridor needs to be examined from the perspective of improving safety and access.

Figure 5.6: Current Transportation Improvement Program

DOCKET: A0

1/14/2019

DRAFT

COAST (68069)

Facility: Cooperative Alliance for Seacoast Transportation (COAST)

SCOPE: COAST - capital/oper for Newington-Dover infrastructure project support.

TotalCost: \$9,930,559

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$998,369	\$917,966	\$0	\$0	\$1,916,335	\$1,805,006	\$111,329	\$0	TpkCap, FTA5307, CMAQ, TollCr
Totals:	\$998,369	\$917,966	\$0	\$0	\$1,916,335	\$1,805,006	\$111,329	\$0	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SRPC

COMMUTER/INTERCITY BUS REPLACEMENT (40284)

Facility: Various

SCOPE: Replacement of existing state-owned coaches used for commuter and intercity bus.

TotalCost: \$14,568,249

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$0	\$0	\$1,152,275	\$0	\$1,152,275	\$1,152,275	\$0	\$0	FTA5307, CMAQ, TollCr
Totals:	\$0	\$0	\$1,152,275	\$0	\$1,152,275	\$1,152,275	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: Statewide

EPPING (29608)

SCOPE: NH Rte 125 Improvements from NH 101 to NH 87 - 2.6 miles

TotalCost: **\$11,532,426**

Facility: NH 125

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$676,830	\$124,936	\$0	\$0	\$801,766	\$801,766	\$0	\$0	NHS, TollCr
ROW	\$451,220	\$84,604	\$264,546	\$0	\$800,370	\$800,370	\$0	\$0	NHS, TollCr
CON	\$0	\$0	\$0	\$9,380,290	\$9,380,290	\$9,380,290	\$0	\$0	NHS, TollCr
Totals:	\$1,128,050	\$209,540	\$264,546	\$9,380,290	\$10,982,426	\$10,982,426	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

EXETER (40436)

SCOPE: Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

TotalCost: **\$1,072,008**

Facility: NH Route 111 (Kingston Road)

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$943,600	\$0	\$0	\$0	\$943,600	\$630,880	\$0	\$312,720	Towns, RLH
Totals:	\$943,600	\$0	\$0	\$0	\$943,600	\$630,880	\$0	\$312,720	

Regionally Significant: N Clean Air Act Code: E-4 RPCs: RPC

EXETER (40623)

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

TotalCost: **\$3,634,806**

Facility: NH 111A

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$0	\$0	\$0	\$304,141	\$304,141	\$304,141	\$0	\$0	STP5to200k, TollCr
Totals:	\$0	\$0	\$0	\$304,141	\$304,141	\$304,141	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

HAMPTON (40797)

Facility: Ocean Boulevard

SCOPE: Improvements to Ocean Boulevard.

TotalCost: \$7,663,874

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$82,500	\$620,428	\$433,806	\$0	\$1,136,733	\$1,136,733	\$0	\$0	STP5to200k, TollCr
ROW	\$0	\$0	\$289,204	\$0	\$289,204	\$289,204	\$0	\$0	STP5to200k, TollCr
Totals:	\$82,500	\$620,428	\$723,010	\$0	\$1,425,937	\$1,425,937	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: RPC

HAMPTON - PORTSMOUTH (26485)

Facility: Hampton Branch Rail Corridor

SCOPE: Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

TotalCost: \$6,637,400

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$44,000	\$0	\$0	\$0	\$44,000	\$44,000	\$0	\$0	CMAQ, TollCr
ROW	\$5,500,000	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$0	\$0	CMAQ, TollCr
CON	\$0	\$990,000	\$0	\$0	\$990,000	\$990,000	\$0	\$0	CMAQ, TollCr
Totals:	\$5,544,000	\$990,000	\$0	\$0	\$6,534,000	\$6,534,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

HAMPTON FALLS (29610)

Facility: US 1

SCOPE: Intersection improvements to enhance traffic operations and safety

TotalCost: \$275,000

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	STPFlex, TollCr
Totals:	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCs: RPC

NEW CASTLE - RYE (16127)

Facility: NH 1B

SCOPE: Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071

TotalCost: **\$12,248,071**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	\$0	\$22,561	\$0	\$0	\$22,561	\$22,561	\$0	\$0	STP>200k, STP<200k, TollCr, STP5to200k
CON	\$0	\$9,024,400	\$0	\$0	\$9,024,400	\$9,024,400	\$0	\$0	STP5to200k, TollCr
Totals:	\$0	\$9,046,961	\$0	\$0	\$9,046,961	\$9,046,961	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

NEWFIELDS - NEWMARKET (28393)

Facility: NH 108

SCOPE: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

TotalCost: **\$6,489,975**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$220,000	\$220,000	\$56,403	\$0	\$496,403	\$496,403	\$0	\$0	STP5to200k, TollCr, STPFlex
CON	\$0	\$0	\$0	\$2,313,631	\$2,313,631	\$2,313,631	\$0	\$0	STPFlex, TollCr
Totals:	\$220,000	\$220,000	\$56,403	\$2,313,631	\$2,810,033	\$2,810,033	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC, SRPC

NEWINGTON - DOVER (11238Q)

Facility: NH 16, US 4 & SPAULDING TURNPIKE

SCOPE: Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)

TotalCost: **\$70,643,719**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$16,314,288	\$16,314,288	\$9,569,361	\$0	\$42,197,937	\$0	\$42,197,937	\$0	NonPar, TpkCap
Totals:	\$16,314,288	\$16,314,288	\$9,569,361	\$0	\$42,197,937	\$0	\$42,197,937	\$0	

Regionally Significant: Y Clean Air Act Code: N/E RPCs: RPC, SRPC

NEWINGTON - DOVER (11238S)

Facility: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

SCOPE: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

TotalCost: **\$33,809,996**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$0	\$13,064,870	\$13,713,519	\$7,031,607	\$33,809,996	\$0	\$33,809,996	\$0	TpkCap
Totals:	\$0	\$13,064,870	\$13,713,519	\$7,031,607	\$33,809,996	\$0	\$33,809,996	\$0	

Regionally Significant: Y Clean Air Act Code: E-19 RPCs: RPC, SRPC

NEWTON (29617)

Facility: NH 108

SCOPE: Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)

TotalCost: **\$1,248,638**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$165,000	\$56,403	\$0	\$0	\$221,403	\$221,403	\$0	\$0	STP<5k, TollCr
ROW	\$27,500	\$0	\$0	\$0	\$27,500	\$27,500	\$0	\$0	STP<5k, TollCr
CON	\$0	\$0	\$0	\$889,736	\$889,736	\$889,736	\$0	\$0	STPFlex, TollCr
Totals:	\$192,500	\$56,403	\$0	\$889,736	\$1,138,638	\$1,138,638	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCs: RPC

NORTH HAMPTON (24457)

Facility: US Route 1

SCOPE: Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)

TotalCost: **\$6,555,272**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$220,000	\$84,604	\$0	\$0	\$304,604	\$304,604	\$0	\$0	STPFlex, TollCr, NHS
ROW	\$275,000	\$0	\$0	\$0	\$275,000	\$275,000	\$0	\$0	STPFlex, TollCr
CON	\$0	\$0	\$5,205,669	\$0	\$5,205,669	\$5,205,669	\$0	\$0	STPFlex, TollCr
Totals:	\$495,000	\$84,604	\$5,205,669	\$0	\$5,785,272	\$5,785,272	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

PLAISTOW (40641)

SCOPE: Main Street Traffic Calming and Safety Improvements

TotalCost: \$1,165,134

Facility: NH 121A / Main Street

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$0	\$57,841	\$47,453	\$0	\$105,293	\$105,293	\$0	\$0	Bridge, TollCr
Totals:	\$0	\$57,841	\$47,453	\$0	\$105,293	\$105,293	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-51 RPCs: RPC

PLAISTOW - KINGSTON (10044E)

SCOPE: Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

TotalCost: \$22,793,873

Facility: NH 125

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$324,500	\$28,201	\$28,920	\$29,658	\$411,279	\$411,279	\$0	\$0	NHS, TollCr
ROW	\$0	\$1,861,283	\$28,920	\$29,658	\$1,919,861	\$1,919,861	\$0	\$0	NHS, TollCr
Totals:	\$324,500	\$1,889,484	\$57,841	\$59,316	\$2,331,140	\$2,331,140	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

PORTSMOUTH (20258)

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

TotalCost: \$1,738,036

Facility: Peverly Hill Rd.

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$90,000	\$0	\$0	\$0	\$90,000	\$72,000	\$0	\$18,000	CMAQ, Towns, NonPar
ROW	\$15,000	\$0	\$0	\$0	\$15,000	\$12,000	\$0	\$3,000	CMAQ, Towns
CON	\$1,143,729	\$0	\$0	\$0	\$1,143,729	\$366,022	\$0	\$777,707	CMAQ, Towns, NonPar
Totals:	\$1,248,729	\$0	\$0	\$0	\$1,248,729	\$450,022	\$0	\$798,707	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

PORTSMOUTH (29640)

Facility: US 1

SCOPE: US Rte 1 Improvements (1.7 mi.) from Constitution Dr to Wilson Rd & from Ocean Rd to White Cedar Dr

TotalCost: \$22,065,069
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$797,500	\$0	\$0	\$1,156,815	\$1,954,315	\$1,954,315	\$0	\$0	NHS, TollCr
ROW	\$0	\$0	\$0	\$3,736,513	\$3,736,513	\$3,736,513	\$0	\$0	NHS, TollCr
Totals:	\$797,500	\$0	\$0	\$4,893,329	\$5,690,829	\$5,690,829	\$0	\$0	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

PORTSMOUTH (40642)

Facility: Maplewood Avenue

SCOPE: Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street

TotalCost: \$669,119
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$0	\$30,000	\$29,226	\$0	\$59,226	\$47,381	\$0	\$11,845	STPFlex, Towns
Totals:	\$0	\$30,000	\$29,226	\$0	\$59,226	\$47,381	\$0	\$11,845	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

PORTSMOUTH (41752)

Facility: NA

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

TotalCost: \$1,024,353
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$45,000	\$30,765	\$0	\$0	\$75,765	\$60,612	\$0	\$15,153	CMAQ, Towns
ROW	\$0	\$76,913	\$0	\$0	\$76,913	\$61,530	\$0	\$15,383	CMAQ, Towns
CON	\$0	\$871,675	\$0	\$0	\$871,675	\$697,340	\$0	\$174,335	CMAQ, Towns
Totals:	\$45,000	\$979,353	\$0	\$0	\$1,024,353	\$819,482	\$0	\$204,871	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

PORTSMOUTH (42350)

SCOPE: Realign Lang Road to connect to Longmeadow Road

TotalCost: \$1,081,489

Facility: Lang Road/Longmeadow Road/US Route 1

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$110,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$110,000	Towns
ROW	\$5,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	Towns
CON	\$966,489	\$0	\$0	\$0	\$966,489	\$869,840	\$0	\$96,649	HSIP, Towns
Totals:	\$1,081,489	\$0	\$0	\$0	\$1,081,489	\$869,840	\$0	\$211,649	

Regionally Significant: N

Clean Air Act Code: E-6

RPCs: RPC

PORTSMOUTH, NH - KITTERY, ME (15731)

SCOPE: Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

TotalCost: \$221,363,322

Facility: US 1 Bypass

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	\$0	\$10,550,000	\$2,563,750	\$2,629,126	\$15,742,876	\$15,742,876	\$0	\$0	STPFlex, TollCr, Maine, NHS
Totals:	\$0	\$10,550,000	\$2,563,750	\$2,629,126	\$15,742,876	\$15,742,876	\$0	\$0	

Regionally Significant: N

Clean Air Act Code: E-19

RPCs: RPC

PORTSMOUTH, NH - KITTERY, ME (16189)

SCOPE: REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

TotalCost: \$33,913,000

Facility: I-95

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,060,000	\$0	\$0	\$0	\$1,060,000	\$0	\$530,000	\$530,000	Maine, MinGuar
CON	\$20,800,000	\$5,900,000	\$6,153,000	\$0	\$32,853,000	\$0	\$13,343,350	\$19,509,650	Maine, MinGuar
Totals:	\$21,860,000	\$5,900,000	\$6,153,000	\$0	\$33,913,000	\$0	\$13,873,350	\$20,039,650	

Regionally Significant: Y

Clean Air Act Code: E-19

RPCs: RPC

PROGRAM (ADA)

Facility: Various

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

TotalCost: \$3,103,093

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$815,430	\$0	\$0	BrOffSys, TollCr, STP-Enhance
Totals:	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$815,430	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: Statewide

PROGRAM (BRDG-HIB-M&P)

Facility: Various

SCOPE: Maintenance and preservation efforts for High Investment Bridges

TotalCost: \$34,640,000

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$800,000	\$100,000	\$100,000	\$100,000	\$1,100,000	\$1,100,000	\$0	\$0	STPFlex, TollCr
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	STPFlex, TollCr
CON	\$300,000	\$1,004,640	\$2,800,000	\$2,800,000	\$6,904,640	\$6,904,640	\$0	\$0	STPFlex, TollCr
Totals:	\$1,120,000	\$1,124,640	\$2,920,000	\$2,920,000	\$8,084,640	\$8,084,640	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

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

Facility: Tier 1-2 Bridges

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

TotalCost: \$129,175,000

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$550,000	\$100,000	\$100,000	\$100,000	\$850,000	\$850,000	\$0	\$0	STPFlex, TollCr
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STPFlex, TollCr
CON	\$7,550,000	\$8,000,000	\$8,000,000	\$8,000,000	\$31,550,000	\$31,550,000	\$0	\$0	STPFlex, TollCr
Totals:	\$8,125,000	\$8,125,000	\$8,125,000	\$8,125,000	\$32,500,000	\$32,500,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

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

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

TotalCost: \$51,143,000

Facility: Tier 3-4 Bridges

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$100,000	\$50,000	\$50,000	\$50,000	\$250,000	\$250,000	\$0	\$0	STPFlex, TollCr
ROW	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$40,000	\$0	\$0	STPFlex, TollCr
CON	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$14,000,000	\$14,000,000	\$0	\$0	STPFlex, TollCr
Totals:	\$3,610,000	\$3,560,000	\$3,560,000	\$3,560,000	\$14,290,000	\$14,290,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (CART5307)

SCOPE: CART operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.

TotalCost: \$8,269,631

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$564,839	\$530,452	\$542,140	\$633,710	\$2,271,141	\$1,540,756	\$9,572	\$720,813	FTA5307, NHHF, Other, FTA5339
Totals:	\$564,839	\$530,452	\$542,140	\$633,710	\$2,271,141	\$1,540,756	\$9,572	\$720,813	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SNHPC

PROGRAM (CART5310)

SCOPE: CART funding for seniors and individuals with disabilities. Annual FTA Section 5310 apportionment.

TotalCost: \$2,227,293

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$287,235	\$147,759	\$150,714	\$153,728	\$739,436	\$591,549	\$0	\$147,887	FTA5310, Other
Totals:	\$287,235	\$147,759	\$150,714	\$153,728	\$739,436	\$591,549	\$0	\$147,887	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: RPC, SNHPC

PROGRAM (CART5339)

Facility: Various

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

TotalCost: \$629,126

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$46,493	\$47,423	\$48,371	\$49,339	\$191,626	\$162,882	\$14,372	\$14,372	FTA5339, NHHF, Other
Totals:	\$46,493	\$47,423	\$48,371	\$49,339	\$191,626	\$162,882	\$14,372	\$14,372	

Regionally Significant: N

Clean Air Act Code: E-30

RPCs: RPC, SNHPC

PROGRAM (CBI)

Facility: Various

SCOPE: Complex Bridge Inspection (PARENT)

TotalCost: \$7,712,276

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000	\$0	\$0	STPFlex, TollCr
Totals:	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000	\$0	\$0	

Regionally Significant: N

Clean Air Act Code: E-38

RPCs: Statewide

PROGRAM (COAST5307)

Facility: Various

SCOPE: COAST operating, ADA, capital preventive maintenance, planning, FTA 5307 funds

TotalCost: \$37,304,961

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$2,591,976	\$2,643,815	\$2,696,691	\$2,750,625	\$10,683,107	\$8,546,486	\$0	\$2,136,621	FTA5307, Other
Totals:	\$2,591,976	\$2,643,815	\$2,696,691	\$2,750,625	\$10,683,107	\$8,546,486	\$0	\$2,136,621	

Regionally Significant: N

Clean Air Act Code: E-21

RPCs: RPC, SRPC

PROGRAM (CORRST)

SCOPE: Corridor Studies Statewide

TotalCost: **\$7,000,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$0	\$0	\$700,000	\$700,000	\$1,400,000	\$1,400,000	\$0	\$0	CMAQ, TollCr
Totals:	\$0	\$0	\$700,000	\$700,000	\$1,400,000	\$1,400,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: Statewide

PROGRAM (CRDR)

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

TotalCost: **\$46,795,970**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$400,000	\$100,000	\$100,000	\$100,000	\$700,000	\$700,000	\$0	\$0	STPFlex, TollCr, STPOffSysBr
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STPFlex, TollCr
CON	\$1,870,000	\$1,870,000	\$1,870,000	\$1,870,000	\$7,480,000	\$7,480,000	\$0	\$0	STPFlex, TollCr
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STPFlex, TollCr
Totals:	\$2,300,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,300,000	\$8,300,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (DBE)

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

TotalCost: **\$1,420,000**

Facility: Disadvantaged Business Enterprise

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000	\$0	\$0	DBE
Totals:	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000	\$260,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (ENV-POST-CON)

SCOPE: Environmental commitments for post-construction obligations.

TotalCost: **\$638,400**

Facility: STATEWIDE

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$151,900	\$0	\$0	STPFlex, TollCr, Other
Totals:	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$151,900	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (FLAP)

SCOPE: Improving transportation facilities that access Federal Lands within NH {FLAP}

TotalCost: **\$5,512,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$92,000	\$50,000	\$50,000	\$50,000	\$242,000	\$242,000	\$0	\$0	ForHigh
ROW	\$50,000	\$50,000	\$25,000	\$25,000	\$150,000	\$150,000	\$0	\$0	ForHigh
CON	\$720,000	\$275,000	\$275,000	\$275,000	\$1,545,000	\$1,545,000	\$0	\$0	ForHigh
Totals:	\$862,000	\$375,000	\$350,000	\$350,000	\$1,937,000	\$1,937,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (FTA5307)

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

TotalCost: **\$63,135,438**

Facility: Boston Urbanized Area (UZA)

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$3,556,817	\$3,678,319	\$3,751,252	\$3,825,643	\$14,812,030	\$14,812,030	\$0	\$0	FTA5307, Other, TollCr
Totals:	\$3,556,817	\$3,678,319	\$3,751,252	\$3,825,643	\$14,812,030	\$14,812,030	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SNHPC

PROGRAM (FTA5310)

Facility: Various

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

TotalCost: **\$35,761,698**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$1,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,668,272	\$4,534,618	\$0	\$1,133,654	FTA5310, Other, STPFlex
Totals:	\$1,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,668,272	\$4,534,618	\$0	\$1,133,654	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: Statewide

PROGRAM (FTA5339)

Facility: Various

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

TotalCost: **\$90,525,692**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$22,105,277	\$17,684,221	\$0	\$4,421,055	FTA5339, Other, NH
Totals:	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$22,105,277	\$17,684,221	\$0	\$4,421,055	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: Statewide

PROGRAM (GRR)

Facility: Various

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

TotalCost: **\$29,325,909**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	STPFlex, TollCr
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STPFlex, TollCr
CON	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$7,520,000	\$7,520,000	\$0	\$0	STPFlex, TollCr
Totals:	\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$8,140,000	\$8,140,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-9 RPCs: Statewide

PROGRAM (HSIP)

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

TotalCost: \$196,919,765

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,000,000	\$500,000	\$750,000	\$500,000	\$2,750,000	\$2,750,000	\$0	\$0	HSIP, TollCr
ROW	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	HSIP, TollCr
CON	\$8,362,151	\$9,059,081	\$8,809,081	\$9,059,081	\$35,289,394	\$35,289,394	\$0	\$0	HSIP, TollCr, STPFlex
OTHER	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	\$800,000	\$0	\$0	HSIP, TollCr
Totals:	\$9,712,151	\$9,909,081	\$9,909,081	\$9,909,081	\$39,439,394	\$39,439,394	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: Statewide

PROGRAM (LTAP)

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

TotalCost: \$2,500,000

Facility: Local Technology Assistance Program

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
SPR	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	LTAP
Totals:	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$600,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCs: Statewide

PROGRAM (MOBRR)

Facility: Various

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

TotalCost: \$60,175,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$320,000	\$0	\$80,000	IM, Other, STPFlex
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$80,000	\$0	\$20,000	IM, Other, STPFlex
CON	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$18,000,000	\$14,400,000	\$0	\$3,600,000	IM, Other, STPFlex
Totals:	\$4,625,000	\$4,625,000	\$4,625,000	\$4,625,000	\$18,500,000	\$14,800,000	\$0	\$3,700,000	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (NSTI)

Facility: National Summer Transportation Institute

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

TotalCost: \$320,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	NSTI
Totals:	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$80,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (OJT/SS)

Facility: OJT/SS

SCOPE: On the Job training for minority and women to reach journeyman status in the construction industry.

TotalCost: \$450,000
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	DBE
Totals:	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCs: Statewide

PROGRAM (PAVE-T1-RESURF)

SCOPE: Resurface Tier 1 Highways

TotalCost: **\$158,250,000**

Facility: Tier 1 Highways

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0	\$0	STPFlex, TollCr
CON	\$12,000,000	\$12,250,000	\$12,250,000	\$12,250,000	\$48,750,000	\$48,750,000	\$0	\$0	STPFlex, TollCr
Totals:	\$12,300,000	\$12,550,000	\$12,550,000	\$12,550,000	\$49,950,000	\$49,950,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCs: Statewide

PROGRAM (PAVE-T2-REHAB)

SCOPE: Rehab of Tier 2 roads.

TotalCost: **\$63,155,179**

Facility: Tier 2 Highways

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$10,800,000	\$0	\$0	NHDOT Op, STPFlex, TollCr
Totals:	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$10,800,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCs: Statewide

PROGRAM (PAVE-T2-RESURF)

SCOPE: Resurfacing Tier 2 Roadways

TotalCost: **\$284,175,000**

Facility: Tier 2 Highways

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0	\$0	STPFlex, TollCr
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000	\$0	\$0	STPFlex, TollCr
CON	\$15,525,000	\$15,525,000	\$20,400,000	\$20,400,000	\$71,850,000	\$47,850,000	\$24,000,000	\$0	STPFlex, TollCr, NHDOT Op
Totals:	\$15,850,000	\$15,850,000	\$20,725,000	\$20,725,000	\$73,150,000	\$49,150,000	\$24,000,000	\$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCs: Statewide

PROGRAM (PVMRK)

SCOPE: Statewide Pavement Marking Annual Project

TotalCost: **\$58,900,000**
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	STPFlex, TollCr
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,095,000	\$12,380,000	\$12,380,000	\$0	\$0	STPFlex, TollCr
Totals:	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$12,400,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-11 RPCs: Statewide

PROGRAM (RCTRL)

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

TotalCost: **\$26,028,645**
Most Recent Revision: A0

Facility: Various

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$5,000,000	\$0	\$1,250,000	DRED, RecTrails
Totals:	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$6,250,000	\$5,000,000	\$0	\$1,250,000	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (RRRCS)

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

TotalCost: **\$24,079,511**
Most Recent Revision: A0

Facility: Statewide Railroad Crossings

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$259,646	\$250,000	\$250,000	\$250,000	\$1,009,646	\$1,009,646	\$0	\$0	TollCr, TAP
ROW	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	HSIP, TollCr, TAP
CON	\$925,000	\$925,000	\$925,000	\$925,000	\$3,700,000	\$3,700,000	\$0	\$0	TollCr, TAP
OTHER	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$20,000	\$0	\$0	TAP, TollCr
Totals:	\$1,194,646	\$1,185,000	\$1,185,000	\$1,185,000	\$4,749,646	\$4,749,646	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-1 RPCs: Statewide

PROGRAM (SRTS)

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

TotalCost: **\$8,007,473**

Facility: **Various**

Most Recent Revision: **A0**

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	\$500	\$0	\$0	\$0	\$500	\$500	\$0	\$0	SRTS
CON	\$769,758	\$0	\$0	\$0	\$769,758	\$769,758	\$0	\$0	SRTS
OTHER	\$21,375	\$0	\$0	\$0	\$21,375	\$21,375	\$0	\$0	SRTS
Totals:	\$791,633	\$0	\$0	\$0	\$791,633	\$791,633	\$0	\$0	

Regionally Significant: **N** Clean Air Act Code: **E-6** RPCs: **Statewide**

PROGRAM (STIC)

SCOPE: STIC Incentives

TotalCost: **\$1,625,000**

Facility: **Varies**

Most Recent Revision: **A0**

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$400,000	\$100,000	\$0	Betterment, STIC
Totals:	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	\$400,000	\$100,000	\$0	

Regionally Significant: **N** Clean Air Act Code: **E-0** RPCs: **Statewide**

PROGRAM (TA)

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

TotalCost: \$45,903,489

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$315,950	\$315,950	\$315,950	\$315,950	\$1,263,800	\$1,011,040	\$0	\$252,760	Other, RLH
ROW	\$127,650	\$127,650	\$127,650	\$127,650	\$510,600	\$408,480	\$0	\$102,120	Other, RLH, TollCr
CON	\$2,698,400	\$2,698,400	\$2,698,400	\$2,698,400	\$10,793,600	\$8,634,880	\$0	\$2,158,720	Other, RLH
OTHER	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$160,000	\$0	\$40,000	Other, RLH
Totals:	\$3,192,000	\$3,192,000	\$3,192,000	\$3,192,000	\$12,768,000	\$10,214,400	\$0	\$2,553,600	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: Statewide

PROGRAM (TRAC)

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

TotalCost: \$396,000

Facility: TRansportation And Civil engineering program

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000	\$0	\$0	STPFlex, TollCr
Totals:	\$22,000	\$22,000	\$22,000	\$22,000	\$88,000	\$88,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (TRCK-WGHT-SFTY)

SCOPE: Truck weight safety inspection & maintenance program

TotalCost: \$1,400,000

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$0	STPFlex, TollCr
Totals:	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: Statewide

PROGRAM (TSMO)

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

TotalCost: \$6,675,000

Facility: Transportation Systems Management and Operations

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000	\$0	\$0	STPFlex, TollCr
Totals:	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$1,400,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCs: Statewide

PROGRAM (UBI)

SCOPE: Underwater Bridge Inspection (Annual Project)

TotalCost: \$1,233,500

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$60,000	\$60,000	\$50,000	\$50,000	\$220,000	\$220,000	\$0	\$0	STPFlex, TollCr
Totals:	\$60,000	\$60,000	\$50,000	\$50,000	\$220,000	\$220,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: Statewide

PROGRAM (USSS)

SCOPE: Project to update signing on state system

TotalCost: \$8,540,000

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$120,000	\$0	\$0	STPFlex, TollCr
CON	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000	\$2,000,000	\$0	\$0	STPFlex, TollCr
Totals:	\$530,000	\$530,000	\$530,000	\$530,000	\$2,120,000	\$2,120,000	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-44 RPCs: Statewide

SALEM (12334)

Facility: NH 28

SCOPE: RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA

TotalCost: **\$12,191,530**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$150,000	\$0	\$0	\$0	\$150,000	\$120,000	\$0	\$30,000	Bridge, Towns
ROW	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$500,000	\$0	\$500,000	Bridge, Towns
CON	\$2,644,108	\$1,500,000	\$0	\$0	\$4,144,108	\$3,315,286	\$0	\$828,822	RepEarmark, Towns, Bridge
Totals:	\$3,794,108	\$1,500,000	\$0	\$0	\$5,294,108	\$3,935,286	\$0	\$1,358,822	

Regionally Significant: N Clean Air Act Code: E-52 RPCs: RPC

SALEM (41750)

Facility: Manchester & Lawrence Rail Line

SCOPE: Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.

TotalCost: **\$867,978**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$145,000	\$0	\$0	\$0	\$145,000	\$116,000	\$0	\$29,000	CMAQ, Towns
ROW	\$0	\$51,275	\$0	\$0	\$51,275	\$41,020	\$0	\$10,255	CMAQ, Towns
CON	\$0	\$671,703	\$0	\$0	\$671,703	\$537,362	\$0	\$134,341	CMAQ, Towns
Totals:	\$145,000	\$722,978	\$0	\$0	\$867,978	\$694,382	\$0	\$173,596	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

SALEM TO MANCHESTER (10418T)

Facility: I-93

SCOPE: CORRIDOR SERVICE PATROL (Salem to Manchester)

TotalCost: **\$1,097,352**
Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$93,500	\$11,000	\$0	\$0	\$104,500	\$104,500	\$0	\$0	STP-Safety, EquityBonus, STPFlex, TollCr, NHS, STP<200k
Totals:	\$93,500	\$11,000	\$0	\$0	\$104,500	\$104,500	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: RPC, SNHPC

SALEM TO MANCHESTER (10418W)

SCOPE: Chloride Reduction Efforts

TotalCost: \$5,040,000

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,032,000	\$0	\$0	\$0	\$1,032,000	\$1,014,408	\$0	\$17,592	Earmark, NHHF, Other, TollCr, STPFlex
Totals:	\$1,032,000	\$0	\$0	\$0	\$1,032,000	\$1,014,408	\$0	\$17,592	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: RPC, SNHPC

SALEM TO MANCHESTER (10418X)

SCOPE: Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

TotalCost: \$8,942,092

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$362,840	\$297,564	\$167,738	\$0	\$828,142	\$828,142	\$0	\$0	Bridge, TollCr, STPFlex, TIFIA
OTHER	\$30,925	\$0	\$0	\$0	\$30,925	\$27,183	\$2,242	\$1,500	STPFlex, TollCr, NonPar, Bridge, TIFIA
Totals:	\$393,765	\$297,564	\$167,738	\$0	\$859,067	\$855,325	\$2,242	\$1,500	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC, SNHPC

SALEM TO MANCHESTER (13933A)

SCOPE: Mainline, State Line to Exit 1 NB & SB

TotalCost: \$22,055,019

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$15,565,019	\$3,410,000	\$0	\$0	\$18,975,019	\$5,246,149	\$13,728,870	\$0	STPFlex, TollCr, BrSpec
Totals:	\$15,565,019	\$3,410,000	\$0	\$0	\$18,975,019	\$5,246,149	\$13,728,870	\$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: RPC

SALEM TO MANCHESTER (14633J)

SCOPE: Exit 1 to Exit 5 - Construct 4th lane northbound and southbound

TotalCost: **\$11,935,000**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$11,096,787	\$453,213	\$0	\$0	\$11,550,000	\$11,550,000	\$0	\$0	NHS, TollCr
Totals:	\$11,096,787	\$453,213	\$0	\$0	\$11,550,000	\$11,550,000	\$0	\$0	

Regionally Significant: Y Clean Air Act Code: N/E RPCs: RPC, SNHPC

SALEM TO MANCHESTER (14800A)

SCOPE: MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D

TotalCost: **\$49,772,025**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$560,448	\$3,047,006	\$6,950,531	\$6,870,671	\$17,428,656	\$15,303,830	\$0	\$2,124,826	NHS, TollCr, NonPar, RZEDSub, STP>200k, CMAQ, Bridge
Totals:	\$560,448	\$3,047,006	\$6,950,531	\$6,870,671	\$17,428,656	\$15,303,830	\$0	\$2,124,826	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC

SALEM TO MANCHESTER (14800E)

SCOPE: I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)

TotalCost: **\$46,258,268**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$4,635,916	\$4,181,961	\$0	\$0	\$8,817,878	\$8,817,878	\$0	\$0	STP-Safety, NHS, TollCr, NonPar, CMAQ, STPFlex, Bridge
Totals:	\$4,635,916	\$4,181,961	\$0	\$0	\$8,817,878	\$8,817,878	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC

SALEM TO MANCHESTER (14800H)

SCOPE: Final Design Services for PE & ROW - Debt service for 10418V

TotalCost: **\$11,556,495**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,247,177	\$933,538	\$0	\$0	\$2,180,715	\$2,180,715	\$0	\$0	CMAQ, NHS, TollCr, STPFlex, NonPar
ROW	\$209,256	\$156,632	\$0	\$0	\$365,888	\$365,888	\$0	\$0	CMAQ, NHS, TollCr, STPFlex, NonPar
Totals:	\$1,456,433	\$1,090,170	\$0	\$0	\$2,546,603	\$2,546,603	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC, SNHPC

SEABROOK (41712)

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

TotalCost: **\$2,800,000**

Facility: US 1

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$300,000	\$0	\$0	\$0	\$300,000	\$150,000	\$0	\$150,000	NonPar, STP5to200k, TollCr
ROW	\$0	\$200,000	\$0	\$0	\$200,000	\$100,000	\$0	\$100,000	NonPar, STP5to200k, TollCr
CON	\$0	\$0	\$2,300,000	\$0	\$2,300,000	\$1,150,000	\$0	\$1,150,000	NonPar, STP5to200k, TollCr
Totals:	\$300,000	\$200,000	\$2,300,000	\$0	\$2,800,000	\$1,400,000	\$0	\$1,400,000	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

SEABROOK - HAMPTON (15904)

SCOPE: Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)

TotalCost: **\$42,311,577**

Facility: NH 1A

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$1,650,000	\$225,610	\$1,503,860	\$1,186,314	\$4,565,784	\$4,565,784	\$0	\$0	STP>200k, TollCr, STP5to200k, STPFlex
ROW	\$0	\$0	\$578,408	\$0	\$578,408	\$578,408	\$0	\$0	STP>200k, TollCr, STP5to200k
Totals:	\$1,650,000	\$225,610	\$2,082,267	\$1,186,314	\$5,144,192	\$5,144,192	\$0	\$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

STATEWIDE (41374)

SCOPE: Underwater Bridge Inspection for years 2018 to 2020

TotalCost: **\$249,476**

Most Recent Revision: A0

Facility: **VARIOUS**

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$72,500	\$79,476	\$0	\$0	\$151,976	\$121,530	\$30,446	\$0	NHDOT Op, MinGuar, STPFlex, TollCr
Totals:	\$72,500	\$79,476	\$0	\$0	\$151,976	\$121,530	\$30,446	\$0	

Regionally Significant: Y Clean Air Act Code: ATT RPCs: Statewide

STATEWIDE (41756)

SCOPE: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

TotalCost: **\$335,049**

Most Recent Revision: A0

Facility: **Various**

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	\$132,000	\$90,244	\$0	\$0	\$222,244	\$222,244	\$0	\$0	CMAQ, TollCr
CON	\$0	\$112,805	\$0	\$0	\$112,805	\$112,805	\$0	\$0	CMAQ, TollCr
Totals:	\$132,000	\$203,049	\$0	\$0	\$335,049	\$335,049	\$0	\$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: Statewide

STATEWIDE (42248)

SCOPE: Surface Transportation System Funding Alternatives Grant-Phase1 Study.ILLUSTRATIVE PURPOSES IN STIP

TotalCost: **\$500,000**

Most Recent Revision: A0

Facility: **Various**

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	Betterment
Totals:	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	

Regionally Significant: Y Clean Air Act Code: ALL RPCs: Statewide

STATEWIDE (68069B)

SCOPE: Statewide rideshare database utilizing Trapeze Ridepro software

TotalCost: **\$180,521**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$25,782	\$27,070	\$0	\$0	\$52,852	\$42,281	\$10,570	\$0	CMAQ, TpkCap
Totals:	\$25,782	\$27,070	\$0	\$0	\$52,852	\$42,281	\$10,570	\$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC, SRPC

STATEWIDE-RWIS (25198)

SCOPE: To install Road and Weather systems around the State. Ad date set for April 23, 2019

TotalCost: **\$935,155**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	\$823,200	\$0	\$0	\$0	\$823,200	\$431,200	\$392,000	\$0	STPFlex, TollCr, TpkCap
Totals:	\$823,200	\$0	\$0	\$0	\$823,200	\$431,200	\$392,000	\$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: Statewide

UNH (68070)

SCOPE: Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.

TotalCost: **\$2,704,852**

Facility: Wildcat Transit

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	\$239,413	\$257,794	\$0	\$0	\$497,206	\$397,765	\$99,441	\$0	FTA5307, TpkCap
Totals:	\$239,413	\$257,794	\$0	\$0	\$497,206	\$397,765	\$99,441	\$0	

Regionally Significant: N Clean Air Act Code: E-22 RPCs: Statewide

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

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
Brentwood								
6055002	Local	NH 111A	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	\$16,000		\$80,000	\$198,178	2044
Epping								
6147006	Inter-Regional	NH 125	Signalize intersection of NH 125 with Lee Hill Road	\$50,000		\$250,000	\$457,802	2032
6147005	Inter-Regional	NH 125	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	\$100,000		\$500,000	\$1,012,629	2036
6147002	Inter-Regional	NH 125	Signalize Lagoon Road Intersection with NH 125	\$50,000		\$250,000	\$506,314	2036
6147007	Inter-Regional	NH 125	Widen NH 125 from NH 87 to Lee Hill Road	\$499,500		\$3,330,000	\$6,796,924	2038
6147009	Local	Main St	Repair/Replacement of Main Street bridge over Lamprey River [109/055]	\$124,000		\$620,000	\$1,388,720	2040
6147008	Local	Blake Rd	Bridge Replacement, Blake Road over Lamprey River [059/054]	\$110,000		\$550,000	\$1,328,595	2043
Exeter								
40623	TYP	NH 111A	Bridge Replacement to address Red List Bridge carrying NH 111A over Little River (Br No 075/078)	\$380,481		\$2,624,051	\$3,247,845	2024

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6153005	Regional	NH 88	Widen shoulders on NH 88.	\$296,850		\$1,979,000	\$4,248,008	2040
6153004	Regional	NH 111	Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]	\$146,000		\$730,000	\$1,719,559	2042
6153001	Local	Epping Rd	Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.	\$247,500		\$1,650,000	\$3,917,113	2044
6153008	Local	Portsmouth Ave	High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP	\$617,700		\$4,118,000	\$10,025,456	2045

Exeter-East Kingston

6001003	Regional	NH 108	Shoulder bike route on NH 108 from Exeter town center to Newton town line.	\$435,000		\$2,900,000	\$6,546,495	2042
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Exeter-Newfields

6001002	Regional	NH 85	Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields	\$200,000		\$1,000,000	\$2,355,560	2042
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Fremont

6167002	Local	Scribner Rd	Scribner Road over Exeter River - Structurally deficient bridge 106/076. Source: NHDOT 2018 Red List Bridge Summary	\$-00	\$0	\$-00	\$1,207,814	2043
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Greenland

6187001	Inter-Regional	NH 33	Truck Stop Electrification Project [Formerly 06-08CM]	\$140,000		\$700,000	\$1,778,276	2045
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Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
Hampstead								
41717	TYP	NH121/Derry Rd/Depot Rd	Improve the intersection of NH121/Derry Rd/Depot Rd	\$240,000	\$120,000	\$2,040,000	\$2,400,000	2028
Hampton								
40797	TYP	Ocean Boulevard	Improvements to Ocean Boulevard.	\$-00		\$6,560,128	\$6,879,978	2023
6197012	Local	Winnacunnet Rd (NH 101E) & High Street (NH 27)	The reconstruction of Winnacunnet Road as a "Complete Street" will include new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, and the implementation of new signage, markings and crossings. The construction of th	\$150,000	\$10,000	\$740,000	\$1,273,479	2029
6197005	Inter-Regional	NH 101/ US 1	NH 101/ US 1 interchange reconfiguration as per the outcome of the feasibility study	\$500,000	\$1,000,000	\$3,900,000	\$7,640,875	2029
6197002	Inter-Regional	US 1/NH 27	Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street throu	\$675,000	\$1,000,000	\$4,500,000	\$8,960,288	2030
6197009	Local	High Street	Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$1,035,000		\$6,900,000	\$13,392,015	2036
6197010	Local	Winnacunnet Rd	Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street l	\$1,080,000		\$7,200,000	\$14,330,620	2037

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6197011	Local	Church Stret	Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting	\$225,000		\$1,500,000	\$3,061,677	2038
6197004	Regional	NH 27	Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	\$200,000	\$350,000	\$950,000	\$2,730,217	2039
6197006	Local	NH 27	Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street li	\$1,620,000	\$0	\$10,800,000	\$23,773,816	2041
6197013	Inter-Regional	NH 101/ US 1	Construction of an intermodal facility in the vicinity of the interchange of NH 101 and US 1 in Hampton	\$400,000	\$0	\$4,600,000	\$10,584,978	2045

Hampton Falls

6199003	Regional	US 1	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	\$200,000		\$1,000,000	\$2,076,901	2037
6199002	Regional	US 1	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.	\$200,000		\$1,000,000	\$2,129,862	2038
6199001	Regional	US 1	Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.	\$480,000		\$3,200,000	\$6,698,133	2039

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
Kensington								
6239001	Regional	NH 107	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	\$150,000		\$750,000	\$1,273,479	2029
New Castle-Rye								
41713	TYP	NH 1A & 1B	Bicycle and pedestrain safety accommodations on NH 1A & 1B.	\$280,000	\$140,000	\$2,380,000	\$2,800,000	2028
Newfields								
6327003	Local	NH 85	Rebuild roadway and sidewalks to include bike lanes and landscape features	\$30,000	\$0	\$1,500,000	\$2,394,327	2033
6327002	Local	NH 87	Widen shoulders and install sidewalks	\$30,000	\$4,000	\$250,000	\$480,999	2036
6327004	Regional	NH 108	Add shoulders to NH 108 within town of Newfields	\$20,000	\$0	\$300,000	\$553,840	2037
Newington								
6331002	Local	Pease Blvd/ NH Ave/ Arboretum Dr	Construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.	\$20,000		\$80,000	\$152,601	2032
6331001	Local	Pease Blvd/ NH Ave/ Arboretum Dr	Install a signal at the intersection of Arboretum Drive, New Hampshire Avenue, and Pease Blvd. Additional turning lanes may be required to maintain adequate operations.	\$200,000	\$0	\$900,000	\$2,270,790	2044
Newton								
41436	TYP	Pond Street	Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)	\$253,635	\$0	\$1,379,792	\$1,633,427	2023

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6341003	Regional	NH 108	Shoulder Bike Lanes On NH 108	\$195,000		\$1,300,000	\$3,164,909	2045
North Hampton								
6345011	Inter-Regional	US 1	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	\$65,000	\$62,000	\$620,000	\$1,052,743	2029
6345004	Inter-Regional	US 1	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	\$450,000		\$3,000,000	\$5,398,972	2033
6345003	Inter-Regional	US 1	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	\$100,000		\$500,000	\$1,064,931	2038
6345001	Inter-Regional	US 1	Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	\$1,180,000	\$0	\$7,680,000	\$19,214,300	2043
6345005	Inter-Regional	US 1	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	\$80,000		\$400,000	\$966,251	2043
6345009	Inter-Regional	US 1	Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	\$345,000		\$2,300,000	\$5,460,218	2044
6345008	Inter-Regional	US 1	Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	\$100,000		\$500,000	\$1,238,613	2044

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
North Hampton - Greenland								
6001008	Regional	NH 151	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	\$237,000		\$1,580,000	\$3,391,537	2040
Plaistow								
40641	TYP	NH 121A / Main Street	Traffic Calming and Safety Improvements	\$-00		\$1,003,700	\$1,058,445	2023
40645	TYP	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	\$100,680		\$922,328	\$1,075,752	2023
6375004	Local	NH 121A	Intersection improvements at North Avenue And NH 121A In Plaistow	\$235,650		\$1,571,000	\$2,688,405	2031
6375002	Inter-Regional	Rail	Extension of MBTA Commuter Rail Service from Haverhill, MA to Plaistow. Construct platform & enclosed waiting area. Acquire easement for construction of rail siding. Acquire land for locomotive layover facility. Operate 10 round trips [10-17CM]	\$-00	\$2,140,000	\$-00	\$3,994,436	2040
Plaistow - Kingston								
10044E	TYP	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$-00	\$0	\$18,354,655	\$18,354,655	2023
Portsmouth								
40642	TYP	Maplewood Avenue	Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street	\$-00	\$35,585	\$652,405	\$687,989	2023
40644	TYP	Market Street - RR	Railroad crossing upgrade on Market Street	\$86,084	\$45,265	\$789,125	\$920,474	2023

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6379021	Inter-Regional	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	\$656,250		\$4,375,000	\$7,119,102	2029
6379027	Local	Market St and Russell St	Intersection improvements are required to improve traffic flow and safety. A roundabout is currently being considered for this location.	\$20,000	\$0	\$855,000	\$1,238,105	2029
6379028	Local	Islington St	Preliminary and final design, engineering, and construction for reconstruction of the street that will include subsurface utility work as well as sidewalk improvements, street lighting and street furniture, curbing and bump outs as well as traffic signal	\$250,000	\$0	\$1,750,000	\$2,902,118	2030
6379003	Local	Corporate Dr/ Grafton Drive	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	\$300,000	\$0	\$1,100,000	\$2,031,482	2030
6379002	Regional	Grafton Drive	Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center	\$100,000	\$0	\$400,000	\$744,030	2031
6379034	Local	International Dr/ Manchester Square/ Corporate Dr	Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth	\$75,000	\$0	\$225,000	\$457,802	2032
6379033	Local	NH Ave/Exeter St/Manchester Square	Construct a roundabout at the intersection of New Hampshire Avenue/ Exeter Street/ Manchester Square on the Pease International Tradeport in Portsmouth	\$200,000	\$0	\$800,000	\$1,564,919	2033
6379006	Inter-Regional	US Route 1 Bypass	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	\$1,287,000		\$8,580,000	\$15,834,807	2034
6379035	Regional	Grafton Drive	Install a signal and widen Grafton Drive, Country Club Road and the access to the Portsmouth Transportation Center to add right and left turning lanes.	\$200,000	\$0	\$1,400,000	\$2,567,720	2034

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6379020	Inter-Regional	US Route 1 Bypass	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	\$990,000		\$6,600,000	\$12,491,227	2035
6379010	Inter-Regional	I-95	Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	\$100,000	\$300,000	\$810,000	\$2,042,135	2036
6379032	Local	Grafton Drive/Aviation Avenue	Interim improvement to construct NB Left Turn lane on Grafton Drive. Long-term solution includes separated Left and Right Turn lanes on Aviation Ave.	\$150,000	\$0	\$750,000	\$1,557,676	2037
6379012	Local	Coakley Rd	Upgrade / replace aging bridge.	\$33,000		\$165,000	\$351,427	2038
6379001	Local	New Hampshire Ave/ Durham St/ Corporate Drive/ International Dr	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	\$300,000	\$0	\$800,000	\$2,002,159	2039
6379005	Local	Maplewood Ave	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	\$150,000		\$1,000,000	\$2,093,167	2039
6379013	Local	Bartlett St	Bridge upgrade / replacement over Hodgson Brook	\$57,000		\$285,000	\$622,490	2039
6379015	Local	Cate Street	Replace bridge in collaboration with local development plans	\$80,000		\$400,000	\$895,948	2040
6379009	Local	New	Create new multi-use path along North Mill Pond between Bartlett Street and Maplewood Ave	\$375,000	\$1,000,000	\$2,500,000	\$7,232,915	2040
6379018	Local	Pierce Island Rd	Replace Pierce Island Bridge over Little Harbor	\$375,000		\$2,500,000	\$5,643,530	2042
6379029	Local	South St	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	\$25,000	\$0	\$225,000	\$490,742	2042

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6379030	Local	Banfield Rd	Upgrades will include culvert replacement, guard rail installation, and traffic calming.	\$50,000	\$0	\$650,000	\$1,445,048	2044
Raymond								
6383004	Regional	NH 27	Address safety and capacity issues at the intersection of NH 27 and NH 156	\$60,000	\$60,000	\$600,000	\$962,895	2034
6383001	Regional	NH 102	Safety improvements at the NH 102 intersection with Blueberry Hill Road	\$20,000	\$20,000	\$200,000	\$394,980	2035
6383003	Regional	NH 156	Address sight distance issues to improve safety at NH 156/Ham Road/Harriman Hill Road intersection	\$20,000	\$20,000	\$200,000	\$405,051	2036
6383002	Regional	NH 27	Address skewed angle intersection of Dudley Road with NH 27 through realignment	\$20,000	\$20,000	\$200,000	\$425,972	2038
Region								
6001015	Inter-Regional	Multiple	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.	\$240,000		\$1,600,000	\$3,611,859	2042
6001016	Inter-Regional	Multiple	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	\$135,000		\$675,000	\$1,672,127	2044
Rye								
6397003	Inter-Regional	US 1	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.	\$120,000		\$600,000	\$1,071,404	2031

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
6397002	Inter-Regional	US 1	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.	\$315,000		\$2,100,000	\$4,075,831	2036
6397001	Inter-Regional	US 1	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	\$200,000		\$1,000,000	\$2,355,560	2042
Seabrook								
6409007	Regional	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Hampton Falls town line. East Coast Greenway.	\$153,000		\$765,000	\$1,365,099	2029
6409002	Regional	US 1	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	\$360,000		\$2,400,000	\$4,107,048	2031
6409001	Regional	US 1	Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	\$375,000		\$2,500,000	\$4,387,268	2032
6409006	Regional	NH 1A	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	\$54,000	\$0	\$270,000	\$604,765	2040
Seabrook - Hampton								
15904	TYP	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$311,897	\$0	\$36,810,288	\$37,122,185	2023
Seabrook-Hampton								
6001018	Regional	NH 1A	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	\$279,000		\$1,860,000	\$4,415,655	2044

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
Seabrook-Hampton Falls-Hampton								
6001019	Regional	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.	\$549,000		\$3,660,000	\$6,422,961	2032
South Hampton								
6417002	Local	Hilldale Ave	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	\$120,000		\$600,000	\$1,246,141	2037
6417001	Local	Whitehall Rd	Bridge Replacement on Whitehall Road over Powwow River [099/062]	\$51,000		\$255,000	\$571,167	2040
Stratham								
41711	TYP	NH108/Bunker Hill Avenue	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$130,000		\$1,105,000	\$1,300,000	2028
6431001	Regional	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signali	\$300,000	\$240,800	\$2,408,500	\$4,403,618	2031
6431002	Regional	Squamscott Rd	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	\$200,000		\$1,000,000	\$1,877,903	2033
6431004	Regional	NH 108	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	\$145,600		\$728,000	\$1,437,725	2035
6431005	Regional	NH 33	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	\$20,000	\$15,000	\$150,000	\$312,227	2036

Project #	Scale	Roads	Scope	PE	ROW	CON	Total Inflated Cost	Start Year
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Scale Codes:

TYP = Project is in State Ten Year Plan

Local = Project is part of the "Local" scale projects group

Regional = Project is part of the "Regional" scale projects group

Inter-Regional = Project is part of the "Inter-Regional" scale projects group

Total # of Projects:	98
Total PE:	\$24,527,827
Total ROW:	\$6,582,650
Total CON:	\$222,740,972
	\$389,838,210