DRAFT

Rockingham Planning Commission

2025-2028 Transportation Improvement Program

Anticipated Approval by the MPO
3-12-2025

The preparation of this document was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research [Section 505(a)], and Metropolitan Planning Programs [Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official view or policies of the U. S. Department of Transportation.

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

WHEREAS the USDOT Fixing America's Surface Transportation (FAST) Act legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

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

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

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

WHEREAS the requirements of Section 1101(b) of the FAST Act (Public Law 114-94) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

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

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.326 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT the **Rockingham Planning Commission**, the Metropolitan Planning Organization (MPO) for **Atkinson, Brentwood, Danville, East Kingston , Epping, Exeter, Fremont, Greenland, Hampstead, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton, North Hampton, Plaistow, Portsmouth, Raymond, Rye, Salem, Sandown, Seabrook , South Hampton, and Stratham, New Hampshire,** certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that the **Rockingham Planning Commission** 2025-2028 Transportation Improvement Program and 2050 Metropolitan Transportation Plan were adopted by the Commission at its meeting on March 12, 2025, along with this Self-Certification Resolution.

Tim Roache, Executive Director
Rockingham Planning Commission

Date: _____

William Cass, Commissioner
New Hampshire Department of Transportation

Date: _____

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Appendices

1.0 Introduction

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

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

RPC Communities

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

2.0 TIP Requirements

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

Figure 1: *TIP Requirements*

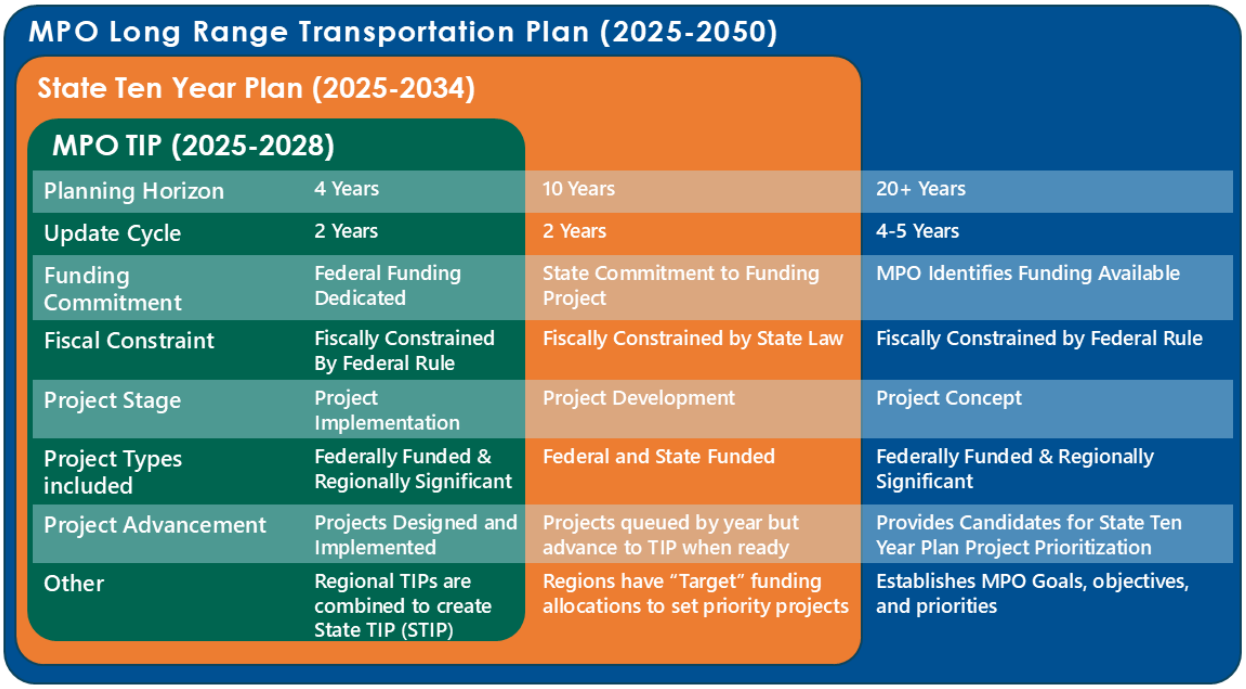
Requirement	How the MPO meets the Requirement
The TIP must cover a period of at least four years and be updated at least every four years.	*The TIP includes four fiscal years and the MPO adopts a new TIP every two years in conjunction with the State TIP, State Ten Year Plan process, and 3 other New Hampshire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

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

3.0 Transportation Planning and Programming

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

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



MPO Long Range Transportation Plan

The MPO Long Range Transportation Plan (LRTP), also known as the Metropolitan Transportation Plan (MTP), is a 20+ year plan for transportation improvements in the region that directs the decision-making process to implement the regional vision and achieve goals and objectives. Through describing existing and expected future conditions and assessing needs, the document forms a blueprint for the development and management of the region's transportation system to 2050. The LRTP incorporates the TIP by reference as the short range (first four years), project specific component. The LRTP is fully updated every 5 years with interim updates that coincide with adoption of a new MPO TIP.

State Ten Year Plan

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

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a short-range program of federally funded and regionally significant transportation projects scheduled for implementation over a period of four successive fiscal years (FY 2025, 2026, 2027, and 2028 in this instance). The New Hampshire STIP/TIP development process requires that project priorities identified in the first four years of the adopted State Ten Year Plan become the basis of the STIP. The STIP financial plan is then compiled to ensure that it is fiscally constrained and that the state is not proposing to spend more funding on transportation projects than is expected to be available for the next four years. This information is then distributed to the MPOs so that they can develop their Transportation Improvement Programs. Once all MPOs have completed their TIP processes, the STIP is submitted to FHWA and FTA for approval and becomes the working document for the next two years.

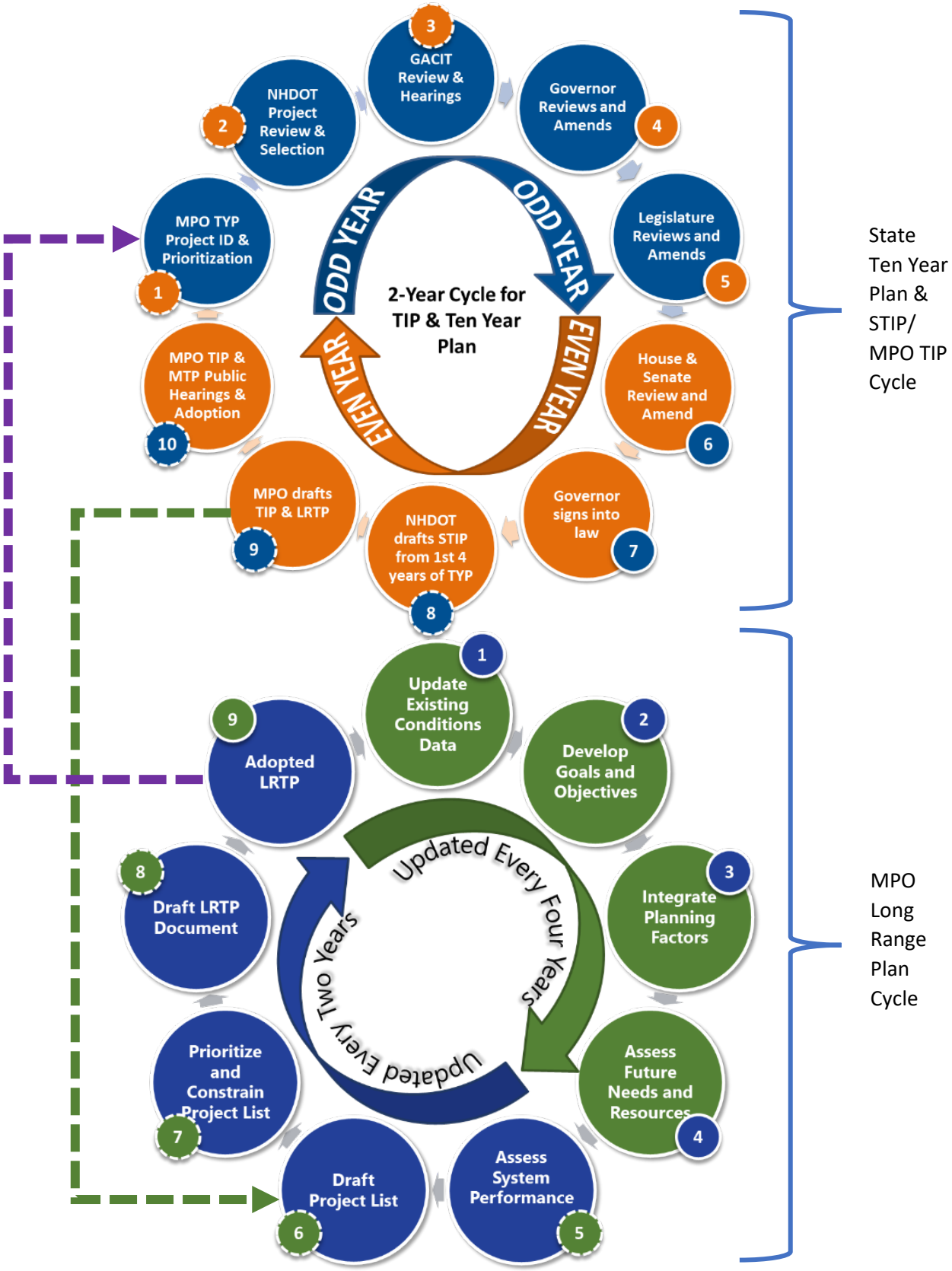
Transportation Improvement Program

Once the STIP is drafted, the MPOs are requested to update their Transportation Improvement Programs (TIPs). This consists of STIP projects located in the MPO region as well as the list of Statewide Programs. It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). The projects identified are prioritized by year and have been selected for funding as jointly agreed upon by the MPO and the NHDOT. The TIP is the enactment of the Long Range Transportation Plan vision, goals, and objectives, and the development and construction of those projects in the State Ten Year Plan that are ready for implementation. The document establishes a fiscally constrained list of projects to be implemented by mode, funding source, and geographic area, as well as identifies improvements which will aid in improving the safety, congestion, and infrastructure condition of the transportation system.

3.1 Transportation Planning & Programming in New Hampshire

Figure 3 shows the interwoven development processes for the MPO LRTP and TIP and the State Ten Year Plan and STIP with the ultimate goal to produce a consistent flow of projects from the MPO LRTP to the State Ten Year Plan and then the STIP/TIP. The MPO completes comprehensive updates to the LRTP every four years (steps 1-4 of the bottom cycle of Figure 3) and this provides the overall vision, goals, and objectives for the regional transportation system as well as a fiscally constrained list of identified improvements. This constrained project list provides the basis for MPO recommendations of projects to be included in the State Ten Year Plan as part of the biennial update of that document.

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



During even numbered years, the MPO solicits projects from communities, regional transit agencies and other partners, as well as needs identified through the Congestion Management Process (CMP), corridor studies, safety studies, and other analyses. Identified projects are checked for federal funding eligibility, general feasibility, and are prioritized according to a set of project selection criteria agreed upon by NHDOT and the nine Regional Planning Commissions. The current project selection criteria are shown in ***Figure 4***.

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

Figure 4: *2024-2025 Project Selection Criteria*

Category	Definition	How will projects be assessed?
Economic Development	The degree to which a project supports economic development needs and opportunities at the local and regional level; and the degree to which the project impacts the movement of goods	• Will the project improve access to a regional activity center (employment center, tourist destination, etc.)? • Will the project address a freight bottleneck?
Equity & Accessibility	The degree to which a project promotes access to the transportation network, benefits traditionally underserved populations and ensures accessibility by all potential users.	• Will the project expand transportation choices or enhance alternative modes, particularly for historically underserved populations? • Will the project remove or reduce barriers to access?
Mobility	The degree to which a project reduces the time needed to get from one place to another.	• The functional classification of the roadway & status as a local, regional, or statewide connection • The mobility benefits of the project
Natural Hazards Resiliency	The exposure of a location to risk of damage from natural hazards and the project approach to mitigating that risk.	• Is the project in a location with identified natural hazards risks? • How will the project mitigate or eliminate the likelihood of damage from natural hazards?
Network Significance	The importance of the service or facility to the communities, region, and larger transportation system of the state.	• The volume of traffic at the location • How critical is the location to the transportation network?
Safety	The degree to which the project impacts traveler safety in relation to safety performance and the project's expected safety benefits.	• The crash history at the location (5 years) • The expected safety improvement from the proposed project
State of Repair	The extent to which the project improves infrastructure condition in the project area and the degree to which the project impacts NHDOT and/or municipal maintenance requirements.	• The current condition of the infrastructure at the project location. • Will the project reduce maintenance requirements or add significant maintenance liabilities?
Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction	• Does the project support the goals and objectives of the MPO Long Range Transportation Plan? • Is the project a community priority? • Has a new transportation need been identified

3.2 TIP Development Process

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

Figure 5: *Important Dates in the TIP Development Process*	
August 9, 2024	Governor Signs 2025-2034 Ten Year Plan
November 27, 2024	NH DOT Releases 2025-2028 DRAFT STIP Project list
January 9, 2025	Interagency Consultation Review of draft STIP sets Draft Project List
February 7, 2025	Start of 30-Day Public Comment period on MPO TIP and LRTP
February 27, 2025	RPC TAC Meeting – TIP Endorsement
March 12, 2025	RPC Policy Committee Meeting – TIP Adoption

3.3 Interagency Consultation Process

The conformity rule requires that Federal, State, and local transportation and air quality agencies establish formal procedures to ensure interagency coordination on critical issues. Regular participants in the New Hampshire interagency consultation process are FHWA, FTA, EPA, NHDOT, NH Department of Environmental Services Air Resources Division, and the four MPOs (Nashua RPC, RPC, Southern New Hampshire RPC, and Strafford RPC). In addition, public transportation operators and the five non-MPO planning commissions participate, as necessary. In New Hampshire, interagency consultation serves as a forum for discussion of TIP and STIP development, amendments, and minor revisions, as well as key assumptions and methodologies to be used in conformity analyses, strategies to reduce mobile source emissions, specific impacts of major projects, and issues associated with travel demand and emissions modeling. The New Hampshire process consists of monthly meetings where issues related to the TIP/STIP, Long Range Transportation Plan, and air quality conformity are discussed. Agendas and other relevant materials are sent to members at least one week prior to the meeting for participants to review and provide feedback.

3.4 Environmental Justice and Title VI

An important consideration for the 2025-2028 Transportation Improvement Program and 2045 Long Range Transportation Plan is the impact of its elements on minority and low-income populations in the MPO region. Title VI of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or ethnic origin in the provision of transportation benefits and in the imposition of adverse impacts.

Building on Title VI, Executive Order 12898 (1994), requires each federal agency to achieve environmental justice by identifying and addressing any disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low income population. Executive Order 12898 defines "minority" as a person who is African American, Hispanic, Asian American, American Indian, or an Alaskan Native. A low-income person means a person whose household income is at or below the federal poverty level. For 2025 the poverty threshold was $32,150 for a family of four.

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

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

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

3.5 Public Involvement

The MPO Public Participation Plan[2] (PPP), adopted in October 2020, establishes a set of goals for any public involvement effort undertaken by the MPO. The intended outcome is that transportation plans, programs and projects reflect local, regional, and state priorities and needs, and consider a range of transportation options and the overall social, economic, energy, and environmental effect of transportation decisions. These goals are to educate the public regarding the transportation planning process and the transportation system, solicit public input from a broad range of individuals, groups, and organizations, facilitate

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

information flow between the public and decision-makers, and ensure that the interests and concerns of the public are considered in the decision-making process.

The Public Participation Plan establishes a process for public involvement relating to Major Policy Actions, namely TIP and Plan approvals and amendments, to ensure that the Policy Committee has ample opportunity to carefully consider any pertinent issues before approving the documents. For TIP and Plan Adoption the following steps are required:

1. The Technical Advisory Committee (TAC), reviews the work of the MPO staff, NHDOT, any public input, and endorses the draft documents to the Policy Committee.
2. The Policy Committee sets a comment period with a public hearing date that allows at least 30 days for the public to review documents prior to adoption.
3. A notice of the public hearing is published in the two major newspapers serving the MPO region – the Portsmouth Herald/SeacoastOnline and the Lawrence Eagle-Tribune – at least 10 days in advance of the public hearing. Documents are also made available on the RPC website (www.therpc.org).
4. A formal public hearing is conducted. The views of the public as well as the recommendations of any applicable MPO ad hoc committees are heard at the hearing.
5. After considering all comments and recommendations in the public hearing, action is then taken by the Policy Committee. Public hearings are generally coupled with Policy Committee meetings on the same night action may be taken immediately following the hearing.
6. A summary of significant public comments and responses is included in the final published policy document or made available as a separate document. Those comments are summarized below.

Substantive Comments Received during the TIP Development Process

Issue	Commenter	Summary of Comment	Response
		TO BE COMPLETED POST COMMENT PERIOD	

4.0 Fiscal Constraint Analysis

The metropolitan planning rules require that a TIP must be determined to be financially constrained by year and funding program. For the first three years of the four-year TIP projects must be limited to those for which funds are committed. Projects for which funds cannot be reasonably expected to be available must be omitted.

4.1 Financial Plan

The fiscal constraint documentation for the STIP, provided by NHDOT, is included with this document as ***Appendix A*** along with the full regional constraint tables and assumptions. ***Figure 6*** provides a financial summary that compares the expected total revenues for projects in the region over the next four years with the estimated project costs as programmed in the TIP. Based on information supplied by NHDOT, financial analysis has determined that the amount of funding available is adequate to address the projects programmed and the TIP is fiscally constrained. Because NHDOT has project programming authority, the regional share of available funding matches (revenues) exactly what is programmed in the STIP/TIP for region (project costs). This determination is based upon the following assumptions:

- The estimated FHWA funding available for New Hampshire is based on annual apportionments and derived from the 10/12/2022 Status of Funds and FTA funds are based on current apportionments and remaining prior grant funds.
- Federal Aid "Non-Formula" funds are those that are not included in the state's apportionment
- Additional Federal resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.
- NHDOT has project programming authority and TIP funding is not sub-allocated to the MPOs. Therefore, the regional allocations of funds are equivalent to the funds programmed for projects.
- For all projects requiring local match, that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.

Figure 6: Summary of Estimated Revenues and Programming

Revenues	FY 25	FY 26	FY 27	FY 28	Total
FHWA	$75,414,598	$80,271,259	$73,124,335	$54,540,915	$283,351,107
FTA	$9,538,842	$10,291,436	$11,279,306	$17,755,999	$48,865,583
State	$16,716,677	$377,254	$5,175,570	$4,722,892	$26,992,394
Other	$8,200,550	$13,842,970	$5,662,678	$7,163,202	$34,869,400
Total	**$109,870,668**	**$104,782,918**	**$95,241,889**	**$84,183,009**	**$394,078,484**

Programmed	FY 25	FY 26	FY 27	FY 28	Total
FHWA	$75,414,598	$80,271,259	$73,124,335	$54,540,915	$283,351,107
FTA	$9,538,842	$10,291,436	$11,279,306	$17,755,999	$48,865,583
State	$16,716,677	$377,254	$5,175,570	$4,722,892	$26,992,394
Other	$8,200,550	$13,842,970	$5,662,678	$7,163,202	$34,869,400
Total	**$109,870,668**	**$104,782,918**	**$95,241,889**	**$84,183,009**	**$394,078,484**

- For all projects including federal funds and programmed by NHDOT for FY 2025, 2026, 2027, and 2028, that NHDOT has determined that the required funds by year and category will be available.
- All costs associated with projects are inflated to the year of construction at 3.7% per year and indirect costs (NHDOT overhead) are incorporated at 10% of total project cost.
- The regional share of statewide programs is estimated at 13.42% based on the 50% population and 50% lane-miles of federal-aid eligible roadway.
- NHDOT programs projects on a statewide basis without regard to regional boundaries. This can mean that the amount of funding expended in any particular region can vary substantially from year to year depending on the number of state high priority projects occurring at the same time.

The full fiscal constraint tables in the appendix provide a detailed breakdown of funding by program and fiscal year. These tables incorporate all federal (FHWA and FTA) and state funds (Turnpike and other) and matching funds anticipated to be available to the state and the region as well as the full Operations and Maintenance needs analysis. Additionally, the MPO Long Range Transportation Plan includes this same analysis for consistency and the first four years of that analysis match the information included in the TIP.

4.2 Operations and Maintenance

Fiscal constraint requirements necessitate that the estimated costs of preserving, maintaining, and operating the region's transportation system be included in the TIP and Long Range Transportation Plan. While some of these funds are captured in the "Statewide" projects included in the TIP, there are many that are not as they are conducted using state or local funds.

Roadway

NHDOT's FY23 Annual Report (Page F5 Total Budgeted Roads and Bridges Operations and Maintenance) provides information regarding the funding available at the state level for the operation and maintenance of the transportation system. ***Figure 7*** shows a summary of Statewide funds available while ***Figure 8*** shows those estimated to be available within the region. These funds come from the following sources:

- ***Highway Fund:*** This is the primary source of funding for the NHDOT Operating budget and is composed of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees, and court fines for traffic violations. About 60% of gas tax revenues go to operating costs for NHDOT and NH Department of Safety.
- ***Turnpike Funds:*** New Hampshire has approximately 90 miles of toll supported roadways managed by the NHDOT. Funds from tolls, fines and administrative fees generated by the turnpike system can only be utilized on the Turnpike system. The system raises approximately $143 million per year of which approximately $22 million is dedicated towards operations and maintenance.
- ***General Funds:*** There are a small amount of State of New Hampshire general funds that go towards operation and maintenance of the transportation system. Primarily these funds are utilized for airport operations support however matching funds for Federal Transit Administration (FTA) grants for transit projects and operations are also supported.
- ***Federal Funds:*** NHDOT receives revenues from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Primarily funds are from the Federal Highway Administration but also moneys are received from the Federal Transit

Administration (FTA), Federal Aviation Administration (FAA), and Federal Emergency Management Administration (FEMA).

- ***Other Funds:*** Other funds are derived from a number of minor sources. This includes revenues from the sale of fuel to municipalities, railroad licensing fees, permitting fees, emergency repair funds, and sale of surplus land.

Based on the information provide in the NHDOT Fiscal Year 2022 Agency Efficiency Budget, this equates to approximately $22,700 per mile of roadway for maintenance and operations for the Federal Aid Eligible system and approximately $46,000 per mile for the Turnpike system.

Transit

Statewide funding for the regional transit agencies is calculated based on available Federal Transit Administration Section 5307 (FTA5307) and Section 5311 (FTA5311) funds as those sources are largely designed for use as operating and maintenance programs. Regional share of those funds were calculated based on allocations of those funds to COAST and MTA/CART and then derived from historic patterns of fund use as shown in the annual list of obligated projects. Each categorical use of those funds were examined and it was determined that an average of 81% of FTA 5307 funds were used for O&M purposes.

Figure 7: Estimated Statewide Operations and Maintenance Needs[1]

Year	Federal-Aid Highways	Turnpikes	Transit	Total
FY25	$189,100,000	$25,300,000	$24,752,886	$239,152,886
FY26	$192,900,000	$26,000,000	$26,514,961	$245,414,961
FY27	$196,800,000	$20,000,000	$23,188,259	$239,988,259
FY28	$200,700,000	$17,700,000	$29,990,790	$248,390,790

Figure 8: Estimated Regional Operations and Maintenance Needs[1]

Year	Federal-Aid Highways	Turnpikes	Transit	Total
FY25	$25,378,962	$7,931,411	$9,277,869	$42,588,242
FY26	$25,888,957	$8,150,858	$10,492,956	$44,532,770
FY27	$26,412,372	$6,269,890	$11,504,121	$44,186,383
FY28	$26,935,788	$5,548,853	$18,072,659	$50,557,611

5.0 Air Quality Conformity

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

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

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

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

Hillsborough Co (part)

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

Merrimack Co (part)

Hooksett Town

Rockingham Co (part)

Atkinson Town, Auburn Town, Brentwood Town, Candia Town, Chester Town, Danville Town, Derry Town, East Kingston Town, Epping Town, Exeter Town, Fremont Town, Greenland Town, Hampstead Town, Hampton Town, Hampton Falls Town, Kensington Town, Kingston Town, Londonderry Town, New Castle Town, Newfields Town, Newington Town, Newmarket Town, Newton Town, North Hampton Town, Plaistow Town, Portsmouth City, Raymond Town, Rye Town, Salem Town, Sandown Town, Seabrook Town, South Hampton Town, Stratham Town, Windham Town

Strafford Co (part)

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

5.1 Transportation Conformity Requirements

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision[3] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

Per the court's decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[4] for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the 2045 RPC Long Range Transportation Plan and 2019-2022 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the RPC 2045 Long Range Transportation Plan and 2023-2026 TIP.

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

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

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

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

[3] EPA-420-B-18-050, November 2018 and other guidance can be found on the EPA website at: https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

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

5.2 Latest Planning Assumptions

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

Assumptions used in the 2025-2028 TIP and 2050 Long Range Transportation Plan are derived from the most recent estimates of current and future population, employment, travel, and congestion.

- 2050 Population projections and employment projections were developed as part of the Regional Housing Needs Assessment (2022) and are discussed in Chapter V: Analysis of Future Conditions and Trends.
- The MPO Regional Travel Demand Model is calibrated to 2020 and utilizes available traffic counts, travel time data, and Highway Performance Monitoring System (HPMS) data, and other factors to establish baseline travel demand.
- The MPO Long Range Transportation Plan discusses transit ridership and operations in the MPO region for both regional and inter-city services.
- The New Hampshire SIP includes a single TCM, the New Hampshire Vehicle OBD and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in the state since 2005.

5.3 Consultation Requirements

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

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

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the MPO Public Participation Plan. The draft 2025-2028 TIP, 2050 Plan, and Air Quality Conformity Determination were published on the MPO website on February 7, 2025. A 30-Day public Comment Period was opened on February 7, 2025 and concluded on March 8, 2025 and a public hearing was held on March 12, 2025.

5.4 Timely Implementation of TCMs

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

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The RPC 2050 Long Range Transportation Plan and 2025-2028 TIP document this fiscal constrain.

5.6 Conclusion

The conformity determination process completed for the 2050 Long Range Transportation Plan and 2025-2028 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

6.0 TIP Revision Process

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

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

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

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

6.1 Administrative Modification

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

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

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

6.2 Amendments

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

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

7.0 Transportation Improvement Program Projects

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

- Establishing the status of projects from the previous TIP
- Identifying the individual projects occurring in the region
- Detailing the regional transit agency projects
- Listing the "Grouped Projects" known as Programmatic Projects in New Hampshire

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

7.1 Status of Projects from the Previous TIP

The progress of projects in the Rockingham Planning Commission Transportation Improvement Program is tracked in two ways. First, a List of Obligated Projects[5] is published annually by the MPO. This document identifies those projects for which federal funds were obligated, or drawn down, during the previous fiscal year. This aids the MPO and the public in understanding project status as individual projects move from planning to implementation. Second, federal planning regulations indicate that the Transportation Improvement Program should include a list of "major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects."[6] The previous TIP covered fiscal years 2023-2026 and so projects in the first two years (2023 and 2024) will have been developed and constructed as scheduled, potentially delayed to fiscal years 2025 or 2026 (or beyond), and in some cases, projects have been dropped completely. There were 64 regional projects identified in the 2023-2026 TIP that were planned for implementation in the TIP, and the overall status of these projects is incorporated into ***Figure 9***. Fifteen projects were completed or are under construction as scheduled, with another twenty-five (39%) on target for construction in the years initially programmed. When combined with transit funding, this represents 70% of the total projects and 64% of total funding within the regional project portion of the TIP. Nineteen projects experienced some delay that will require that they be included in the 2025-2028 TIP in some manner. A detailed listing of the projects, along with the status of each of the projects is listed in ***Figure 10***.

Figure 9: Status of Projects from the 2023-2026 TIP

Status		% of Total	Funding	% of Total
Completed/In Progress	15	23%	$ 120,591,860	30%
Regional Transit	5	8%	$67,417,586	17%
On Target for Construction	25	39%	$71,630,011	18%
Delayed	19	30%	$ 146,355,167	36%
Total	64	100%	$ 405,994,624	100%

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

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

Figure 10: Status of Projects listed in the 2023-2026 TIP

Project Number	Project Name	Location	Scope	Total Cost	Status
43839	Candia - Raymond	NH Route 101	Rehabilitation/Reconstruction of a section NH Route 101	$24,414,922	Delayed. Current Ad Date 5/2026
44367	Coast	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	$751,825	On Target. No Ad Date
29608	Epping	NH 125	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	$27,369,249	Delayed. Current Ad Date 10/2029
43430	Epping	NH125	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	$2,666,266	On Target. Ad Date 1/2029
40623	Exeter	NH 111A	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	$4,195,006	Delayed. Current Ad Date 1/2032
44410	Exeter	NH 108	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	$9,101,246	On Target. Ad Date 11/2030
43849	Greenland	NH 33	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	$220,000	On Target
41717	Hampstead	NH121/Derry Rd/Depot Rd	Improve the intersection of NH121/Derry Rd/Depot Rd	$2,649,291	On Target. Ad Date 10/2027
42573	Hampton	US Route 1	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	$7,129,797	Delayed. Current Ad Date 1/2028
40797	Hampton	NH 1A (Ocean Boulevard)	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	$13,132,262	Delayed. Current Ad Date 11/2025
41584	Hampton	NH101/US1	NH 101/ US 1 interchange reconfiguration	$8,114,732	On Target. Ad Date 11/2029
42606	Hampton	Winnacunnet Rd	Complete Streets Improvements Winnacunnet Road and also High St between Tobey Rd and Five Corners	$1,227,042	On Target. Ad Date 1/2029
26485	Hampton - Portsmouth	Hampton Branch Rail Corridor	Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped.	$12,108,304	Complete
26485A	Hampton-Portsmouth	Hampton Branch Rail Corridor	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	$2,814,363	Delayed. Current Ad Date 5/2025
42610	Kensington	NH107/NH150	Intersection re-alignment and upgrades	$2,581,280	On Target. No Ad Date
44355	Londonderry-Windham-Seabrook	NH 102/NH 111/US 1	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	$927,338	On Target. Ad Date 1/2030
16127	New Castle - Rye	NH 1B	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	$13,751,285	Delayed. Current Ad Date 7/2027
44493	New Castle	NH Route 1B	Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island	$7,826,935	On Target. Ad Date 10/2034
41713	New Castle-Rye	NH 1A & 1B	Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)	$2,926,922	On Target. Ad Date 11/2028
28393	Newfields - Newmarket	NH 108	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	$6,792,308	Delayed. No Ad Date
42879	Newington	NH Ave/ Arboretum Dr/Pease Blvd	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	$665,479	On Target. Current Ad Date 3/2025
11238V	Newington	NH 16	Environmental remediation at the former Newington Country Store site.	$133,811	Complete
11238S	Newington - Dover	Spaulding Turnpike / Little Bay Bridges	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	$66,287,691	Delayed. Current Ad Date 2/2024
11238	Newington - Dover	NH 16 / US 4 / SPLDG TPK	NH 16 Widen Turnpike Including Little Bay Bridges From Gosling Road To Dover Toll.	$37,571,793	Complete

Figure 10: Status of Projects listed in the 2023-2026 TIP

Project Number	Project Name	Location	Scope	Total Cost	Status
41436	Newton	Pond Street	Address the Red List bridge carrying Pond Street over CSX in the Town of Newton (064/107)	$2,258,131	Delayed. Current Ad Date 9/2028
29617	Newton	NH 108	Safety & operational improvements to Row's Corner (Maple Ave, Amesbury Rd intersection)(~.1m)	$2,616,851	On Target. Ad Date 7/2024
24457	North Hampton	US Route 1	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	$8,928,611	Delayed. Current Ad Date 10/2026
42312	North Hampton - Rye	NH 1A	Reconstruct NHDOT Stone Revetment seawalls/Berms	$31,475,946	On Target. Ad Date 5/2024
42312A	North Hampton-Rye	NH 1A	Reconstruction of revetment sea walls	$20,392,694	Delayed. Current Ad Date 8/2027
42312B	North Hampton-Rye	NH 1A	"Reconstruction of revetment sea walls	$14,571,081	On Target. Ad Date 8/2028
40641	Plaistow	NH 121A / Main Street	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	$1,482,399	On Target. Ad Date 10/2025
40645	Plaistow	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	$1,482,994	On Target. Ad Date 11/2025
10044E	Plaistow - Kingston	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	$27,866,061	Delayed. Current Ad Date 1/2026
20258	Portsmouth	Peverly Hill Rd.	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	$7,831,635	Delayed. Current Ad Date 1/2026
29640	Portsmouth	US 1	Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)	$16,974,291	Delayed. Current Ad Date 11/2027
43760	Portsmouth	I-95	Soundwalls/privacy fence along I-95 in Portsmouth	$18,430,341	Under Construction
41752	Portsmouth	Elwyn Road	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	$1,452,066	Delayed. Current Ad Date 2/2026
42874	Portsmouth	VARIOUS	Purchse & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)	$52,972	Delayed. Current Ad Date 9/2025
44411	Portsmouth	NH 33	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	$3,749,196	On Target. Ad Date 11/2030
44358	Portsmouth	Rte1/Coakley Rd/Cottage St	Remove traffic signal, install median, const a connector Rd & Cons multi-use path to reduce emissions	$2,792,653	On Target. Ad Date 1/2031
40644	Portsmouth	Market Street - RR	Railroad crossing upgrade on Market Street	$735,480	On Target. No Ad Date
42608	Portsmouth	Market St/Russell St	Market St / Russell St Intersection Improvements	$1,449,837	On Target. No Ad Date
42611	Portsmouth	Grafton Drive	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	$675,623	On Target. No Ad Date
15731C	Portsmouth, NH - Kittery, ME	US 1 Bypass	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	$44,327,033	Under Construction
15731	Portsmouth, NH - Kittery, ME	US 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	$188,872,085	Complete
16189B	Portsmouth, NH - York, ME	I-95	ITS Improvements to I-95 from Portsmouth, NH to York, ME	$10,503,160	Complete
FTA5307	Program	Various	FTA Section 5307 apportioned funds for NHDOT-programmed projects only.	$104,995,462	Transit
COAST5307	Program	Various	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$56,121,710	Transit

Figure 10: Status of Projects listed in the 2023-2026 TIP

Project Number	Project Name	Location	Scope	Total Cost	Status
MTA5307	Program	Manchester Transit Authority (MTA)	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$81,593,639	Transit
MTA5310	Program	Manchester Transit Authority (MTA)	"Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$2,598,405	Transit
MTA5339	Program	Manchester Transit Authority (MTA)	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$750,615	Transit
43002	Rye	NH Route 1A	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	$1,739,085	Delayed. Current Ad Date 2/2025
44309	Salem	Bridge Street	Replace Bridge St Bridge over Spicket River (Brg #115/097)	$4,925,000	On Target. Ad Date 6/2025
41750	Salem	Manchester & Lawrence Rail Line	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	$1,065,603	Complete
42884	Salem	Various	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	$1,675,000	Complete
14800A	Salem To Manchester	I-93	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D	$49,770,743	On Target. No Ad Date
44028	Salem-Derry	NH Route 28	Resurfacing of NH Route 28 in District 5	$6,166,262	Complete
41712	Seabrook	US 1	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	$5,382,207	Delayed. Current Ad Date 10/2029
15904	Seabrook - Hampton	NH 1A	Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710	$97,631,277	Under Construction
41756	Statewide	Various	Evaluate signalized intersections and develop and implement signal timings to improve traffic flow.	$300,000	Complete
43932	Statewide	Various	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection	$2,688,732	Complete
43934	Statewide Signs	I-93, I-89, I-293, I-393, NH 101	Replacement and upgrade of Enhanced Reference Location Signs (mile markers)	$1,961,451	Complete
43993	Statewide South Guardrail	Various	Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.	$954,876	Complete
41711	Stratham	NH108/Bunker Hill Avenue	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	$1,338,113	On Target Ad date 10/2027

7.2 Individually listed projects

The funding allocated to regional projects included in the TIP for implementation is summarized in ***Figure 11*** and each of the projects are listed individually in ***Figure 12***. Projects are sorted by community/location and project numbers and represent all projects that are either federally funded or are considered regionally significant and thus require federal action as part of the TIP approval. Figure 12 includes all individually listed projects in the region including the FTA funding for the regional transit agencies which are grouped by agency and funding source. Further details on the transit projects are included in Section 7.3. The project details incorporated into Figure 12 include project name and number, location, general

scope, programmed cost by phase and year inflated to year of construction costs for each year. Total costs for each project are also shown and this includes costs for the years before and after the TIP timeframe.

7.3 Transit Agency Project Details

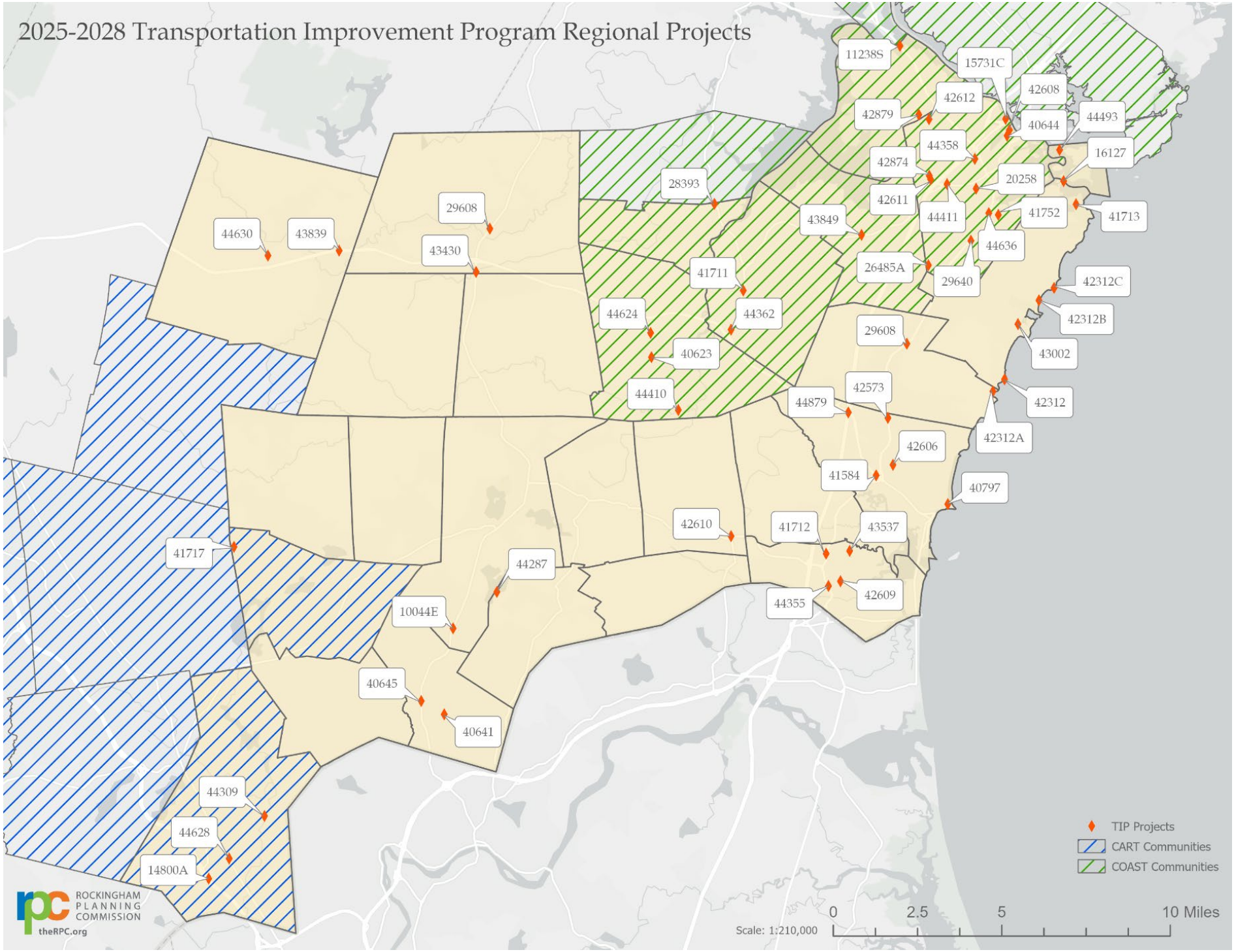
Transit agencies generally have a lot of discretion on how the Federal Transit Administration (FTA) funding is expended within the guidelines established by the law and FTA regulations. The funding for transit agencies is generally categorized into the following categories with limitations for each based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

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

The State Department of Transportation, the MPO, and any Public Transit providers in the MPO region must coordinate on how these projects are listed in the TIP as well as the requirements for any revisions to the TIP/STIP. For efficiency purposes, the TIP and STIP include transit projects grouped by agency and FTA funding Program. This ensures that each regional transit agency has a single project listing per funding source. These can be seen for COAST and MTA in ***Figure 12***. The benefit of listing the projects in this manner is that the transit agencies can encumber grant funds within their overall funding allocation without having to wait for a TIP/STIP revision. The limitation to this new format is that the details of the transit projects are not included in the project tables. This detail is available from COAST and MTA if needed.

Figure 11: Total Funding for Individually Listed TIP Projects by Fiscal Year and Source

Fiscal Year	Federal	State	Other	Total
2025	$61,619,898	$16,343,508	$5,461,669	$83,425,076
2026	$77,226,102	$4,086	$8,726,376	$85,956,563
2027	$70,723,830	$4,802,401	$4,797,326	$80,323,557
2028	$58,400,766	$4,349,724	$6,375,118	$69,125,608
	$267,970,596	***$25,499,719***	***$25,360,489***	***$318,830,804***


2025-2028 Transportation Improvement Program Regional Projects
11238S
15731C
42608
42612
42879
40644
44493
44358
16127
42874
20258
28393
42611
41752
41713
29608
43849
44411
44630
43839
44636
43430
26485A
29640
41711
42312C
44624
44362
42312B
29608
40623
43002
44410
42573
44879
42312
42312A
42606
41584
40797
42610
41712
43537
41717
44287
42609
44355
10044E
40645
40641
44309
44628
14800A
TIP Projects
CART Communities
COAST Communities
ROCKINGHAM PLANNING COMMISSION
theRPC.org
Scale: 1:210,000
0
2.5
5
10 Miles

CANDIA - RAYMOND (43839)

Facility: **NH Route 101**

SCOPE: Rehabilitation/Reconstruction of a section NH Route 101

Total Cost: $24,414,922
Pre 2025 Funding: $1,430,000
2025-2028 Funding: $22,984,922
Post 2028 Funding: $0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$0	$5,703,500	$11,829,059	$5,397,363	$22,929,922	$22,929,922	$0	$0	STBG-FLEX, Toll Credit
ROW	$55,000	$0	$0	$0	$55,000	$55,000	$0	$0	STBG-FLEX, Toll Credit
	$55,000	$5,703,500	$11,829,059	$5,397,363	$22,984,922	$22,984,922	$0	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

COAST (44367)

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

SCOPE: Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years

Total Cost: $751,825
Pre 2025 Funding: $0
2025-2028 Funding: $751,825
Post 2028 Funding: $0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$751,825	$0	$0	$0	$751,825	$601,460	$0	$150,365	CMAQ, TOWNS
	$751,825	$0	$0	$0	$751,825	$601,460	$0	$150,365	

Regionally Significant: N Clean Air Act Code: E-32 RPCS: RPC, SRPC Most Recent Revision: A00Y25

EPPING (29608)

Facility: **NH 125**

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

Total Cost:	$27,369,249
Pre 2025 Funding:	$3,206,830
2025-2028 Funding:	$7,423,849
Post 2028 Funding:	$16,738,570

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,210,000	$1,210,000	$1,254,770	$1,301,196	$4,975,966	$4,975,966	$0	$0	NHPP, Toll Credit
ROW	$736,079	$550,000	$570,350	$591,453	$2,447,882	$2,447,882	$0	$0	NHPP, Toll Credit
	$1,946,079	$1,760,000	$1,825,120	$1,892,649	$7,423,849	$7,423,849	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

EPPING (43430)

Facility: **NH125**

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

Total Cost:	$2,742,020
Pre 2025 Funding:	$0
2025-2028 Funding:	$441,868
Post 2028 Funding:	$2,300,152

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$187,511	$64,816	$100,822	$353,150	$353,150	$0	$0	NHPP, Toll Credit
ROW	$0	$0	$88,718	$0	$88,718	$88,718	$0	$0	NHPP, Toll Credit
	$0	$187,511	$153,534	$100,822	$441,868	$441,868	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

EXETER (40623)

Facility: **NH 111A**

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

Total Cost:	$4,185,058
Pre 2025 Funding:	$0
2025-2028 Funding:	$550,000
Post 2028 Funding:	$3,635,058

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$55,000	$495,000	$0	$0	$550,000	$550,000	$0	$0	Toll Credit, STBG50-200K
	$55,000	$495,000	$0	$0	$550,000	$550,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

EXETER (44410)

Facility: **NH 108**

SCOPE: Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)

Total Cost:	$8,802,970
Pre 2025 Funding:	$0
2025-2028 Funding:	$1,416,125
Post 2028 Funding:	$7,386,845

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$741,455	$0	$0	$429,336	$1,170,791	$1,170,791	$0	$0	STBG5-50K, Toll Credit
ROW	$0	$0	$0	$245,335	$245,335	$245,335	$0	$0	STBG5-50K, Toll Credit
	$741,455	$0	$0	$674,670	$1,416,125	$1,416,125	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

EXETER (44624)

Facility: **Epping Road**

SCOPE: Install (2) electric vehicle DC fast charging stations at 158 Epping Road

Total Cost:	$507,267
Pre 2025 Funding:	$0
2025-2028 Funding:	$43,015
Post 2028 Funding:	$464,252

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$43,015	$0	$43,015	$34,412	$0	$8,603	CMAQ, OTHER
	$0	$0	$43,015	$0	$43,015	$34,412	$0	$8,603	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

GREENLAND (43849)

Facility: **NH 33**

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

Total Cost:	$220,000
Pre 2025 Funding:	$0
2025-2028 Funding:	$220,000
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$220,000	$0	$0	$0	$220,000	$220,000	$0	$0	PROTECT, Toll Credit
	$220,000	$0	$0	$0	$220,000	$220,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCS: RPC Most Recent Revision: A00Y25

HAMPSTEAD (41717)

Facility: **NH121/Derry Rd/Depot Rd**

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

Total Cost:	$2,649,291
Pre 2025 Funding:	$174,369
2025-2028 Funding:	$2,474,922
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$203,127	$0	$0	$203,127	$203,127	$0	$0	STBG>200K, Toll Credit
ROW	$0	$117,839	$0	$0	$117,839	$117,839	$0	$0	STBG>200K, Toll Credit
CON	$0	$0	$0	$2,153,956	$2,153,956	$2,153,956	$0	$0	STBG>200K, Toll Credit
	$0	$320,966	$0	$2,153,956	$2,474,922	$2,474,922	$0	$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCS: RPC Most Recent Revision: A00Y25

HAMPTON (40797)

Facility: **NH 1A (Ocean Boulevard)**

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

Total Cost:	$13,283,996
Pre 2025 Funding:	$3,553,790
2025-2028 Funding:	$9,730,206
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,925,000	$0	$0	$0	$1,925,000	$1,925,000	$0	$0	STBG50-200K, Toll Credit
ROW	$330,410	$0	$0	$0	$330,410	$330,410	$0	$0	STBG50-200K, Toll Credit
CON	$0	$0	$3,222,147	$4,252,648	$7,474,795	$7,474,795	$0	$0	STBG50-200K, Toll Credit
	$2,255,410	$0	$3,222,147	$4,252,648	$9,730,206	$9,730,206	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

HAMPTON (41584)

Facility: **NH101/US1**

SCOPE: NH 101/ US 1 interchange reconfiguration

Total Cost: $7,840,898
Pre 2025 Funding: $440,000
2025-2028 Funding: $709,744
Post 2028 Funding: $6,691,155

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$236,581	$0	$236,581	$236,581	$0	$0	STBG50-200K, Toll Credit
ROW	$0	$0	$473,162	$0	$473,162	$473,162	$0	$0	STBG50-200K, Toll Credit
	$0	$0	$709,744	$0	$709,744	$709,744	$0	$0	

Regionally Significant: N Clean Air Act Code: E-53 RPCS: RPC Most Recent Revision: A00Y25

HAMPTON (42573)

Facility: **US Route 1**

SCOPE: Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton

Total Cost: $7,129,797
Pre 2025 Funding: $550,000
2025-2028 Funding: $855,525
Post 2028 Funding: $5,724,272

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$285,175	$285,175	$0	$0	$570,350	$570,350	$0	$0	STBG-FLEX, Toll Credit
ROW	$0	$285,175	$0	$0	$285,175	$285,175	$0	$0	STBG-FLEX, Toll Credit
	$285,175	$570,350	$0	$0	$855,525	$855,525	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

HAMPTON (42606)

Facility: **Winnacunnet Rd**

SCOPE: Complete Streets Improvements on Winnacunnet Road.

Total Cost:	$1,227,042
Pre 2025 Funding:	$0
2025-2028 Funding:	$235,987
Post 2028 Funding:	$991,055

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$173,717	$0	$0	$0	$173,717	$138,973	$0	$34,743	STBG-FLEX, TOWNS
ROW	$0	$0	$62,270	$0	$62,270	$49,816	$0	$12,454	STBG-FLEX, TOWNS
	$173,717	$0	$62,270	$0	$235,987	$188,790	$0	$47,197	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

HAMPTON-HAMPTON FALLS (43537)

Facility: **Hampton Branch RR**

SCOPE: Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)

Total Cost:	$6,841,303
Pre 2025 Funding:	$0
2025-2028 Funding:	$1,959,541
Post 2028 Funding:	$4,881,762

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,450,688	$0	$508,853	$0	$1,959,541	$1,959,541	$0	$0	RAISE, STBG50-200K, Toll Credit
	$1,450,688	$0	$508,853	$0	$1,959,541	$1,959,541	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

HAMPTON-NORTH HAMPTON (44879)

Facility: **I-95/Route101**

SCOPE: AET Fesibility Study at Hampton Interchange (I-95/101).

Total Cost:	$2,000,000
Pre 2025 Funding:	$0
2025-2028 Funding:	$1,000,000
Post 2028 Funding:	$1,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$0	$1,000,000	$1,000,000	$0	$1,000,000	$0	TPK-CAP
	$0	$0	$0	$1,000,000	$1,000,000	$0	$1,000,000	$0	

Regionally Significant: Y Clean Air Act Code: ATT RPCS: RPC Most Recent Revision: A00Y25

HAMPTON-PORTSMOUTH (26485A)

Facility: **Hampton Branch Rail Corridor**

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

Total Cost:	$2,814,363
Pre 2025 Funding:	$842,600
2025-2028 Funding:	$1,971,763
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$158,159	$0	$0	$0	$158,159	$158,159	$0	$0	Toll Credit, CRP-FLEX
CON	$1,813,604	$0	$0	$0	$1,813,604	$1,813,604	$0	$0	Toll Credit, CRP-FLEX, CMAQ
	$1,971,763	$0	$0	$0	$1,971,763	$1,971,763	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

KENSINGTON (42610)

Facility: **NH107/NH150**

SCOPE: Intersection re-alignment and upgrades

Total Cost:	$2,581,280
Pre 2025 Funding:	$0
2025-2028 Funding:	$595,272
Post 2028 Funding:	$1,986,008

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$382,178	$0	$0	$0	$382,178	$382,178	$0	$0	STBG<5K, Toll Credit
ROW	$0	$0	$0	$213,094	$213,094	$213,094	$0	$0	STBG<5K, Toll Credit
	$382,178	$0	$0	$213,094	$595,272	$595,272	$0	$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCS: RPC Most Recent Revision: A00Y25

LONDONDERRY/WINDHAM/SEABROOK (44355)

Facility: **NH 102/NH 111/US 1**

SCOPE: Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1

Total Cost:	$927,338
Pre 2025 Funding:	$0
2025-2028 Funding:	$174,974
Post 2028 Funding:	$752,364

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$119,774	$0	$55,200	$0	$174,974	$174,974	$0	$0	CMAQ, Toll Credit
	$119,774	$0	$55,200	$0	$174,974	$174,974	$0	$0	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

NEW CASTLE - RYE (16127)

Facility: **NH 1B**

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

Total Cost: $14,959,885
Pre 2025 Funding: $3,201,110
2025-2028 Funding: $55,000
Post 2028 Funding: $11,703,775

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$55,000	$0	$0	$0	$55,000	$55,000	$0	$0	Toll Credit, STBG50-200K
	$55,000	$0	$0	$0	$55,000	$55,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NEW CASTLE NH ROUTE 1B CAUSEWAY (44493)

Facility: **NH Route 1B**

SCOPE: Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island

Total Cost: $7,826,935
Pre 2025 Funding: $0
2025-2028 Funding: $745,328
Post 2028 Funding: $7,081,608

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$234,135	$0	$511,193	$0	$745,328	$745,328	$0	$0	PROTECT, Toll Credit
	$234,135	$0	$511,193	$0	$745,328	$745,328	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NEW CASTLE-RYE (41713)

Facility: **NH 1A & 1B**

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

Total Cost:	$2,926,922
Pre 2025 Funding:	$179,252
2025-2028 Funding:	$2,747,670
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$189,430	$0	$0	$0	$189,430	$189,430	$0	$0	STBG-FLEX, Toll Credit
ROW	$131,401	$0	$0	$0	$131,401	$131,401	$0	$0	STBG-FLEX, Toll Credit
CON	$0	$0	$0	$2,426,839	$2,426,839	$2,426,839	$0	$0	STBG-FLEX, Toll Credit
	$320,832	$0	$0	$2,426,839	$2,747,670	$2,747,670	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

NEWFIELDS - NEWMARKET (28393)

Facility: **NH 108**

SCOPE: Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

Total Cost:	$651,860
Pre 2025 Funding:	$205,700
2025-2028 Funding:	$446,160
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$446,160	$0	$0	$0	$446,160	$446,160	$0	$0	Toll Credit, STBG-FLEX
	$446,160	$0	$0	$0	$446,160	$446,160	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC, SRPC Most Recent Revision: A00Y25

NEWINGTON - DOVER (11238S)

Facility: **SPAULDING TURNPIKE / LITTLE BAY BRIDGES**

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

Total Cost:	$66,287,691
Pre 2025 Funding:	$1,622,000
2025-2028 Funding:	$64,665,691
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$40,925,772	$13,351,350	$3,992,029	$6,396,540	$64,665,691	$49,075,184	$15,590,508	$0	Toll Credit, CRP50-200K, CMAQ, STBG50-200K,
	$40,925,772	$13,351,350	$3,992,029	$6,396,540	$64,665,691	$49,075,184	$15,590,508	$0	

Regionally Significant: Y Clean Air Act Code: E-33 RPCS: RPC, SRPC Most Recent Revision: A00Y25

NEWINGTON (42879)

Facility: **New Hampshire Ave/Arboretum Dr/Pease Blvd**

SCOPE: Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

Total Cost:	$665,479
Pre 2025 Funding:	$151,479
2025-2028 Funding:	$514,000
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$514,000	$0	$0	$0	$514,000	$411,200	$0	$102,800	CMAQ, TOWNS
	$514,000	$0	$0	$0	$514,000	$411,200	$0	$102,800	

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC Most Recent Revision: A00Y25

NEWTON (44287)

Facility: **Wilders Grove Rd**

SCOPE: Replace Wilders Grove Rd bridge over Country Pond (Brg#053/105)

Total Cost:	$741,468
Pre 2025 Funding:	$0
2025-2028 Funding:	$741,468
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$0	$0	$624,600	$0	$624,600	$499,680	$0	$124,920	STBG-BRIDGE, TOWNS
PE	$0	$0	$111,293	$0	$111,293	$0	$89,034	$22,259	SB367, TOWNS
ROW	$0	$0	$5,576	$0	$5,576	$0	$4,461	$1,115	SB367, TOWNS
	$0	$0	$741,468	$0	$741,468	$499,680	$93,495	$148,294	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NORTH HAMPTON - RYE (42312)

Facility: **NH 1A**

SCOPE: Reconstruct NHDOT Stone Revetment seawalls/Berms

Total Cost:	$30,445,300
Pre 2025 Funding:	$2,320,000
2025-2028 Funding:	$28,125,300
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$220,000	$0	$0	$0	$220,000	$220,000	$0	$0	STBG50-200K, Toll Credit
ROW	$50,000	$0	$0	$0	$50,000	$0	$50,000	$0	NONPAR DOT
CON	$0	$27,855,300	$0	$0	$27,855,300	$27,855,300	$0	$0	PROTECT, Toll Credit
	$270,000	$27,855,300	$0	$0	$28,125,300	$28,075,300	$50,000	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NORTH HAMPTON (24457)

Facility: **US Route 1**

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

Total Cost:	$8,709,140
Pre 2025 Funding:	$1,072,500
2025-2028 Funding:	$7,636,640
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,430,000	$0	$0	$0	$1,430,000	$1,430,000	$0	$0	Toll Credit, STBG-FLEX
ROW	$275,000	$0	$0	$0	$275,000	$275,000	$0	$0	Toll Credit, STBG-FLEX
CON	$0	$0	$5,931,640	$0	$5,931,640	$5,931,640	$0	$0	Toll Credit, BIL-BRG, STBG-FLEX
	$1,705,000	$0	$5,931,640	$0	$7,636,640	$7,636,640	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NORTH HAMPTON-RYE (42312A)

Facility: **NH 1A**

SCOPE: Reconstruction of revetment sea walls

Total Cost:	$20,392,694
Pre 2025 Funding:	$0
2025-2028 Funding:	$20,392,694
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$0	$0	$29,573	$0	$29,573	$29,573	$0	$0	STBG50-200K, Toll Credit
PE	$150,000	$684,420	$709,744	$0	$1,544,164	$1,394,164	$150,000	$0	BETT, STBG50-200K, Toll Credit
CON	$0	$0	$18,818,958	$0	$18,818,958	$14,114,218	$4,704,739	$0	FEMA, NHDOT OP
	$150,000	$684,420	$19,558,274	$0	$20,392,694	$15,537,954	$4,854,739	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NORTH HAMPTON-RYE (42312B)

Facility: **NH 1A**

SCOPE: Reconstruction of revetment sea walls
Reconstruction of revetment sea walls

Total Cost: $14,571,081
Pre 2025 Funding: $0
2025-2028 Funding: $14,571,081
Post 2028 Funding: $0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$150,000	$0	$591,453	$417,069	$1,158,522	$1,008,522	$150,000	$0	BETT, STBG50-200K, Toll Credit
CON	$0	$0	$0	$13,381,892	$13,381,892	$10,036,419	$3,345,473	$0	FEMA, NHDOT OP
ROW	$0	$0	$0	$30,667	$30,667	$30,667	$0	$0	STBG50-200K, Toll Credit
	$150,000	$0	$591,453	$13,829,628	$14,571,081	$11,075,608	$3,495,473	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

NORTH HAMPTON-RYE (42312C)

Facility: **NH 1A**

SCOPE: Reconstruction of revetment sea walls

Total Cost: $23,242,912
Pre 2025 Funding: $0
2025-2028 Funding: $1,181,339
Post 2028 Funding: $22,061,574

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$200,000	$0	$0	$981,339	$1,181,339	$981,339	$200,000	$0	BETT, STBG50-200K, Toll Credit
	$200,000	$0	$0	$981,339	$1,181,339	$981,339	$200,000	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

PLAISTOW - KINGSTON (10044E)

Facility: **NH 125**

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

Total Cost:	$27,317,089
Pre 2025 Funding:	$5,409,800
2025-2028 Funding:	$21,907,289
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$994,935	$11,000	$0	$0	$1,005,935	$1,005,935	$0	$0	NHPP, Toll Credit
CON	$0	$6,311,468	$14,567,886	$0	$20,879,354	$20,879,354	$0	$0	NHPP, Toll Credit
ROW	$11,000	$11,000	$0	$0	$22,000	$22,000	$0	$0	NHPP, Toll Credit
	$1,005,935	$6,333,468	$14,567,886	$0	$21,907,289	$21,907,289	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

PLAISTOW (40641)

Facility: **NH 121A / Main Street**

SCOPE: Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)

Total Cost:	$1,482,399
Pre 2025 Funding:	$385,000
2025-2028 Funding:	$1,097,399
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$935,216	$0	$0	$0	$935,216	$935,216	$0	$0	Toll Credit, STBG>200K
ROW	$52,183	$0	$0	$0	$52,183	$52,183	$0	$0	Toll Credit, STBG>200K
PE	$110,000	$0	$0	$0	$110,000	$110,000	$0	$0	Toll Credit, STBG>200K
	$1,097,399	$0	$0	$0	$1,097,399	$1,097,399	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

PLAISTOW (40645)

Facility: **NH 125**

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

Total Cost:	$1,482,994
Pre 2025 Funding:	$357,500
2025-2028 Funding:	$1,125,494
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$51,684	$0	$0	$0	$51,684	$51,684	$0	$0	STBG>200K, Toll Credit
PE	$192,500	$0	$0	$0	$192,500	$192,500	$0	$0	STBG>200K, Toll Credit
CON	$881,310	$0	$0	$0	$881,310	$881,310	$0	$0	STBG>200K, Toll Credit
	$1,125,494	$0	$0	$0	$1,125,494	$1,125,494	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (20258)

Facility: **Peverly Hill Rd.**

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

Total Cost:	$7,831,635
Pre 2025 Funding:	$911,635
2025-2028 Funding:	$6,920,000
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$100,000	$0	$0	$0	$100,000	$80,000	$0	$20,000	CMAQ, TOWNS
CON	$0	$6,820,000	$0	$0	$6,820,000	$4,168,000	$0	$2,652,000	CMAQ, STBG50-200K, TOWNS, NONPAR OTHER
	$100,000	$6,820,000	$0	$0	$6,920,000	$4,248,000	$0	$2,672,000	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (29640)

Facility: **US 1**

SCOPE: Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)

Total Cost:	$18,801,179
Pre 2025 Funding:	$1,265,000
2025-2028 Funding:	$11,208,115
Post 2028 Funding:	$6,328,064

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$0	$0	$0	$6,150,947	$6,150,947	$6,150,947	$0	$0	Toll Credit, STBG50-200K, STBG-FLEX
PE	$172,462	$990,000	$0	$0	$1,162,462	$1,162,462	$0	$0	NHPP, Toll Credit
ROW	$455,744	$3,438,963	$0	$0	$3,894,706	$3,894,706	$0	$0	Toll Credit, STBG50-200K
	$628,206	$4,428,963	$0	$6,150,947	$11,208,115	$11,208,115	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (40644)

Facility: **Market Street - RR**

SCOPE: Railroad crossing upgrade on Market Street

Total Cost:	$735,480
Pre 2025 Funding:	$69,000
2025-2028 Funding:	$666,480
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$35,777	$0	$0	$0	$35,777	$28,621	$0	$7,155	STBG50-200K, TOWNS
CON	$0	$630,704	$0	$0	$630,704	$504,563	$0	$126,141	STBG50-200K, TOWNS
	$35,777	$630,704	$0	$0	$666,480	$533,184	$0	$133,296	

Regionally Significant: N Clean Air Act Code: E-1 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (41752)

Facility: **Elwyn Road**

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

Total Cost:	$1,452,066
Pre 2025 Funding:	$173,781
2025-2028 Funding:	$1,278,285
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$0	$1,141,467	$0	$0	$1,141,467	$913,174	$0	$228,293	CMAQ, TOWNS
ROW	$85,000	$0	$0	$0	$85,000	$68,000	$0	$17,000	CMAQ, TOWNS
PE	$51,818	$0	$0	$0	$51,818	$41,454	$0	$10,364	CMAQ, TOWNS
	$136,818	$1,141,467	$0	$0	$1,278,285	$1,022,628	$0	$255,657	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (42608)

Facility: **Market St/Russell St**

SCOPE: Market St / Russell St Intersection Improvements

Total Cost:	$1,449,837
Pre 2025 Funding:	$0
2025-2028 Funding:	$304,767
Post 2028 Funding:	$1,145,070

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$240,193	$0	$0	$240,193	$192,155	$0	$48,039	STBG-FLEX, TOWNS
ROW	$0	$0	$0	$64,573	$64,573	$51,659	$0	$12,915	STBG-FLEX, TOWNS
	$0	$240,193	$0	$64,573	$304,767	$243,813	$0	$60,953	

Regionally Significant: N Clean Air Act Code: E-7 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (42611)

Facility: **Grafton Drive**

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

Total Cost:	$675,623
Pre 2025 Funding:	$0
2025-2028 Funding:	$120,096
Post 2028 Funding:	$555,527

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$120,096	$0	$0	$120,096	$96,077	$0	$24,019	STBG-FLEX, TOWNS
	$0	$120,096	$0	$0	$120,096	$96,077	$0	$24,019	

Regionally Significant: N Clean Air Act Code: E-51 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (42612)

Facility: **International Dr/Manchester Sq/Corporate Dr**

SCOPE: Signalization of Intersection - International Drive / Manchester Square / Corporate Drive

Total Cost:	$405,889
Pre 2025 Funding:	$0
2025-2028 Funding:	$93,404
Post 2028 Funding:	$312,485

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$93,404	$0	$93,404	$74,724	$0	$18,681	STBG-FLEX, TOWNS
	$0	$0	$93,404	$0	$93,404	$74,724	$0	$18,681	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (42874)

Facility: **VARIOUS**

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

Total Cost:	$52,972
Pre 2025 Funding:	$0
2025-2028 Funding:	$52,972
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$5,000	$0	$0	$0	$5,000	$4,000	$0	$1,000	CMAQ, TOWNS
CON	$0	$47,972	$0	$0	$47,972	$38,377	$0	$9,594	CMAQ, TOWNS
	$5,000	$47,972	$0	$0	$52,972	$42,377	$0	$10,594	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (44358)

Facility: **Rte1/Coakley Rd/Cottage St**

SCOPE: Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions

Total Cost:	$2,792,653
Pre 2025 Funding:	$0
2025-2028 Funding:	$265,059
Post 2028 Funding:	$2,527,594

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$165,607	$0	$76,324	$241,930	$193,544	$0	$48,386	CMAQ, TOWNS
ROW	$0	$0	$0	$23,128	$23,128	$18,503	$0	$4,626	CMAQ, TOWNS
	$0	$165,607	$0	$99,452	$265,059	$212,047	$0	$53,012	

Regionally Significant: N Clean Air Act Code: E-16 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (44411)

Facility: **NH 33**

SCOPE: Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)

Total Cost: $3,749,196
Pre 2025 Funding: $0
2025-2028 Funding: $486,536
Post 2028 Funding: $3,262,660

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$295,726	$0	$190,809	$486,536	$486,536	$0	$0	STBG50-200K, Toll Credit
	$0	$295,726	$0	$190,809	$486,536	$486,536	$0	$0	

Regionally Significant: N Clean Air Act Code: E-46 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH (44636)

Facility: **Lafayette Road**

SCOPE: Install (2) DCFC dispensers with charge rates up to 200kW at Market Basket Grocery Store

Total Cost: $1,063,487
Pre 2025 Funding: $0
2025-2028 Funding: $11,769
Post 2028 Funding: $1,051,717

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$0	$11,769	$11,769	$9,415	$0	$2,354	CMAQ, TOWNS
	$0	$0	$0	$11,769	$11,769	$9,415	$0	$2,354	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

PORTSMOUTH, NH - KITTERY, ME (15731C)

Facility: **US ROUTE 1 BYPASS**

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

Total Cost:	$44,602,033
Pre 2025 Funding:	$44,574,533
2025-2028 Funding:	$27,500
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$27,500	$0	$0	$0	$27,500	$27,500	$0	$0	Toll Credit, STBG-FLEX
	$27,500	$0	$0	$0	$27,500	$27,500	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

PROGRAM (COAST5307)

Facility: **Various**

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

Total Cost:	$71,735,946
Pre 2025 Funding:	$26,135,367
2025-2028 Funding:	$14,457,332
Post 2028 Funding:	$31,143,247

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$3,495,459	$3,573,552	$3,653,370	$3,734,951	$14,457,332	$8,732,229	$0	$5,725,103	FTA5307, OTHER
	$3,495,459	$3,573,552	$3,653,370	$3,734,951	$14,457,332	$8,732,229	$0	$5,725,103	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SRPC Most Recent Revision: A00Y25

PROGRAM (FTA5307)

Facility: **Various**

SCOPE: FTA Section 5307 apportioned funds for NHDOT-programmed projects only.

Total Cost: $104,995,462
Pre 2025 Funding: $38,771,384
2025-2028 Funding: $22,849,078
Post 2028 Funding: $43,375,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$2,225,316	$3,534,936	$4,588,826	$12,500,000	$22,849,078	$18,279,262	$0	$4,569,816	FTA5307, OTHER
	$2,225,316	$3,534,936	$4,588,826	$12,500,000	$22,849,078	$18,279,262	$0	$4,569,816	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: CNHRPC, NRPC, RP Most Recent Revision: A00Y25

PROGRAM (MTA5307)

Facility: **Manchester Transit Authority (MTA)**

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

Total Cost: $107,878,571
Pre 2025 Funding: $32,448,155
2025-2028 Funding: $23,616,942
Post 2028 Funding: $51,813,474

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$5,733,384	$5,845,779	$5,960,422	$6,077,357	$23,616,942	$15,587,182	$0	$8,029,760	FTA5307, OTHER
	$5,733,384	$5,845,779	$5,960,422	$6,077,357	$23,616,942	$15,587,182	$0	$8,029,760	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

PROGRAM (MTA5310)

Facility: **Manchester Transit Authority (MTA)**

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

Total Cost:	$3,347,977
Pre 2025 Funding:	$1,198,199
2025-2028 Funding:	$672,391
Post 2028 Funding:	$1,477,387

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$163,138	$166,401	$169,729	$173,123	$672,391	$537,913	$0	$134,478	FTA5310, OTHER
	$163,138	$166,401	$169,729	$173,123	$672,391	$537,913	$0	$134,478	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

PROGRAM (MTA5339)

Facility: **Manchester Transit Authority (MTA)**

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

Total Cost:	$995,999
Pre 2025 Funding:	$293,283
2025-2028 Funding:	$219,071
Post 2028 Funding:	$483,645

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$52,359	$54,474	$55,563	$56,675	$219,071	$186,210	$16,430	$16,430	FTA5339, NHHF, OTHER
	$52,359	$54,474	$55,563	$56,675	$219,071	$186,210	$16,430	$16,430	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: RPC, SNHPC Most Recent Revision: A00Y25

RAYMOND (44630)

Facility: **Old Manchester Rd, Scribner Rd**

SCOPE: Install 3 ChargePoint electric vehicle DC fast chargers close to high volume corridors

Total Cost:	$606,717
Pre 2025 Funding:	$0
2025-2028 Funding:	$45,165
Post 2028 Funding:	$561,551

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$45,165	$0	$45,165	$36,132	$0	$9,033	CMAQ, OTHER
	$0	$0	$45,165	$0	$45,165	$36,132	$0	$9,033	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

RYE (43002)

Facility: **NH Route 1A**

SCOPE: Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.

Total Cost:	$1,785,427
Pre 2025 Funding:	$481,100
2025-2028 Funding:	$1,304,327
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$5,500	$0	$0	$0	$5,500	$5,500	$0	$0	STBG-FLEX, Toll Credit
CON	$0	$1,298,827	$0	$0	$1,298,827	$5,704	$0	$1,293,123	STBG50-200K, Toll Credit, NONPAR OTHER
	$5,500	$1,298,827	$0	$0	$1,304,327	$11,204	$0	$1,293,123	

Regionally Significant: N Clean Air Act Code: E-46 RPCS: RPC Most Recent Revision: A00Y25

SALEM (44309)

Facility: **Bridge Street**

SCOPE: Replace Bridge St Bridge over Spicket River (Brg #115/097)

Total Cost:	$4,925,000
Pre 2025 Funding:	$0
2025-2028 Funding:	$4,925,000
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$5,000	$0	$0	$0	$5,000	$0	$4,000	$1,000	SB367, TOWNS
CON	$4,840,000	$0	$0	$0	$4,840,000	$3,872,000	$0	$968,000	HWYINF, TOWNS
PE	$80,000	$0	$0	$0	$80,000	$0	$64,000	$16,000	SB367, TOWNS
	$4,925,000	$0	$0	$0	$4,925,000	$3,872,000	$68,000	$985,000	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: RPC Most Recent Revision: A00Y25

SALEM (44628)

Facility: **South Broadway**

SCOPE: Install (2) electric vehicle DC fast charging stations at 135 South Broadway, Salem

Total Cost:	$526,036
Pre 2025 Funding:	$0
2025-2028 Funding:	$44,606
Post 2028 Funding:	$481,429

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$0	$44,606	$44,606	$35,685	$0	$8,921	CMAQ, OTHER
	$0	$0	$0	$44,606	$44,606	$35,685	$0	$8,921	

Regionally Significant: N Clean Air Act Code: E-00 RPCS: RPC Most Recent Revision: A00Y25

SALEM TO MANCHESTER (14800A)

Facility: **I-93**

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

Total Cost:	$49,770,743
Pre 2025 Funding:	$43,264,424
2025-2028 Funding:	$6,506,319
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$6,506,319	$0	$0	$0	$6,506,319	$6,375,245	$131,073	$0	NHPP, Toll Credit, RZED
	$6,506,319	$0	$0	$0	$6,506,319	$6,375,245	$131,073	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

SEABROOK (41712)

Facility: **US 1**

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

Total Cost:	$6,517,718
Pre 2025 Funding:	$0
2025-2028 Funding:	$1,663,226
Post 2028 Funding:	$4,854,492

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$385,521	$220,000	$228,140	$236,581	$1,070,242	$535,121	$0	$535,121	NONPAR OTHER, STBG-FLEX, Toll Credit,
ROW	$250,623	$110,000	$114,070	$118,291	$592,984	$296,492	$0	$296,492	NONPAR OTHER, STBG-FLEX, Toll Credit
	$636,144	$330,000	$342,210	$354,872	$1,663,226	$831,613	$0	$831,613	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

SEABROOK (42609)

Facility: **Seabrook Branch Rail Corridor**

SCOPE: Multi-use path on former B & M Railroad tracks.

Total Cost: $1,457,349
Pre 2025 Funding: $0
2025-2028 Funding: $146,584
Post 2028 Funding: $1,310,766

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$0	$0	$146,584	$0	$146,584	$146,584	$0	$0	STBG5-200K, Toll Credit
	$0	$0	$146,584	$0	$146,584	$146,584	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: RPC Most Recent Revision: A00Y25

STRATHAM (41711)

Facility: **NH108/Bunker Hill Avenue**

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

Total Cost: $1,302,393
Pre 2025 Funding: $195,627
2025-2028 Funding: $1,106,766
Post 2028 Funding: $0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$76,457	$0	$0	$0	$76,457	$76,457	$0	$0	STBG-FLEX, Toll Credit
ROW	$64,911	$0	$0	$0	$64,911	$64,911	$0	$0	STBG-FLEX, Toll Credit
CON	$0	$0	$965,398	$0	$965,398	$965,398	$0	$0	STBG5-200K, Toll Credit
	$141,368	$0	$965,398	$0	$1,106,766	$1,106,766	$0	$0	

Regionally Significant: N Clean Air Act Code: E-52 RPCS: RPC Most Recent Revision: A00Y25

STRATHAM (44362)

Facility: **Portsmouth Avenue**

SCOPE: Signal coordination on four traffic signals located on Portsmouth Avenue

Total Cost:	$346,926
Pre 2025 Funding:	$0
2025-2028 Funding:	$346,926
Post 2028 Funding:	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$0	$0	$0	$346,926	$346,926	$277,540	$0	$69,385	CMAQ, TOWNS
	$0	$0	$0	$346,926	$346,926	$277,540	$0	$69,385	

Regionally Significant: N Clean Air Act Code: N/E RPCS: RPC Most Recent Revision: A00Y25

7.4 Grouped projects

Federal regulations allow projects that are exempt from air quality conformity analysis to be grouped together as single project listings in the STIP/TIP. Project types that can be grouped include pavement resurfacing projects, safety projects, and bridge rehabilitation projects among others. In New Hampshire, this has been put into practice in the TIP and MPO Long Range Plans listings as "Statewide Programs" and there are currently 37 of these encompassing over $509 million in funding during the four years as summarized in ***Figure 13*** with full program descriptions and funding provided in ***Figure 14***. The project details include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year after 2025. Total costs for each project are also shown and this includes costs accrued for the years before and that may be programmed after the TIP timeframe. Only a portion of these funds will be spent within the MPO region and many of the maintenance and preservation programs have project boundaries that are broad ("Various Tier 2 Southeast" for example) or are based on maintenance districts instead of MPO boundaries which make determining an exact number difficult. For fiscal constraint purposes this is resolved assuming a percentage (13.42%) of the total program expenditures are within the region. While not required to be included in the TIP, NHDOT provides the same data on the projects within the statewide programs (labeled as "child" projects) and as part of the 2025-2028 TIP, an average of $14.8 million was set each year for these child projects at least partially in the MPO region. ***Figure 15*** shows the currently identified child projects for the MPO region from 2025-2028. The individual "child" projects from the overarching "parent" program are established close to implementation and so FY25 is currently the only year that is funded while FY27 has almost nothing currently identified.

Figure 13: Statewide Programs Total Funding by Fiscal Year

Fiscal Year	Federal	State	Other	Total	Regional Share[1]	Programmed[2]
2025	$173,859,474	$4,023,659	$5,833,908	$183,717,041	$24,717,041	$36,009,273
2026	$99,371,662	$3,686,838	$3,318,659	$106,377,158	$14,275,815	$9,635,808
2027	$101,929,006	$3,698,688	$3,189,708	$108,817,402	$14,603,295	$1,371,644
2028	$103,540,943	$3,710,775	$3,210,483	$110,462,201	$14,824,027	$12,368,848
	$478,701,083	***$15,119,960***	***$15,552,758***	***$509,373,802***	***$68,357,964***	***$59,385,573***

1 – Estimated for fiscal constrain purposes at 13.42% of total funds based on RPC share of population and federal aid eligible roadway miles

2 – Estimated based on "Programmatic" report provided by NHDOT in January 2025 for projects that are at least partially in the RPC region. This information is updated monthly.

DURHAM - T2 UNH (44559)

Facility: **Technology Transfer Center**

SCOPE: Funding for the Technology Transfer Center @ UNH

Total Cost:	$894,296
Past Funding:	$374,821
Current Funding:	$519,475
Future Funding	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$519,475	$0	$0	$0	$519,475	$479,475	$0	$40,000	Toll Credit, LTAP, SPR, NONPAR OTHER
	$519,475	$0	$0	$0	$519,475	$479,475	$0	$40,000	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (ADA)

Facility: **Various**

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

Total Cost:	$4,080,000
Past Funding:	$1,590,000
Current Funding:	$930,000
Future Funding	$1,560,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$85,000	$0	$100,000	$0	$185,000	$185,000	$0	$0	STBG-FLEX, Toll Credit
ROW	$10,000	$0	$10,000	$0	$20,000	$20,000	$0	$0	STBG-FLEX, Toll Credit
CON	$0	$355,000	$0	$370,000	$725,000	$725,000	$0	$0	STBG-FLEX, Toll Credit
	$95,000	$355,000	$110,000	$370,000	$930,000	$930,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (BRDG-HIB-M&P)

Facility: **Various**

SCOPE: Maintenance and preservation efforts for High Investment Bridges

Total Cost: $66,892,632
Past Funding: $26,652,632
Current Funding: $13,720,000
Future Funding $26,520,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$225,000	$75,000	$50,000	$50,000	$400,000	$400,000	$0	$0	STBG-FLEX, Toll Credit
ROW	$20,000	$20,000	$20,000	$20,000	$80,000	$80,000	$0	$0	STBG-FLEX, Toll Credit
CON	$6,600,000	$2,220,000	$2,210,000	$2,210,000	$13,240,000	$13,240,000	$0	$0	STBG-FLEX, Toll Credit, NHPP, STBG50-200K,
	$6,845,000	$2,315,000	$2,280,000	$2,280,000	$13,720,000	$13,720,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

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

Facility: **Tier 1-2 Bridges**

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

Total Cost: $210,597,000
Past Funding: $110,067,000
Current Funding: $31,530,000
Future Funding $69,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$100,000	$80,000	$100,000	$100,000	$380,000	$380,000	$0	$0	STBG-FLEX, Toll Credit, NHPP
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000	$0	$0	STBG-FLEX, Toll Credit, NHPP
CON	$8,725,000	$6,325,000	$8,000,000	$8,000,000	$31,050,000	$31,050,000	$0	$0	STBG-FLEX, Toll Credit, NHPP, STBG5-200K,
	$8,850,000	$6,430,000	$8,125,000	$8,125,000	$31,530,000	$31,530,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

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

Facility: **Tier 3-4 Bridges**

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

Total Cost: $90,548,000
Past Funding: $31,136,000
Current Funding: $16,960,000
Future Funding $42,452,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$50,000	$50,000	$50,000	$50,000	$200,000	$200,000	$0	$0	STBG-FLEX, Toll Credit, NHPP
ROW	$10,000	$10,000	$10,000	$10,000	$40,000	$40,000	$0	$0	STBG-FLEX, Toll Credit, NHPP
CON	$3,960,000	$3,960,000	$4,400,000	$4,400,000	$16,720,000	$16,720,000	$0	$0	STBG-FLEX, Toll Credit, NHPP, STBG5-200K,
	$4,020,000	$4,020,000	$4,460,000	$4,460,000	$16,960,000	$16,960,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (CBI)

Facility: **Various**

SCOPE: Complex Bridge Inspection (PARENT)

Total Cost: $10,007,276
Past Funding: $6,447,276
Current Funding: $1,740,000
Future Funding $1,820,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$595,833	$564,167	$290,000	$290,000	$1,740,000	$1,740,000	$0	$0	STBG-FLEX, Toll Credit
	$595,833	$564,167	$290,000	$290,000	$1,740,000	$1,740,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (CORRST)

Facility: **Various**

SCOPE: Corridor Studies Statewide

Total Cost: $10,500,000
Past Funding: $2,800,000
Current Funding: $3,500,000
Future Funding $4,200,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$1,400,000	$700,000	$700,000	$700,000	$3,500,000	$3,500,000	$0	$0	STBG-FLEX, Toll Credit
	$1,400,000	$700,000	$700,000	$700,000	$3,500,000	$3,500,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (CRDR)

Facility: **Various**

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

Total Cost: $96,096,666
Past Funding: $31,770,636
Current Funding: $22,826,030
Future Funding $41,500,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	STBG-FLEX, Toll Credit, NHPP
CON	$9,476,720	$2,833,410	$2,115,000	$6,515,000	$20,940,130	$20,940,130	$0	$0	STBG-FLEX, Toll Credit, NHPP, STBG<5K, STBG5-
ROW	$97,900	$8,000	$30,000	$30,000	$165,900	$165,900	$0	$0	NHPP, STBG5-50K, STBG<5K, STBG-FLEX, Toll
PE	$1,206,700	$93,300	$200,000	$200,000	$1,700,000	$1,700,000	$0	$0	STBG-FLEX, NHPP, STBG50-200K, STBG<5K, STBG5-
	$10,786,320	$2,939,710	$2,350,000	$6,750,000	$22,826,030	$22,826,030	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (DBE)

Facility: **Disadvantaged Business Enterprise**

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

Total Cost:	$1,994,986
Past Funding:	$1,064,007
Current Funding:	$340,034
Future Funding	$590,945

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$81,520	$83,803	$86,149	$88,562	$340,034	$340,034	$0	$0	DBE
	$81,520	$83,803	$86,149	$88,562	$340,034	$340,034	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (ENV-POST-CON)

Facility: **STATEWIDE**

SCOPE: Environmental commitments for post-construction obligations.

Total Cost:	$2,894,813
Past Funding:	$1,024,813
Current Funding:	$680,000
Future Funding	$1,190,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$165,000	$165,000	$165,000	$185,000	$680,000	$680,000	$0	$0	STBG-FLEX, Toll Credit
	$165,000	$165,000	$165,000	$185,000	$680,000	$680,000	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (EV_INFRA)

Facility: **Various**

SCOPE: Electric Vehicle Infrastructure Program

Total Cost:	$17,300,000
Past Funding:	$692,000
Current Funding:	$16,608,000
Future Funding	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$346,000	$346,000	$346,000	$0	$1,038,000	$1,038,000	$0	$0	NEVI, Toll Credit
CON	$9,342,000	$3,114,000	$3,114,000	$0	$15,570,000	$15,570,000	$0	$0	NEVI, Toll Credit
	$9,688,000	$3,460,000	$3,460,000	$0	$16,608,000	$16,608,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (FLAP)

Facility: **Various**

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

Total Cost:	$8,430,000
Past Funding:	$3,727,000
Current Funding:	$2,141,000
Future Funding	$2,562,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$0	$352,000	$1,072,000	$352,000	$1,776,000	$1,776,000	$0	$0	FORHWY
PE	$50,000	$110,000	$50,000	$50,000	$260,000	$260,000	$0	$0	FORHWY
ROW	$20,000	$35,000	$25,000	$25,000	$105,000	$105,000	$0	$0	FORHWY
	$70,000	$497,000	$1,147,000	$427,000	$2,141,000	$2,141,000	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (FTA5310)

Facility: **Various**

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

Total Cost:	$68,898,149
Past Funding:	$40,305,917
Current Funding:	$9,197,557
Future Funding	$19,394,675

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$2,680,934	$2,129,337	$2,171,924	$2,215,362	$9,197,557	$7,358,046	$0	$1,839,511	FTA5310, OTHER
	$2,680,934	$2,129,337	$2,171,924	$2,215,362	$9,197,557	$7,358,046	$0	$1,839,511	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (FTA5339)

Facility: **Various**

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

Total Cost:	$147,035,648
Past Funding:	$65,639,986
Current Funding:	$27,426,951
Future Funding	$53,968,711

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$9,293,428	$5,925,213	$6,043,718	$6,164,592	$27,426,951	$21,941,561	$2,742,695	$2,742,695	FTA5339, OTHER, NH
	$9,293,428	$5,925,213	$6,043,718	$6,164,592	$27,426,951	$21,941,561	$2,742,695	$2,742,695	

Regionally Significant: N Clean Air Act Code: E-30 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (GRR)

Facility: **Various**

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

Total Cost: $37,810,909
Past Funding: $17,460,909
Current Funding: $8,140,000
Future Funding $12,210,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
ROW	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
CON	$1,880,000	$1,880,000	$1,880,000	$1,880,000	$7,520,000	$7,520,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
	$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 Most Recent Revision: A00Y25

PROGRAM (HSIP)

Facility: **Various**

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Total Cost: $260,992,509
Past Funding: $145,817,439
Current Funding: $42,098,970
Future Funding $73,076,100

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000	$0	$0	HSIP, Toll Credit
PE	$2,000,000	$350,000	$500,000	$500,000	$3,350,000	$3,350,000	$0	$0	HSIP, Toll Credit
ROW	$440,540	$50,000	$54,730	$54,730	$600,000	$600,000	$0	$0	HSIP, Toll Credit
CON	$6,989,669	$9,556,020	$9,623,931	$11,379,350	$37,548,970	$37,548,970	$0	$0	HSIP, Toll Credit
	$9,580,209	$10,106,020	$10,328,661	$12,084,080	$42,098,970	$42,098,970	$0	$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (LTAP)

Facility: **Local Technology Assistance Program**

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

Total Cost:	$3,505,000
Past Funding:	$1,666,000
Current Funding:	$732,000
Future Funding	$1,107,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$183,000	$183,000	$183,000	$183,000	$732,000	$732,000	$0	$0	LTAP
	$183,000	$183,000	$183,000	$183,000	$732,000	$732,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (MOBIL)

Facility: **Various**

SCOPE: Muncipal Owned Bridge - Bipartsian Infrastructure Law 100%Rehabilitation and/or Replacement

Total Cost:	$33,750,000
Past Funding:	$2,514,653
Current Funding:	$31,235,347
Future Funding	$0

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$28,485,347	$2,750,000	$0	$0	$31,235,347	$31,235,347	$0	$0	MOBIL
	$28,485,347	$2,750,000	$0	$0	$31,235,347	$31,235,347	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (NSTI)

Facility: **National Summer Transportation Institute**

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

Total Cost:	$1,050,000
Past Funding:	$437,000
Current Funding:	$244,000
Future Funding	$369,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$61,000	$61,000	$61,000	$61,000	$244,000	$244,000	$0	$0	NSTI
	$61,000	$61,000	$61,000	$61,000	$244,000	$244,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (OHSS)

Facility: **Various**

SCOPE: Replacement or rehabilitation of overhead sign structure

Total Cost:	$10,000,000
Past Funding:	$0
Current Funding:	$4,000,000
Future Funding	$6,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$200,000	$200,000	$200,000	$200,000	$800,000	$800,000	$0	$0	STBG-FLEX, Toll Credit
CON	$800,000	$800,000	$800,000	$800,000	$3,200,000	$3,200,000	$0	$0	STBG-FLEX, Toll Credit
	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$4,000,000	$4,000,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-44 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (OJT/SS)

Facility: **OJT/SS**

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

Total Cost: $651,000
Past Funding: $283,200
Current Funding: $146,400
Future Funding $221,400

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$36,600	$36,600	$36,600	$36,600	$146,400	$146,400	$0	$0	Training
	$36,600	$36,600	$36,600	$36,600	$146,400	$146,400	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (PAVE-T1-RESURF)

Facility: **Tier 1 Highways**

SCOPE: Preservation of Tier 1 Highways

Total Cost: $248,298,760
Past Funding: $101,673,760
Current Funding: $47,625,000
Future Funding $99,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$225,000	$300,000	$300,000	$300,000	$1,125,000	$1,125,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
CON	$12,250,000	$9,750,000	$12,250,000	$12,250,000	$46,500,000	$46,500,000	$0	$0	HWYINF, NHPP, STBG-FLEX, Toll Credit
	$12,475,000	$10,050,000	$12,550,000	$12,550,000	$47,625,000	$47,625,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (PAVE-T2-REHAB)

Facility: **Tier 2 Highways**

SCOPE: Rehab of Tier 2 roads.

Total Cost: $87,234,179
Past Funding: $48,684,179
Current Funding: $10,620,000
Future Funding $27,930,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
CON	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$10,000,000	$10,000,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
PE	$125,000	$125,000	$125,000	$125,000	$500,000	$500,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
	$2,655,000	$2,655,000	$2,655,000	$2,655,000	$10,620,000	$10,620,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (PAVE-T2-RESURF)

Facility: **Tier 2 Highways**

SCOPE: Resurfacing Tier 2 Roadways

Total Cost: $581,270,000
Past Funding: $273,995,000
Current Funding: $124,275,000
Future Funding $183,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
CON	$43,000,000	$24,070,000	$25,925,000	$25,925,000	$118,920,000	$107,920,000	$11,000,000	$0	BETT, NHPP, STBG-FLEX, Toll Credit
PE	$2,500,000	$2,155,000	$300,000	$300,000	$5,255,000	$5,255,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
	$45,525,000	$26,250,000	$26,250,000	$26,250,000	$124,275,000	$113,275,000	$11,000,000	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (PVMRK)

Facility: **Various**

SCOPE: Statewide Pavement Marking Annual Project

Total Cost: $79,574,501
Past Funding: $42,474,501
Current Funding: $13,900,000
Future Funding $23,200,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,000	$1,000	$1,000	$1,000	$4,000	$4,000	$0	$0	STBG-FLEX, Toll Credit
CON	$3,349,000	$3,349,000	$3,599,000	$3,599,000	$13,896,000	$13,896,000	$0	$0	HSIP, STBG-FLEX, Toll Credit
	$3,350,000	$3,350,000	$3,600,000	$3,600,000	$13,900,000	$13,900,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-11 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (RCTRL)

Facility: **Various**

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Total Cost: $32,576,579
Past Funding: $16,885,769
Current Funding: $6,276,324
Future Funding $9,414,486

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$1,569,081	$1,569,081	$1,569,081	$1,569,081	$6,276,324	$5,021,059	$1,255,265	$0	DNCR, REC TRAILS
	$1,569,081	$1,569,081	$1,569,081	$1,569,081	$6,276,324	$5,021,059	$1,255,265	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (RRRCS)

Facility: **Statewide Railroad Crossings**

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

Total Cost: $30,476,261
Past Funding: $19,647,261
Current Funding: $5,435,338
Future Funding $5,393,662

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	RL, Toll Credit
CON	$4,596,338	$24,000	$0	$25,000	$4,645,338	$4,645,338	$0	$0	RL, Toll Credit
PE	$250,000	$250,000	$125,000	$125,000	$750,000	$750,000	$0	$0	RL, Toll Credit
OTHER	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	RL, Toll Credit
	$4,856,338	$284,000	$135,000	$160,000	$5,435,338	$5,435,338	$0	$0	

Regionally Significant: N Clean Air Act Code: E-1 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (STBG-FTA)

Facility: **Various**

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

Total Cost: $48,900,000
Past Funding: $0
Current Funding: $14,450,000
Future Funding $34,450,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$3,612,500	$3,612,500	$3,612,500	$3,612,500	$14,450,000	$12,000,000	$0	$2,450,000	OTHER, STBG-FLEX, Toll Credit
	$3,612,500	$3,612,500	$3,612,500	$3,612,500	$14,450,000	$12,000,000	$0	$2,450,000	

Regionally Significant: N Clean Air Act Code: E-21 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (STIC)

Facility: **Varies**

SCOPE: STIC Incentives

Total Cost: $2,500,000
Past Funding: $967,500
Current Funding: $610,000
Future Funding $922,500

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$152,500	$152,500	$152,500	$152,500	$610,000	$488,000	$122,000	$0	NHDOT OP, OTHER FED, STIC
	$152,500	$152,500	$152,500	$152,500	$610,000	$488,000	$122,000	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (TA)

Facility: **Various**

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Total Cost: $110,363,849
Past Funding: $39,772,321
Current Funding: $27,557,961
Future Funding $43,033,567

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,116,442	$923,558	$1,020,000	$1,020,000	$4,080,000	$3,037,370	$0	$1,042,630	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
ROW	$160,000	$160,000	$160,000	$160,000	$640,000	$480,000	$0	$160,000	NONPAR OTHER, OTHER, TAP50-200K, TAP5-50K,
CON	$5,447,741	$5,405,698	$5,992,261	$5,992,261	$22,837,961	$17,030,732	$0	$5,807,229	NONPAR OTHER, OTHER, TAP50-200K, TAP>200K,
	$6,724,183	$6,489,256	$7,172,261	$7,172,261	$27,557,961	$20,548,102	$0	$7,009,860	

Regionally Significant: N Clean Air Act Code: E-33 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (TRAC)

Facility: **TRansportation And Civil engineering program**

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

Total Cost: $484,000
Past Funding: $264,000
Current Funding: $88,000
Future Funding $132,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$22,000	$22,000	$22,000	$22,000	$88,000	$88,000	$0	$0	STBG-FLEX, Toll Credit
	$22,000	$22,000	$22,000	$22,000	$88,000	$88,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (TRAFMON)

Facility: **VARIOUS**

SCOPE: Traffic data (vol/vehicle class/wght monitoring/wght safty) monitor & supprt FHWA reqs (TMG/HPMS).

Total Cost: $24,310,000
Past Funding: $2,000,000
Current Funding: $8,310,000
Future Funding $14,000,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$40,000	$0	$0	$0	$40,000	$40,000	$0	$0	STBG-FLEX, Toll Credit
CON	$2,345,000	$0	$0	$0	$2,345,000	$2,345,000	$0	$0	STBG-FLEX, Toll Credit
OTHER	$0	$1,925,000	$2,000,000	$2,000,000	$5,925,000	$5,925,000	$0	$0	STBG-FLEX, Toll Credit
	$2,385,000	$1,925,000	$2,000,000	$2,000,000	$8,310,000	$8,310,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (TRCK-WGHT-SFTY)

Facility: **Various**

SCOPE: Truck weight safety inspection & maintenance program

Total Cost: $1,875,000
Past Funding: $875,000
Current Funding: $400,000
Future Funding $600,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000	$0	$0	STBG-FLEX, Toll Credit
	$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 Most Recent Revision: A00Y25

PROGRAM (TSMO)

Facility: **Transportation Systems Management and Operations**

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

Total Cost: $29,502,631
Past Funding: $13,381,939
Current Funding: $8,620,692
Future Funding $7,500,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$3,184,773	$2,285,919	$2,000,000	$1,150,000	$8,620,692	$7,150,000	$0	$1,470,692	Maine, STBG-FLEX, Toll Credit, Vermont
	$3,184,773	$2,285,919	$2,000,000	$1,150,000	$8,620,692	$7,150,000	$0	$1,470,692	

Regionally Significant: N Clean Air Act Code: E-7 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (UBI)

Facility: **Various**

SCOPE: Underwater Bridge Inspection (Annual Project)

Total Cost:	$1,585,500
Past Funding:	$881,500
Current Funding:	$264,000
Future Funding	$440,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$64,000	$64,000	$68,000	$68,000	$264,000	$264,000	$0	$0	STBG-FLEX, Toll Credit
	$64,000	$64,000	$68,000	$68,000	$264,000	$264,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCS: Statewide Most Recent Revision: A00Y25

PROGRAM (USSS)

Facility: **Various**

SCOPE: Project to update signing on state system

Total Cost:	$14,755,400
Past Funding:	$8,455,400
Current Funding:	$2,360,000
Future Funding	$3,940,000

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
CON	$540,000	$540,000	$580,000	$580,000	$2,240,000	$2,240,000	$0	$0	NHPP, STBG-FLEX, Toll Credit
	$570,000	$570,000	$610,000	$610,000	$2,360,000	$2,360,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-44 RPCS: Statewide Most Recent Revision: A00Y25

FIGURE 14
Statewide Projects and Programs
DRAFT- February 7, 2025

STATEWIDE 4R PROJECTS (44518)

Facility: **Various**

SCOPE: 4R Pavement Rehab/Reconstruct on the NHS

Total Cost:	$210,215,152
Past Funding:	$0
Current Funding:	$3,865,722
Future Funding	$206,349,431

Phase	2025	2026	2027	2028	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$0	$59,145	$61,334	$63,603	$184,082	$184,082	$0	$0	STBG-FLEX, Toll Credit
PE	$0	$1,182,906	$1,226,673	$1,272,060	$3,681,640	$3,681,640	$0	$0	STBG-FLEX, Toll Credit
	$0	$1,242,051	$1,288,007	$1,335,663	$3,865,722	$3,865,722	$0	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCS: Statewide Most Recent Revision: A00Y25

Appendix A:

Fiscal Constraint Documentation

For the 2025-2028 State Transportation Improvement Program and RPC 2025-2028 Transportation Improvement Program

The MPO Transportation Improvement Program and Long Range Transportation Plan are required to include a financial plan that demonstrates how the projects in the TIP and LRTP can be implemented given the anticipated revenues available to the region. The requirements of this process, the assumptions that are utilized, and the estimated revenues and project programming are included in this document.

To facilitate this aspect of TIP and LRTP development, the four New Hampshire MPOs worked to develop a common set of fiscal assumptions and tables. This coordination resulted in a list of common assumptions, funding distributions, and a standardized set of tables that show funding expected to be available to New Hampshire as well as the individual MPO regions.

FEDERAL REQUIREMENTS

For purposes of implementing the provisions of the federal transportation law (currently the Bipartisan Infrastructure Law [BIL]), 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 (TIP) 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.

ASSUMPTIONS AND DISTRIBUTIONS

A common set of assumptions and resource distribution factors have been developed by the four MPOs to promote consistency between agencies in the TIP and LRTP process. These assumptions and factors provide a common basis for the TIP and LRTP financial components and ensure that all agencies expectations are consistent. The full list of assumptions is below:

- Distribution of revenues to MPOs is based on 50% population and 50% Federal-Aid Eligible Lane Miles. Turnpike Revenues will be based on share of Turnpike Lane Miles in the region.
    - Population data is from the most recent Decennial Census or ODP population estimates
    - Federal-Aid Eligible and Turnpike lane mile data is from NHDOT Roads dataset
- Transit Funds are distributed based on current allocations to each transit agency. Due to transit systems overlapping regions, the distribution of funding will total to greater than 100% of available when all MPOs are added together
- Discretionary grants and Congressionally Designated Spending (CDS) "Earmarks" will be listed as a single line item in the tables with notes indicating project/source where appropriate. These projects do not include inflation factors and are not included revenue projections.

- The current approved inflation rate on project costs is 3.7% per year.
- The most recent STIP Fiscal Constraint document will be the source of the financial data for the TIP years (LRTP years 1-4).
- The most recent approved Ten Year Plan "Rainbow Chart" will be the source of data for LRTP years 6-10.
- LRTP years 11+ will be based on the most recent approved Ten Year Plan "Rainbow Chart" plus an inflation of 2% per year in revenues
- I-93 Debt service concludes in 2034. Revenues from SB367 will end at that time
- Operations and Maintenance is calculated using Federal Funds, Turnpike R&R funds, Betterment Funds, and Transit O&M
- Highway O&M values derived from NHDOT FY23 Annual Report page F5 Total Budgeted Roads and Bridges Operations and Maintenance https://www.nh.gov/transparentnh/annual-reports/transportation/documents/fy23.pdf
- Other State Funds includes SAB and TIFIA as well as any other State funding programs not explicitly listed elsewhere

Based on the assumptions above, the Revenue Distribution Table below was compiled. This table forms the basis for future funding availability to each of the MPO regions and is based on populations, Federal-Aid Eligible lane miles and Turnpike lane miles. The first two are compiled into a Composite Share of FHWA funds, while the third is utilized to distribute future Turnpike funds. FTA funding is distributed based on current regional transit system allocations.

Table 1: Revenue Distribution Table

Region	Lane Miles of FAE Roadways	Percent of FAE Lane Miles	2020 Census Population	Percent of Population	Composite Share of FHWA Funds	Turnpike Lane Miles	TPK Share
NRPC	759	8.84%	217,543	15.79%	**12.31%**	94.8	**19.59%**
RPC	1,066	12.41%	198,870	14.44%	**13.42%**	151.7	**31.35%**
SNHPC	1,252	14.57%	285,230	20.71%	**17.64%**	77.5	**16.02%**
SRPC	732	8.52%	156,145	11.34%	**9.93%**	114	**23.56%**
Other Areas	4,781	55.66%	519,741	37.73%	**46.70%**	45.9	**9.49%**
NH Total	8,590		1,377,529			483.9	

The Revenue and Programming tables included in the fiscal constraint all have the same organization in terms of the funding programs listed. ***Table 2*** provides the full funding program for each of the acronyms as they are organized on financial tables.

Table 2: Funding Program Descriptions

	Program Acronym	Description
FHWA Section	CMAQ	Congestion Mitigation and Air Quality Program
	CRP	Carbon Reduction Program
	HSIP	Highway Safety Improvement Program
	NHFP	National Highway Freight Program
	NHPP	National Highway Performance Program
	PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program
	REC Trails	Recreational Trails Program
	Rail-Highway	Rail-Highway Crossing Improvement Program
	SPR	State Planning and Research Program
	STBG	Surface Transportation Block Grant (Has multiple sub-programs)
	TAP	Transportation Alternatives Program
	Non-Formula Funds	Additional FHWA funds provided outside of the standard "Formula" based funds above.
	Redistribution	Funds received through the annual end-of-fiscal-year redistribution of unobligated funds.
	Discretionary Grants	Funds received through competitive grant programs such as RAISE, non-formula PROTECT, SS4A
	State Match	State funding specifically matching the federal programs above
	Local/Other Match	Local or Other funding matching the federal programs above
FTA Section	FTA 5307	Federal Transit Administration Urban Formula Funding
	FTA 5310	Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities
	FTA 5311	Federal Transit Administration Formula Grants for Rural Areas
	FTA 5339	Federal Transit Administration Buses and Bus Facilities Program
	Discretionary Grants	Federal Transit Administration Discretionary Grant Programs
	State Match	State matching funds for FTA Programs
	Local/Other Match	Local/Other matching funds for FTA Programs
	Rail	Funding for Rail Programs
State Section	Betterment	State Betterment program
	SB367	Four-cent road toll increase. Funds are utilized to pay down I-93 Salem to Manchester bond debt
	Turnpike Capital	Turnpike Bureau funds for capital improvements
	Turnpike Renewal	Turnpike Bureau funds for maintenance projects
	Other State Funds	Other State-based funding such as from legislation
	Other Matching	Other non-state funds used to match state funds

ANTICIPATED REVENUES

Revenues expected to be available for the Transportation Improvement Program were estimated utilizing data from the 2025-2028 State Transportation Improvement Program (STIP) and NHDOT's STIP Fiscal Constraint Documentation (Attached). Those documents provide program-level funding estimates for FHWA and FTA apportionments, detail State funding sources, and matching Local (and other) resources for projects in the region. Also included are estimates of Toll Credits to be utilized on transportation projects, Turnpike revenues, as well as proceeds from the four-cent increase in the state road toll (SB367) that is being utilized to pay the debt service on the I-93 Salem to Manchester project.

Tables 3 and 4 show projections of Federal, State, and Other funding expected to be available Statewide (Table 3) and to the MPO region (Table 4) between 2025 and 2050. Funding program level data is available for the first four years (2025-2028 STIP/TIP) however for 2029 and beyond funds are aggregated to the source level (FHWA, FTA, etc.) as the exact makeup and funding of individual programs is not known. Further, beyond the STIP/TIP Years, expected revenues are grouped into 5 or 6 year "bands" to simplify the process given the uncertainty of project programming, including Ten Year Plan projects which are not assigned to specific funding programs until they enter the TIP. The Fiscal Constraint documentation provided by NHDOT for the STIP is included at the end of this document.

Table 3: Statewide Estimate of Available Funds - STIP, Ten Year Plan, and 2050 Projections

		2025-2028 StateTransportation Improvement Program				Long Range Transportation Plan Horizon*			
	Programs	**2025**	**2026**	**2027**	**2028**	**2029-2034**	**2035-2040**	**2041-2045**	**2046-2050**
FHWA	CMAQ	$11,727,191	$12,059,601	$12,059,601	$12,059,601				
	CRP	$5,433,919	$5,587,944	$5,587,944	$5,587,944				
	HSIP	$12,720,472	$13,081,036	$13,081,036	$13,081,036				
	NHFP	$5,959,136	$6,128,049	$6,128,049	$6,128,049				
	NHPP	$120,110,265	$123,514,815	$123,514,815	$123,514,815				
	PROTECT	$6,178,755	$6,353,893	$6,353,893	$6,353,893				
	REC Trails	$2,022,203	$2,079,523	$2,079,523	$2,079,523				
	Rail-Highway	$1,225,000	$1,259,723	$1,259,723	$1,259,723				
	SPR	$6,557,841	$6,743,724	$6,743,724	$6,743,724				
	STBG	$52,892,486	$54,391,734	$54,391,734	$54,391,734				
	TAP	$5,574,567	$5,732,579	$5,732,579	$5,732,579				
	Total Formula	**$230,401,835**	**$236,932,621**	**$236,932,621**	**$236,932,621**	**$1,586,880,000**	**$1,586,880,000**	**$1,322,400,000**	**$1,322,400,000**
	Non-Formula Funds	$135,524,643	$50,201,435	$42,836,865	$5,384,816				
	Redistribution	$27,506,957	$0	$0	$0				
	Discretionary Grants	$20,253,037	$278,307	$7,197,626	$7,197,625				
	FHWA Subtotal	**$413,686,472**	**$287,412,363**	**$286,967,112**	**$249,515,062**	**$1,937,801,639**	**$1,937,801,639**	**$1,614,834,699**	**$1,614,834,699**
	State Match	$25,000	$25,000	$25,000	$25,000				
	Local/Other Match	$11,670,659	$15,300,845	$10,731,604	$5,647,782				
	FHWA Total	**$425,382,131**	**$302,738,208**	**$297,723,716**	**$255,187,844**	**$2,002,977,974**	**$2,002,977,974**	**$1,669,148,311**	**$1,669,148,311**
FTA	FTA 5307	$9,933,788	$11,338,938	$11,741,771	$18,235,766				
	FTA 5310	$2,510,475	$2,076,512	$2,118,042	$2,160,402				
	FTA 5311	$9,482,506	$9,614,510	$6,866,905	$7,004,243				
	FTA 5339	$27,721,284	$4,918,201	$5,016,565	$5,116,897				
	Discretionary Grants	$22,922,891	$3,000,000	$3,000,000	$3,000,000				
	FTA Sub-Total	**$72,570,944**	**$30,948,161**	**$28,743,283**	**$35,517,308**	**$248,850,000**	**$248,850,000**	**$207,375,000**	**$207,375,000**
	State Match	$933,270	$596,607	$608,539	$620,710				
	Local/Other Match	$18,376,722	$13,542,239	$11,802,944	$13,593,230				
	FTA Total	**$91,880,936**	**$45,087,007**	**$41,154,766**	**$49,731,248**	**$338,961,392**	**$338,961,392**	**$282,467,826**	**$282,467,826**
	Rail	$2,100,000	$600,000	$600,000	$2,100,000	$6,600,000	$6,600,000	$5,500,000	$5,500,000
	Federal Total	**$519,363,067**	**$348,425,215**	**$339,478,482**	**$307,019,092**	**$2,348,539,365**	**$2,348,539,365**	**$1,957,116,138**	**$1,957,116,138**
State Funds	Betterment	$17,216,471	$14,117,432	$13,869,649	$12,506,391				
	SB367	$31,840,196	$45,466,983	$28,924,237	$27,416,089				
	Turnpike Capital	$38,473,364	$57,539,340	$50,312,306	$49,026,685				
	Turnpike Renewal	$18,034,118	$18,947,248	$7,982,322	$3,186,563				
	Other State Funds	$0	$0	$0	$0				
	State Subtotal	**$105,564,149**	**$136,071,003**	**$101,088,514**	**$92,135,728**	**$876,170,000**	**$716,490,398**	**$612,676,135**	**$528,435,825**
	Other Matching	$3,729,202	$2,527,614	$1,748,571	$1,371,534				
	State Funds Total	**$109,293,351**	**$138,598,617**	**$102,837,085**	**$93,507,262**	**$882,990,000**	**$723,310,398**	**$618,359,135**	**$534,118,825**
	Total	**$628,656,418**	**$487,023,832**	**$442,315,567**	**$400,526,354**	**$3,231,529,365**	**$3,071,849,763**	**$2,575,475,272**	**$2,491,234,962**
	Toll Credits	$47,236,817	$45,574,829	$44,824,976	$41,469,864	$387,560,328	$387,560,328	$322,966,940	$322,966,940

Table 4: Estimate of Available Funds - RPC 2050 Long Range Transportation Plan

	Programs	2025-2028 Transportation Improvement Program 2025	2026	2027	2028	Ten Year Plan 2029-2034*	Long Range Plan* 2035-2040	2041-2045	2046-2050
FHWA	CMAQ	$3,696,938	$9,548,870	$125,745	$402,203				
	CRP	$260,713	$1,588,524	$0	$0				
	HSIP	$1,510,486	$1,356,321	$1,386,201	$1,621,795				
	NHFP	$0	$0	$0	$0				
	NHPP	$13,463,096	$13,073,998	$20,379,630	$7,743,643				
	PROTECT	$454,135	$27,855,300	$511,193	$0				
	REC Trails	$168,468	$168,468	$168,468	$168,468				
	Rail-Highway	$651,765	$38,115	$18,118	$21,473				
	SPR	$48,489	$0	$0	$0				
	STBG	$43,725,957	$24,993,465	$32,014,936	$33,667,579				
	TAP	$562,750	$682,777	$756,109	$756,109				
	Total Formula	**$64,542,797**	**$79,305,838**	**$55,360,400**	**$44,381,270**	**$212,973,910**	**$212,973,910**	**$177,478,259**	**$177,478,259**
	Non-Formula Funds	$9,421,114	$965,421	$17,763,935	$10,159,645				
	Redistribution	$0	$0	$0	$0				
	Discretionary Grants	$1,450,688	$0	$0	$0				
	FHWA Subtotal	**$75,414,598**	**$80,271,259**	**$73,124,335**	**$54,540,915**	**$260,070,826**	**$260,070,826**	**$216,725,688**	**$216,725,688**
	State Match	$0	$0	$0	$0				
	Local/Other Match	$2,192,690	$4,847,963	$616,761	$539,493				
	FHWA Total	**$77,607,288**	**$85,119,221**	**$73,741,096**	**$55,080,407**	**$268,818,090**	**$268,818,090**	**$224,015,075**	**$224,015,075**
FTA	FTA 5307	$7,675,543	$8,844,588	$9,811,575	$16,266,966				
	FTA 5310	$418,355	$361,742	$368,977	$376,356				
	FTA 5311	$0	$0	$0	$0				
	FTA 5339	$1,042,316	$682,477	$696,127	$710,050				
	Discretionary Grants	$402,628	$402,628	$402,628	$402,628				
	FTA Sub-Total	**$9,538,842**	**$10,291,436**	**$11,279,306**	**$17,755,999**	**$78,764,358**	**$63,155,206**	**$50,524,165**	**$50,524,165**
	State Match	$3,927	$4,086	$4,167	$4,251				
	Local/Other Match	$3,815,170	$4,147,044	$4,429,156	$6,084,217				
	FTA Total	**$13,357,939**	**$14,442,565**	**$15,712,629**	**$23,844,467**	**$106,006,289**	**$90,893,233**	**$73,639,187**	**$73,639,187**
	Rail	$0	$0	$0	$0				
	Federal Total	**$90,965,228**	**$99,561,787**	**$89,453,725**	**$78,924,874**	**$375,710,160**	**$360,597,104**	**$298,392,413**	**$298,392,413**
State Funds	Betterment	$869,075	$369,075	$369,075	$369,075				
	SB367	$68,000	$0	$93,495	$0				
	Turnpike Capital	$15,590,508	$0	$0	$1,000,000				
	Turnpike Renewal	$0	$0	$0	$0				
	Other State Funds	$185,167	$4,093	$4,708,833	$3,349,566				
	State Subtotal	**$16,712,750**	**$373,169**	**$5,171,403**	**$4,718,642**	**$216,826,297**	**$213,965,462**	**$182,175,843**	**$154,737,111**
	Other Matching	$2,192,690	$4,847,963	$616,761	$539,493				
	State Funds Total	**$18,905,440**	**$5,221,131**	**$5,788,164**	**$5,258,134**	**$217,741,604**	**$214,880,768**	**$182,938,554**	**$155,499,822**
	Total	**$109,870,668**	**$104,782,918**	**$95,241,889**	**$84,183,009**	**$593,451,765**	**$575,477,873**	**$481,330,967**	**$453,892,235**
	Toll Credits	$5,414,588	$12,431,452	$9,184,052	$6,291,370	$52,014,165	$52,014,165	$43,345,138	$43,345,138

* When estimating revenues beyond the TIP, Total funds for each programming area are utilized instead of distributions to indivual funding programs for simplicity

MAINTENANCE AND OPERATIONS

Anticipated Maintenance and Operations needs for the Federal-Aid Eligible highways, NH Turnpikes, and Transit systems are detailed in ***Table 5***. Information from NHDOT's FY23 Annual Report (Page F5 Total Budgeted Roads and Bridges Operations and Maintenance) forms the basis of the funding expected to be needed statewide for maintenance and operations of the State Highway System and Turnpikes information is obtained from the adopted 2025-2034 Ten Year Plan financial report ("Rainbow Chart") listing for Turnpike Renewal and Replacement Funds. The bottom of the table includes an estimated O&M cost per lane-mile for the Federal-Aid Eligible (FAE) System as well as the Turnpike System. These values were divided by the current lane-miles of state roadways to obtain a per mile cost for maintenance and operations. This value was then multiplied by the lane-miles of state roadway in each of the MPOs to obtain an estimate of funding available for maintenance and operations activities on State highways in the region.

Transit O&M information was derived from the average utilization of FTA 5307 (Urban) & FTA 5311 (Rural) funds for operations and maintenance activities during FY24 as identified in the Annual List of Obligated Projects and applying that factor to expected funding for all years. Funds indicated for each of the regions are the composite totals for each transit system that operates within the MPO and due to overlapping coverage areas, the regional totals will exceed the amount of funding available statewide. The Manchester Transit Authority (MTA) and Cooperative Alliance for Seacoast Transportation (COAST) both operate in multiple MPO regions and therefore are included in the totals for RPC (COAST & MTA), SNHPC (MTA), and SRPC (COAST).

Table 5: Statewide and Regional Estimate of Operations and Maintenance Needs

	Programs	2025-2028 StateTransportation Improvement Program 2025	2026	2027	2028	Ten Year Plan 2029-2034	Long Range Plan 2035-2040	2041-2045	2046-2050
O&M Budget for Federal-Aid Highways[1]	**Statewide**	**$189,100,000**	**$192,900,000**	**$196,800,000**	**$200,700,000**	**$1,291,400,000**	**$1,454,000,000**	**$1,351,000,000**	**$1,491,300,000**
	NRPC (12.37%)	$23,285,886	$23,753,820	$24,234,069	$24,714,317	$159,023,761	$179,046,421	$166,362,940	$183,639,565
	RPC (13.35%)	$25,378,962	$25,888,957	$26,412,372	$26,935,788	$173,317,773	$195,140,191	$181,316,642	$200,146,194
	SNHRPC (17.27%)	$33,357,088	$34,027,405	$34,715,362	$35,403,319	$227,801,923	$256,484,432	$238,315,315	$263,064,122
	SRPC (9.91%)	$18,776,700	$19,154,021	$19,541,272	$19,928,523	$128,229,670	$144,375,050	$134,147,657	$148,078,757
	Other Areas	$88,301,364	$90,075,797	$91,896,925	$93,718,053	$603,026,874	$678,953,906	$630,857,446	$696,371,362
Turnpike R&R Funding[2]	**Statewide**	**$25,300,000**	**$26,000,000**	**$20,000,000**	**$17,700,000**	**$111,300,000**	**$125,468,530**	**$116,567,220**	**$128,669,630**
	NRPC	$4,956,479	$5,093,614	$3,918,165	$3,467,576	$21,804,588	$24,580,320	$22,836,480	$25,207,441
	RPC	$7,931,411	$8,150,858	$6,269,890	$5,548,853	$34,891,940	$39,333,697	$36,543,185	$40,337,224
	SNHPC	$4,051,974	$4,164,083	$3,203,141	$2,834,780	$17,825,480	$20,094,671	$18,669,063	$20,607,349
	SRPC	$5,960,322	$6,125,232	$4,711,717	$4,169,870	$26,220,707	$29,558,612	$27,461,589	$30,312,746
	Other Areas	$2,399,814	$2,466,212	$1,897,086	$1,678,921	$10,557,285	$11,901,231	$11,056,903	$12,204,869
Transit O&M[3]	**Statewide**	**$24,752,886**	**$26,514,961**	**$23,188,259**	**$29,990,790**	**$156,670,344**	**$156,670,344**	**$130,558,620**	**$130,558,620**
	NRPC[4]	$5,460,862	$6,904,144	$6,843,867	$13,314,456	$48,784,995	$48,784,995	$40,654,162	$40,654,162
	RPC[4]	$9,277,869	$10,492,956	$11,504,121	$18,072,969	$74,021,873	$74,021,873	$61,684,894	$61,684,894
	SNHPC[4]	$6,446,547	$7,598,379	$8,544,891	$15,047,659	$56,456,214	$56,456,214	$47,046,845	$47,046,845
	SRPC[4]	$4,633,828	$5,757,875	$6,676,179	$13,150,310	$45,327,288	$45,327,288	$37,772,740	$37,772,740
	Other Areas	$11,816,661	$11,981,159	$8,557,220	$8,728,365	$61,625,106	$61,625,106	$51,354,255	$51,354,255
Total Operations & Maintenance	**Total O&M**	**$239,152,886**	**$245,414,961**	**$239,988,259**	**$248,390,790**	**$1,559,370,344**	**$1,736,138,874**	**$1,598,125,840**	**$1,750,528,250**
	NRPC	$33,703,227	$35,751,579	$34,996,101	$41,496,349	$229,613,343	$252,411,735	$229,853,582	$249,501,169
	RPC	$42,588,242	$44,532,770	$44,186,383	$50,557,611	$282,231,586	$308,495,760	$279,544,721	$302,168,312
	SNHPC	$43,855,609	$45,789,868	$46,463,394	$53,285,758	$302,083,617	$333,035,317	$304,031,223	$330,718,317
	SRPC	$29,370,850	$31,037,129	$30,929,168	$37,248,703	$199,777,665	$219,260,950	$199,381,986	$216,164,243
	Other Areas	$102,517,839	$104,523,168	$102,351,231	$104,125,339	$675,209,264	$752,480,243	$693,268,605	$759,930,486
	FAE Cost/Lane Mile	$22,013.97	$22,456.34	$22,910.36	$23,364.38	$25,056.27	$28,211.10	$31,455.18	$34,721.77
	TPK Cost/Lane Mile	$52,283.53	$53,730.11	$41,330.85	$36,577.81	$38,334.37	$43,214.35	$48,178.23	$53,180.26

1 Highway O&M funds are comprised of NH Road Toll (59.7%), NH General Funds, as well as Federal funds

2 Turnpike O&M funds are comprised of Turnpike Renewal & Replacement funds

3 Transit O&M calculated at 81% of FTA 5307 & 5311 funds plus match.

4 COAST Covers SRPC & RPC Regions. MTA/CART Covers SNHPC & RPC Regions creating Regional totals that exceed the Statewide Total

ANTICIPATED COSTS & FISCAL CONSTRAINT

Funds are assigned to each project in the State Transportation Improvement Program (STIP) and regional Transportation Improvement Program (TIP) from specific funding programs within the overall allocations of funding from FHWA and FTA. This information is aggregated into ***Table 6***, which shows the distribution of funding as programmed for New Hampshire in the STIP, and ***Table 7***, which shows the distribution of funding as programmed in the RPC region. Project costs for the Transportation Improvement Program are taken directly from the year of expenditure inflated values included in the 2025-2028 Transportation Improvement Program (TIP).

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 each MPO TIP is directly derived from that document, the TIP must therefore be fiscally constrained as well. In addition to the preceding tables, the Fiscal Constraint Documentation provided by NHDOT for the STIP is included.

Table 6: 2025-2028 STIP Funding as Programmed

	Programs	2025	2026	2027	2028	2025-2028
FHWA	CMAQ	$7,852,283	$11,298,591	$2,955,065	$4,143,165	$26,249,104
	CRP	$1,749,010	$1,588,524	$0	$0	$3,337,534
	HSIP	$11,284,299	$10,106,020	$10,328,661	$12,084,080	$43,803,060
	NHFP	$0	$0	$0	$0	$0
	NHPP	$78,695,028	$62,955,209	$72,078,072	$71,674,192	$285,402,500
	PROTECT	$454,135	$27,855,300	$511,193	$0	$28,820,628
	REC Trails	$1,255,265	$1,255,265	$1,255,265	$1,255,265	$5,021,059
	Rail-Highway	$4,856,338	$284,000	$135,000	$160,000	$5,435,338
	SPR	$361,296	$0	$0	$0	$361,296
	STBG	$153,067,360	$122,969,154	$136,591,507	$132,940,521	$545,568,542
	TAP	$6,582,661	$6,963,622	$5,633,810	$5,633,810	$24,813,902
	Total Formula	$266,157,675	$245,275,683	$229,488,573	$227,891,032	$968,812,963
	Non-Formula Funds	$95,045,702	$55,211,456	$58,103,391	$14,829,045	$223,189,593
	Redistribution	$0	$0	$0	$0	$0
	Discretionary Grants	$20,253,037	$278,307	$7,197,626	$7,197,625	$34,926,596
	FHWA Subtotal	**$381,456,413**	**$300,765,446**	**$294,789,590**	**$249,917,703**	**$1,226,929,152**
	State Matching	$0	$0	$0	$0	$0
	Other Matching	$22,959,797	$21,799,295	$13,514,912	$7,601,974	$65,875,977
	FHWA Total	**$404,416,210**	**$322,564,741**	**$308,304,502**	**$257,519,676**	**$1,292,805,129**
FTA	FTA 5307	$9,933,788	$11,338,938	$11,741,771	$18,235,766	$51,250,263
	FTA 5310	$2,510,475	$2,076,512	$2,118,042	$2,160,402	$8,865,432
	FTA 5311	$9,482,506	$9,614,510	$6,866,905	$7,004,243	$32,968,164
	FTA 5339	$7,798,392	$4,918,201	$5,016,565	$5,116,897	$22,850,056
	FTA Discretionary	$22,922,891	$3,000,000	$3,000,000	$3,000,000	$31,922,891
	FTA Sub-Total	**$52,648,052**	**$30,948,161**	**$28,743,284**	**$35,517,309**	**$147,856,806**
	State Matching	$933,270	$596,607	$608,539	$620,710	$2,759,125
	Other Matching	$18,376,722	$13,542,239	$11,802,944	$13,593,230	$57,315,135
	FTA Total	**$71,958,044**	**$45,087,007**	**$41,154,767**	**$49,731,249**	**$207,931,067**
	Rail	$0	$0	$0	$0	$0
	Federal Total	**$476,374,254**	**$367,651,748**	**$349,459,269**	**$307,250,925**	**$1,500,736,196**
State Funds	Betterment	$3,250,000	$2,750,000	$2,750,000	$2,750,000	$11,500,000
	SB367	$7,523,304	$28,698,226	$24,721,573	$24,219,547	$85,162,650
	Turnpike Capital	$29,161,872	$36,065,499	$36,900,645	$31,680,407	$133,808,423
	Turnpike Renewal	$4,125,000	$6,725,000	$3,791,894	$0	$14,641,894
	Other State Funds	$1,557,803	$124,275	$6,368,898	$3,375,973	$11,426,949
	State Subtotal	**$45,617,979**	**$74,363,000**	**$74,533,010**	**$62,025,927**	**$256,539,916**
	Other Matching	**$22,959,797**	**$21,799,295**	**$13,514,912**	**$7,601,974**	**$65,875,977**
	State Funds Total	**$68,577,776**	**$96,162,295**	**$88,047,922**	**$69,627,901**	**$322,415,894**
	Total	**$544,952,030**	**$463,814,043**	**$437,507,191**	**$376,878,826**	**$1,823,152,090**
	Toll Credits	**$47,236,817**	**$45,574,829**	**$44,824,976**	**$41,469,864**	**$179,106,485**

Table 7: Programmed Funds - RPC 2025-2028 Transportation Improvement Program

	Programs	2025	2026	2027	2028	2025-2028
FHWA	CMAQ	$3,696,938	$9,548,870	$125,745	$402,203	$13,773,755
	CRP	$260,713	$1,588,524	$0	$0	$1,849,237
	HSIP	$1,510,486	$1,356,321	$1,386,201	$1,621,795	$5,874,803
	NHFP	$0	$0	$0	$0	$0
	NHPP	$13,463,096	$13,073,998	$20,379,630	$7,743,643	$54,660,367
	PROTECT	$454,135	$27,855,300	$511,193	$0	$28,820,628
	REC Trails	$168,468	$168,468	$168,468	$168,468	$673,872
	Rail-Highway	$651,765	$38,115	$18,118	$21,473	$729,472
	SPR	$48,489	$0	$0	$0	$48,489
	STBG	$43,725,957	$24,993,465	$32,014,936	$33,667,579	$134,401,936
	TAP	$562,750	$682,777	$756,109	$756,109	$2,757,744
	Total Formula	$64,542,797	$79,305,838	$55,360,400	$44,381,270	$243,590,305
	Non-Formula Funds	$9,421,114	$965,421	$17,763,935	$10,159,645	$38,310,114
	Redistribution	$0	$0	$0	$0	$0
	Discretionary Grants	$1,450,688	$0	$0	$0	$1,450,688
	FHWA Subtotal	**$75,414,598**	**$80,271,259**	**$73,124,335**	**$54,540,915**	**$283,351,107**
	State Match	$0	$0	$0	$0	$0
	Other Matching	$2,192,690	$4,847,963	$616,761	$539,493	$8,196,906
	FHWA Total	**$77,607,288**	**$85,119,221**	**$73,741,096**	**$55,080,407**	**$291,548,013**
FTA	FTA 5307	$7,675,543	$8,844,588	$9,811,575	$16,266,966	$42,598,673
	FTA 5310	$418,355	$361,742	$368,977	$376,356	$1,525,430
	FTA 5311	$0	$0	$0	$0	$0
	FTA 5339	$1,042,316	$682,477	$696,127	$710,050	$3,130,970
	FTA Discretionary	$402,628	$402,628	$402,628	$402,628	$1,610,511
	FTA Sub-Total	**$9,538,842**	**$10,291,436**	**$11,279,306**	**$17,755,999**	**$48,865,583**
	State Matching	$3,927	$4,086	$4,167	$4,251	$16,430
	Other Matching	$3,815,170	$4,147,044	$4,429,156	$6,084,217	$18,475,588
	FTA Total	**$13,357,939**	**$14,442,565**	**$15,712,629**	**$23,844,467**	**$67,357,602**
	Rail	$0	$0	$0	$0	$0
	Federal Total	**$90,965,228**	**$99,561,787**	**$89,453,725**	**$78,924,874**	**$358,905,614**
State Funds	Betterment	$869,075	$369,075	$369,075	$369,075	$1,976,301
	SB367	$68,000	$0	$93,495	$0	$161,495
	Turnpike Capital	$15,590,508	$0	$0	$1,000,000	$16,590,508
	Turnpike Renewal	$0	$0	$0	$0	$0
	Other State Funds	$185,167	$4,093	$4,708,833	$3,349,566	$8,247,659
	State Subtotal	**$16,712,750**	**$373,169**	**$5,171,403**	**$4,718,642**	**$26,975,963**
	Other Matching	$2,192,690	$4,847,963	$616,761	$539,493	$8,196,906
	State Funds Total	**$18,905,440**	**$5,221,131**	**$5,788,164**	**$5,258,134**	**$35,172,869**
	Total	**$109,870,668**	**$104,782,918**	**$95,241,889**	**$84,183,009**	**$394,078,484**
	Toll Credits	**$5,414,588**	**$12,431,452**	**$9,184,052**	**$6,291,370**	**$33,321,462**

NHDOT Fiscal Constraint Documentation

For the 2025-2028 State Transportation Improvement Program

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	* Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	$ 481,774		$ -	$ -	$ 481,774	$ -
Carbon Reduction Program Under 5k	$ 1,488,297		$ -	$ -	$ 1,488,297	$ 1,488,297
Carbon Reduction Program>200k	$ 813,531		$ -	$ -	$ 813,531	$ -
Carbon Reduction Program 50k - 200k	$ 748,445		$ -	$ -	$ 748,445	$ -
Carbon Reduction Program Flex	$ 1,901,871		$ -	$ -	$ 1,901,871	$ 260,713
Congestion Mitigation and Air Quality Program	$ 11,727,191		$ -	$ 1,057,732	$ 12,784,923	$ 8,910,015
Highway Safety Improvement Program (HSIP)	$ 12,720,472		$ -	$ -	$ 12,720,472	$ 11,254,709
National Highway Freight	$ 5,959,136		$ -	$ -	$ 5,959,136	$ -
National Highway Performance	$ 120,110,265	$ 20,000,000	$ -	$ 10,000	$ 140,120,265	$ 77,649,028
PROTECT	$ 6,178,755		$ -	$ -	$ 6,178,755	$ 454,135
Recreational Trails	$ 2,022,203		$ -	$ 313,816	$ 2,336,019	$ 1,569,081
RL - Rail Highway	$ 1,225,000		$ -	$ -	$ 1,225,000	$ 4,856,338
Safe Routes to School	$ -		$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 3,967,065	$ 563,175	$ -	$ 704,347	$ 5,234,587	$ 8,415,768
STBG-50 to 200K	$ 6,162,911	$ 874,903	$ -	$ 186,846	$ 7,224,660	$ 7,367,451
STBG-Areas Over 200K	$ 6,698,846	$ 950,986	$ -	$ 247,058	$ 7,896,890	$ 7,794,986
STBG-Non Urban Areas Under 5K	$ 12,255,072	$ 1,739,762	$ -	$ 60,957	$ 14,055,791	$ 17,295,688
STBG-Off System Bridge	$ 4,897,123		$ -	$ 474,814	$ 5,371,937	$ 4,039,286
STBG-State Flexible	$ 18,911,469	$ 3,378,131	$ -	$ 665,682	$ 22,955,282	$ 92,455,327
TAP-50K to 200K	$ 696,942		$ -	$ 115,284	$ 812,226	$ 576,422
TAP-5K to 49,999	$ 448,621		$ -	$ 42,005	$ 490,626	$ 210,025
TAP-Areas Over 200K	$ 757,549		$ -	$ 200,740	$ 958,289	$ 1,003,698
TAP-Flex	$ 2,285,572		$ -	$ 4,412	$ 2,289,984	$ 22,058
TAP-Non Urban Areas Under 5K	$ 1,385,883		$ -	$ 685,829	$ 2,071,712	$ 3,429,143
State Planning and Research	$ 6,557,841		$ -	$ 390,000	$ 6,947,841	$ 6,418,821
Total	**$ 230,401,834**	**$ 27,506,957**	**$ -**	**$ 5,159,522**	**$ 263,068,313**	**$ 255,470,989**
Surplus/Deficit						**$ 7,597,325**

* Includes TIFIA Redistribution and $20M Conway Buy Back funds

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	$ 495,430		$ -	$ -	$ 495,430	$ -
Carbon Reduction Program Under 5k	$ 1,530,483		$ -	$ -	$ 1,530,483	$ -
Carbon Reduction Program>200k	$ 836,591		$ -	$ -	$ 836,591	$ -
Carbon Reduction Program 50k - 200k	$ 769,660		$ -	$ -	$ 769,660	$ 1,588,524
Carbon Reduction Program Flex	$ 1,955,780		$ -	$ -	$ 1,955,780	$ -
Congestion Mitigation and Air Quality Program	$ 12,059,601		$ -	$ 1,660,799	$ 13,720,400	$ 12,959,390
Highway Safety Improvement Program (HSIP)	$ 13,081,036		$ -	$ -	$ 13,081,036	$ 10,106,020
National Highway Freight	$ 6,128,049		$ -	$ -	$ 6,128,049	$ -
National Highway Performance	$ 123,514,815		$ -	$ 54,466	$ 123,569,281	$ 63,009,674
PROTECT	$ 6,353,893		$ -	$ -	$ 6,353,893	$ -
Recreational Trails	$ 2,079,523		$ -	$ 313,816	$ 2,393,339	$ 1,569,081
RL - Rail Highway	$ 1,259,723		$ -	$ -	$ 1,259,723	$ 284,000
Safe Routes to School	$ -		$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 4,079,512		$ -	$ 1,956,911	$ 6,036,423	$ 11,078,146
STBG-50 to 200K	$ 6,337,600		$ -	$ 1,062,188	$ 7,399,788	$ 11,378,464
STBG-Areas Over 200K	$ 6,888,726		$ -	$ 32,735	$ 6,921,461	$ 7,222,782
STBG-Non Urban Areas Under 5K	$ 12,602,445		$ -	$ 212,529	$ 12,814,973	$ 29,369,463
STBG-Off System Bridge	$ 5,035,933		$ -	$ 351,646	$ 5,387,579	$ 5,776,663
STBG-State Flexible	$ 19,447,518		$ -	$ 501,500	$ 19,949,019	$ 73,377,992
TAP-50K to 200K	$ 716,697		$ -	$ 196,341	$ 913,038	$ 981,704
TAP-5K to 49,999	$ 461,337		$ -	$ 85,251	$ 546,588	$ 426,255
TAP-Areas Over 200K	$ 779,022		$ -	$ 197,018	$ 976,039	$ 985,088
TAP-Flex	$ 2,350,357		$ -	$ 440,864	$ 2,791,221	$ 2,204,322
TAP-Non Urban Areas Under 5K	$ 1,425,166		$ -	$ 352,378	$ 1,777,544	$ 1,761,888
State Planning and Research	$ 6,743,724		$ -	$ 462,058	$ 7,205,782	$ 6,895,544
	$ 236,932,621		**$ -**	**$ 7,880,500**	**$ 244,813,122**	**$ 240,974,999**
Surplus/Deficit						**$ 3,838,122**

2027 Federal Highway Formula and Match Funding

Funding Category	Federal Available	Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	$ 495,430		$ -	$ -	$ 495,430	$ -
Carbon Reduction Program Under 5k	$ 1,530,483		$ -	$ -	$ 1,530,483	$ -
Carbon Reduction Program>200k	$ 836,591		$ -	$ -	$ 836,591	$ -
Carbon Reduction 50k- 200K	$ 769,660		$ -	$ -	$ 769,660	$ -
Carbon Reduction Program Flex	$ 1,955,780		$ -	$ -	$ 1,955,780	$ -
Congestion Mitigation and Air Quality Program	$ 12,059,601		$ -	$ 705,108	$ 12,764,708	$ 3,669,456
Highway Safety Improvement Program (HSIP)	$ 13,081,036		$ -	$ -	$ 13,081,036	$ 10,328,661
National Highway Freight	$ 6,128,049		$ -	$ -	$ 6,128,049	$ -
National Highway Performance	$ 123,514,815		$ -	$ 113,643	$ 123,628,458	$ 72,191,716
PROTECT	$ 6,353,893		$ -	$ -	$ 6,353,893	$ 511,193
Recreational Trails	$ 2,079,523		$ -	$ 313,816	$ 2,393,339	$ 1,569,081
RL - Rail Highway	$ 1,259,723		$ -	$ -	$ 1,259,723	$ 135,000
Safe Routes to School	$ -		$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 4,079,512		$ -	$ 437,429	$ 4,516,941	$ 4,305,739
STBG-50 to 200K	$ 6,337,600		$ -	$ 1,034,945	$ 7,372,545	$ 19,494,651
STBG-Areas Over 200K	$ 6,888,726		$ -	$ 177,471	$ 7,066,197	$ 3,056,027
STBG-Non Urban Areas Under 5K	$ 12,602,445		$ -	$ -	$ 12,602,445	$ 27,570,128
STBG-Off System Bridge	$ 5,035,933		$ -	$ 1,296,389	$ 6,332,322	$ 13,156,557
STBG-State Flexible	$ 19,447,518		$ -	$ 175,792	$ 19,623,310	$ 70,274,949
TAP-50K to 200K	$ 716,697		$ -	$ 196,341	$ 913,038	$ 981,704
TAP-5K to 49,999	$ 461,337		$ -	$ 85,251	$ 546,588	$ 426,255
TAP-Areas Over 200K	$ 779,022		$ -	$ 197,018	$ 976,039	$ 985,088
TAP-Flex	$ 2,350,357		$ -	$ 577,465	$ 2,927,822	$ 2,887,327
TAP-Non Urban Areas Under 5K	$ 1,425,166		$ -	$ 352,378	$ 1,777,544	$ 1,761,888
State Planning and Research	$ 6,743,724			$ 390,000	$ 7,133,724	$ 6,835,246
	$ 236,932,621		**$ -**	**$ 6,053,046**	**$ 242,985,667**	**$ 240,140,666**
Surplus/Deficit						**$ 2,845,001**

2028 Federal Highway Formula and Match Funding

Funding Category	Federal Available	Federal TIFIA Redistribution/Other	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	$ 495,430		$ -	$ -	$ 495,430	$ -
Carbon Reduction Program Under 5k	$ 1,530,483		$ -	$ -	$ 1,530,483	$ -
Carbon Reduction Program>200k	$ 836,591		$ -	$ -	$ 836,591	$ -
Carbon Reduction 50k- 200K	$ 769,660		$ -	$ -	$ 769,660	$ -
Carbon Reduction Program Flex	$ 1,955,780		$ -	$ -	$ 1,955,780	$ -
Congestion Mitigation and Air Quality Program	$ 12,059,601		$ -	$ 1,035,791	$ 13,095,392	$ 5,178,956
Highway Safety Improvement Program (HSIP)	$ 13,081,036		$ -	$ -	$ 13,081,036	$ 12,084,080
National Highway Freight	$ 6,128,049		$ -	$ -	$ 6,128,049	$ -
National Highway Performance	$ 123,514,815		$ -	$ 93,832	$ 123,608,647	$ 69,533,025
PROTECT Program	$ 6,353,893		$ -	$ -	$ 6,353,893	$ -
Recreational Trails	$ 2,079,523		$ -	$ 313,816	$ 2,393,339	$ 1,569,081
RL - Rail Highway	$ 1,259,723		$ -	$ -	$ 1,259,723	$ 160,000
Safe Routes to School	$ -		$ -	$ -	$ -	$ -
STBG-5 to 49,999	$ 4,079,512		$ -	$ -	$ 4,079,512	$ 996,297
STBG-50 to 200K	$ 6,337,600		$ -	$ 96,978	$ 6,434,578	$ 8,304,210
STBG-Areas Over 200K	$ 6,888,726		$ -	$ 136,372	$ 7,025,098	$ 6,639,688
STBG-Non Urban Areas Under 5K	$ 12,602,445		$ -	$ 42,619	$ 12,645,063	$ 38,031,149
STBG-Off System Bridge	$ 5,035,933		$ -	$ 646,888	$ 5,682,821	$ 7,338,965
STBG-State Flexible	$ 19,447,518		$ -	$ 17,670	$ 19,465,188	$ 72,736,456
TAP-50K to 200K	$ 716,697		$ -	$ 196,341	$ 913,038	$ 2,815,987
TAP-5K to 49,999	$ 461,337		$ -	$ 85,251	$ 546,588	$ 426,255
TAP-Areas Over 200K	$ 779,022		$ -	$ 197,018	$ 976,039	$ 985,088
TAP-Flex	$ 2,350,357		$ -	$ 577,465	$ 2,927,822	$ 2,887,327
TAP-Non Urban Areas Under 5K	$ 1,425,166		$ -	$ 352,378	$ 1,777,544	$ 1,761,888
State Planning and Research	$ 6,743,724			$ 396,457	$ 7,140,182	$ 6,567,542
	$ 236,932,621		**$ -**	**$ 4,188,876**	**$ 241,121,497**	**$ 238,015,994**
Surplus/Deficit						**$ 3,105,504**

Federal Highway Formula and Match Funding for 2025

Financially Constrained by Funding Category

Funding Category	Federal Apportionment (A)	*Federal Funds Other Sources (B)	Proposed Transfers/Other (C)	Federal Available Balance (D)	Federal Total (E) = (A + B + C + D)	State Match (F)	Local/Other Match (G)	Total Resources Available (H) = E + F + G)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	$ 481,774			$ 1,162,064	$ 1,643,838	$ -	$ -	$ 1,643,838	$ -	$ 1,643,838
Carbon Reduction Program Under 5k	$ 1,488,297			$ -	$ 1,488,297	$ -	$ -	$ 1,488,297	$ 1,488,297	$ -
Carbon Reduction Program>200k	$ 813,531			$ 2,391,577	$ 3,205,108	$ -	$ -	$ 3,205,108	$ -	$ 3,205,108
Carbon Reduction Program 50k - 200k	$ 748,445			$ 2,322,293	$ 3,070,738	$ -	$ -	$ 3,070,738	$ -	$ 3,070,738
Carbon Reduction Program Flex	$ 1,901,871		$ (1,500,000)	$ -	$ 401,871	$ -	$ -	$ 401,871	$ 260,713	$ 141,158
Congestion Mitigation and Air Quality Program	$ 11,727,191		$ (5,863,596)	$ 7,363,424	$ 13,227,020	$ -	$ 1,057,732	$ 14,284,752	$ 8,910,015	$ 5,374,737
Highway Safety Improvement Program (HSIP)	$ 12,720,472			$ -	$ 12,720,472	$ -	$ -	$ 12,720,472	$ 11,254,709	$ 1,465,763
National Highway Freight	$ 5,959,136		$ (2,979,568)	$ 2,921,147	$ 5,900,715	$ -	$ -	$ 5,900,715	$ -	$ 5,900,715
National Highway Performance	$ 120,110,265	$ 20,000,000	$ (60,000,000)	$ -	$ 80,110,265	$ -	$ 10,000	$ 80,120,265	$ 77,649,028	$ 2,471,237
PROTECT	$ 6,178,755		$ (3,027,590)	$ 191,377	$ 3,342,542	$ -	$ -	$ 3,342,542	$ 454,135	$ 2,888,407
Recreational Trails	$ 2,022,203			$ 3,167,209	$ 5,189,412	$ -	$ 313,816	$ 5,503,228	$ 1,569,081	$ 3,934,147
RL - Rail Highway	$ 1,225,000			$ 3,675,000	$ 4,900,000	$ -	$ -	$ 4,900,000	$ 4,856,338	$ 43,662
Safe Routes to School	$ -			$ 63,016	$ 63,016	$ -	$ -	$ 63,016	$ -	$ 63,016
STBG-5 to 49,999	$ 3,967,065	$ 563,175	$ 2,276,577	$ 904,604	$ 7,711,421	$ -	$ 704,347	$ 8,415,768	$ 8,415,768	$ -
STBG-50 to 200K	$ 6,162,911	$ 874,903	$ 142,791	$ -	$ 7,180,605	$ -	$ 186,846	$ 7,367,451	$ 7,367,451	$ -
STBG-Areas Over 200K	$ 6,698,846	$ 950,986	$ -	$ 383,770	$ 8,033,602	$ -	$ 247,058	$ 8,280,661	$ 7,794,986	$ 485,675
STBG-Non Urban Areas Under 5K	$ 12,255,072	$ 1,739,762	$ 3,239,897	$ -	$ 17,234,731	$ -	$ 60,957	$ 17,295,688	$ 17,295,688	$ -
STBG-Off System Bridge	$ 4,897,123			$ 2,384,483	$ 7,281,606	$ -	$ 474,814	$ 7,756,421	$ 4,039,286	$ 3,717,135
STBG-State Flexible	$ 18,911,469	$ 3,378,131	$ 67,711,488	$ 3,337,070	$ 93,338,158	$ -	$ 665,682	$ 94,003,840	$ 92,455,327	$ 1,548,513
TAP-50K to 200K	$ 696,942			$ -	$ 696,942	$ -	$ 115,284	$ 812,226	$ 576,422	$ 235,804
TAP-5K to 49,999	$ 448,621			$ -	$ 448,621	$ -	$ 42,005	$ 490,626	$ 210,025	$ 280,601
TAP-Areas Over 200K	$ 757,549			$ 2,245,891	$ 3,003,440	$ -	$ 200,740	$ 3,204,180	$ 1,003,698	$ 2,200,481
TAP-Flex	$ 2,285,572			$ 3,717,692	$ 6,003,264	$ -	$ 4,412	$ 6,007,676	$ 22,058	$ 5,985,618
TAP-Non Urban Areas Under 5K	$ 1,385,883			$ 2,186,739	$ 3,572,622	$ -	$ 685,829	$ 4,258,451	$ 3,429,143	$ 829,308
State Planning and Research	$ 6,557,841			$ 2,207,123	$ 8,764,964	$ -	$ 390,000	$ 9,154,964	$ 6,418,821	$ 2,736,143
Total	$ 230,401,834	$ 27,506,957	$ -	$ 40,624,480	$298,533,271	$0	$5,159,522	$ 303,692,794	$ 255,470,989	$ 48,221,805

* Includes TIFIA Redistribution and $20M Conway Buy Back funds

Proposed transfers include transfers from NHPP to cover potential over programming (STBG-5 to 49,999,STBG-50 to 200K, STBG-Non Urban Areas Under 5K)

Federal Highway Non-Formula Funds

2025	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	$ 67,560,391	$ -	$ 4,272,782	$ 71,833,173	$ 71,833,173
Disadvantaged Business Enterprise (DBE)	$ 81,520	$ -	$ -	$ 81,520	$ 81,520
Federal Highway Administration (FHWA) Earmarks	$ 3,931,421	$ -	$ 870,355	$ 4,801,776	$ 4,801,776
Forest Highways	$ 70,000	$ -	$ -	$ 70,000	$ 70,000
Highway Infrastructure Exempt Funds	$ 24,596,741	$ -	$ 968,000	$ 25,564,741	$ 25,564,741
Local Tech Assistance Program	$ 183,000	$ -	$ -	$ 183,000	$ 183,000
MOBIL	$ 28,485,347	$ -	$ -	$ 28,485,347	$ 28,485,347
National Highway Performance Exempt	$ -	$ -	$ 10,000	$ 10,000	$ 10,000
NEVI	$ 9,688,000	$ -	$ -	$ 9,688,000	$ 9,688,000
National Summer Transportation Institute (NSTI)	$ 61,000	$ -	$ -	$ 61,000	$ 61,000
Skills Training (OJT)	$ -	$ -	$ -	$ -	$ -
Statewide Planning Research (SPR) EXEMPT	$ 767,223	$ -	$ 390,000	$ 1,157,223	$ 1,157,223
State Transportation Innovation Council (STIC) Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
Technology Innovative Deploy Aid # 43509	$ -	$ -	$ -	$ -	$ -
Scenic Byways (Enfield 44286)	$ -	$ -	$ -	$ -	$ -
TOTAL	**$ 135,524,643**	**$ 25,000**	**$ 6,511,137**	**$ 142,060,780**	**$ 142,060,780**
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	$ 27,877,970	$ -	$ 5,206,229	$ 33,084,198	$ 33,084,198
Disadvantaged Business Enterprise (DBE)	$ 83,803	$ -	$ -	$ 83,803	$ 83,803
Federal Highway Administration (FHWA) Earmarks	$ 6,840,372	$ -	$ 1,697,593	$ 8,537,965	$ 8,537,965
Forest Highways	$ 497,000	$ -	$ -	$ 497,000	$ 497,000
Highway Infrastructure Exempt Funds	$ 7,697,500	$ -	$ -	$ 7,697,500	$ 7,697,500
Local Tech Assistance Program	$ 183,000	$ -	$ -	$ 183,000	$ 183,000
MOBIL	$ 2,750,000	$ -	$ -	$ 2,750,000	$ 2,750,000
National Highway Performance Exempt	$ -	$ -	$ 54,466	$ 54,466	$ 54,466
National Electric Vehical Infrastructure (NEVI)	$ 3,460,000	$ -	$ -	$ 3,460,000	$ 3,460,000
National Summer Transportation Institute (NSTI)	$ 61,000	$ -	$ -	$ 61,000	$ 61,000
Skills Training (OJT)	$ -	$ -	$ -	$ -	$ -
Statewide Planning Research (SPR) EXEMPT	$ 650,790	$ -	$ 462,058	$ 1,112,847	$ 1,112,847
State Transportation Innovation Council (STIC) Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
TOTAL	**$ 50,201,435**	**$ 25,000**	**$ 7,420,345**	**$ 57,646,780**	**$ 57,646,780**
2027					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	$ 32,524,801	$ -	$ 3,192,690	$ 35,717,490	$ 35,717,490
Disadvantaged Business Enterprise (DBE)	$ 86,149	$ -	$ -	$ 86,149	$ 86,149
Federal Highway Administration (FHWA) Earmarks	$ 4,623,837	$ -	$ 982,225	$ 5,606,062	$ 5,606,062
Forest Highways	$ 1,147,000	$ -	$ -	$ 1,147,000	$ 1,147,000
Highway Infrastructure Exempt Funds	$ -	$ -	$ -	$ -	$ -
Local Tech Assistance Program	$ 183,000	$ -	$ -	$ 183,000	$ 183,000
MOBIL	$ -	$ -	$ -	$ -	$ -
National Highway Performance Exempt	$ -	$ -	$ 113,643	$ 113,643	$ 113,643
National Electric Vehical Infrastructure (NEVI)	$ 3,460,000	$ -	$ -	$ 3,460,000	$ 3,460,000
National Summer Transportation Institute (NSTI)	$ 61,000	$ -	$ -	$ 61,000	$ 61,000
Skills Training (OJT)	$ -	$ -	$ -	$ -	$ -
Statewide Planning Research (SPR) EXEMPT	$ 651,078	$ -	$ 390,000	$ 1,041,078	$ 1,041,078
State Transportation Innovation Council (STIC) Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
TOTAL	**$ 42,836,865**	**$ 25,000**	**$ 4,678,558**	**$ 47,540,423**	**$ 47,540,423**
2028					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	$ 3,874,464	$ -	$ 968,616	$ 4,843,081	$ 4,843,081
Disadvantaged Business Enterprise (DBE)	$ 88,562	$ -	$ -	$ 88,562	$ 88,562
Federal Highway Administration (FHWA) Earmarks	$ -	$ -	$ -	$ -	$ -
Forest Highways	$ 427,000	$ -	$ -	$ 427,000	$ 427,000
Highway Infrastructure Exempt Funds	$ -	$ -	$ -	$ -	$ -
Local Tech Assistance Program	$ 183,000	$ -	$ -	$ 183,000	$ 183,000
MOBIL	$ -	$ -	$ -	$ -	$ -
National Highway Performance Exempt	$ -	$ -	$ 93,832	$ 93,832	$ 93,832
National Electric Vehical Infrastructure (NEVI)	$ -	$ -	$ -	$ -	$ -
National Summer Transportation Institute (NSTI)	$ 61,000	$ -	$ -	$ 61,000	$ 61,000
Skills Training (OJT)	$ -	$ -	$ -	$ -	$ -
Statewide Planning Research (SPR) EXEMPT	$ 650,790	$ -	$ 396,457	$ 1,047,247	$ 1,047,247
State Transportation Innovation Council (STIC) Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
TOTAL	**$ 5,384,816**	**$ 25,000**	**$ 1,458,906**	**$ 6,868,722**	**$ 6,868,722**

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	$ 9,933,788	$ -	$ 6,036,860	$ 15,970,648	$ 15,970,648
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	$ 2,510,475	$ -	$ 627,619	$ 3,138,094	$ 3,138,094
FTA5311-Nonurbanized Area (Rural) formula program	$ 9,482,506	$ -	$ 5,105,965	$ 14,588,470	$ 14,588,470
FTA5339- Capital bus and bus facilities for statewide public transportation	$ 27,721,284	$ 3,927	$ 6,923,122	$ 34,648,332	$ 34,648,332
TOTAL	**$ 49,648,052**	**$ 3,927**	**$ 18,693,565**	**$ 68,345,544**	**$ 68,345,544**
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	$ 11,338,938	$ -	$ 6,604,028	$ 17,942,966	$ 17,942,966
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	$ 2,076,512	$ -	$ 519,128	$ 2,595,640	$ 2,595,640
FTA5311-Nonurbanized Area (Rural) formula program	$ 9,614,510	$ -	$ 5,177,044	$ 14,791,554	$ 14,791,554
FTA5339- Capital bus and bus facilities for statewide public transportation	$ 4,918,201	$ 4,086	$ 1,222,060	$ 6,144,347	$ 6,144,347
TOTAL	**$ 27,948,161**	**$ 4,086**	**$ 13,522,260**	**$ 41,474,507**	**$ 41,474,507**
2027					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	$ 11,741,771	$ -	$ 6,321,240	$ 18,063,011	$ 18,063,011
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	$ 2,118,042	$ -	$ 529,511	$ 2,647,553	$ 2,647,553
FTA5311-Nonurbanized Area (Rural) formula program	$ 6,866,905	$ -	$ 3,697,564	$ 10,564,469	$ 10,564,469
FTA5339- Capital bus and bus facilities for statewide public transportation	$ -	$ -	$ -	$ -	$ -
FTA5339b- Discretionary Funds	$ 5,016,565	$ 4,167	$ 1,246,501	$ 6,267,234	$ 6,267,234
TOTAL	**$ 25,743,284**	**$ 4,167**	**$ 11,794,816**	**$ 37,542,267**	**$ 37,542,267**
2028					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	$ 18,235,766	$ -	$ 8,014,142	$ 26,249,908	$ 26,249,908
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	$ 2,160,402	$ -	$ 540,101	$ 2,700,503	$ 2,700,503
FTA5311-Nonurbanized Area (Rural) formula program	$ 7,004,243	$ -	$ 3,771,516	$ 10,775,759	$ 10,775,759
FTA5339- Capital bus and bus facilities for statewide public transportation	$ 5,116,897	$ 4,251	$ 1,271,431	$ 6,392,579	$ 6,392,579
TOTAL	**$ 32,517,309**	**$ 4,251**	**$ 13,597,190**	**$ 46,118,749**	**$ 46,118,749**

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2025					
BETTERMENT-State Funded	$ -	$ 17,216,471	$ -	$ 17,216,471	$ 17,216,471
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	$ -	$ -	$ -	$ -	$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	$ 20,253,037	$ -	$ -	$ 20,253,037	$ 20,253,037
Recovery Zone Economic Development Credit (RZED)	$ -	$ -	$ 322,237	$ 322,237	$ 322,237
State Aid Bridge (SAB)	$ -	$ -	$ -	$ -	$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	$ -	$ 31,840,196	$ 3,406,965	$ 35,247,161	$ 35,247,161
Turnpike Capital	$ -	$ 38,473,364	$ -	$ 38,473,364	$ 38,473,364
Turnpike Renewal & Rehabilitation (Turnpike R&R)	$ -	$ 18,034,118	$ -	$ 18,034,118	$ 18,034,118
TOTAL	**$ 20,253,037**	**$ 105,564,149**	**$ 3,729,202**	**$ 129,546,388**	**$ 129,546,388**
2026					
BETTERMENT-State Funded	$ -	$ 14,117,432	$ -	$ 14,117,432	$ 14,117,432
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	$ -	$ -	$ -	$ -	$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	$ 278,307	$ -	$ -	$ 278,307	$ 278,307
Recovery Zone Economic Development Credit (RZED)	$ -	$ -	$ -	$ -	$ -
State Aid Bridge (SAB)	$ -	$ -	$ -	$ -	$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	$ -	$ 45,466,983	$ 2,527,614	$ 47,994,598	$ 47,994,598
Turnpike Capital	$ -	$ 57,539,340	$ -	$ 57,539,340	$ 57,539,340
Turnpike Renewal & Rehabilitation (Turnpike R&R)	$ -	$ 18,947,248	$ -	$ 18,947,248	$ 18,947,248
TOTAL	**$ 278,307**	**$ 136,071,003**	**$ 2,527,614**	**$ 138,876,924**	**$ 138,876,924**
2027					
BETTERMENT-State Funded	$ -	$ 13,869,649	$ -	$ 13,869,649	$ 13,869,649
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	$ -	$ -	$ -	$ -	$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	$ 7,197,626	$ -	$ 368,938	$ 7,566,564	$ 7,566,564
Recovery Zone Economic Development Credit (RZED)	$ -	$ -	$ -	$ -	$ -
State Aid Bridge (SAB)	$ -	$ -	$ -	$ -	$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	$ -	$ 28,924,237	$ 1,379,633	$ 30,303,869	$ 30,303,869
Turnpike Capital	$ -	$ 50,312,306	$ -	$ 50,312,306	$ 50,312,306
Turnpike Renewal & Rehabilitation (Turnpike R&R)	$ -	$ 7,982,322	$ -	$ 7,982,322	$ 7,982,322
TOTAL	**$ 7,197,626**	**$ 101,088,514**	**$ 1,748,571**	**$ 110,034,711**	**$ 110,034,711**
2028					
BETTERMENT-State Funded	$ -	$ 12,506,391	$ -	$ 12,506,391	$ 12,506,391
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	$ -	$ -	$ -	$ -	$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	$ 7,197,625	$ -	$ 368,938	$ 7,566,563	$ 7,566,563
Recovery Zone Economic Development Credit (RZED)	$ -	$ -	$ -	$ -	$ -
State Aid Bridge (SAB)	$ -	$ -	$ -	$ -	$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	$ -	$ 27,416,089	$ 1,002,596	$ 28,418,685	$ 28,418,685
Turnpike Capital	$ -	$ 49,026,685	$ -	$ 49,026,685	$ 49,026,685
Turnpike Renewal & Rehabilitation (Turnpike R&R)	$ -	$ 3,186,563	$ -	$ 3,186,563	$ 3,186,563
TOTAL	**$ 7,197,625**	**$ 92,135,727**	**$ 1,371,534**	**$ 100,704,886**	**$ 100,704,886**

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Appendix B: Federal Performance Report

Assessment of the 2025-2028 TIP and 2050 Long Range Transportation Plan Investment in Addressing Federally-Mandated Performance Measures

Introduction

In 2012, the adoption of the Moving Ahead for Progress in the 21st Century Act (MAP-21) established federal requirements for performance management to ensure the most effective use of federal transportation funds. Subsequent legislation has continued and MPOs and State Departments of Transportation began receiving detailed guidance, metrics, and rules relating to Transportation Performance Management (TPM) in the following areas:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement & Economic Vitality
- Congestion Reduction

The MPO has established targets in the areas of Safety, Infrastructure Condition, System Reliability and Freight Movement & Economic Vitality as required by the US Department of Transportation. The MPO is not in an area that is required to implement the Congestion Reduction measures although RPC does participate in the target setting process for the Boston Urbanized Area (UZA). The MPO is required to set short-range performance targets for each of the areas above and to incorporate the targets into the transportation planning process for the region.

TIP Requirements

There are two primary requirements for incorporating federal performance management requirements into the Transportation Improvement Program (TIP). The MPO is required to show that the TIP "makes progress towards achieving [the region's] performance targets" and that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving performance targets" (23 CFR §450.326). In other words, the MPO must show that the project investments within the region are helping meet performance targets and then describe how much of an effect the investments are expected to have on reaching the targets.

LRTP Requirements

There are two requirements for incorporating federal performance management requirements into the Long Range Transportation Plan (LRTP). 23 CFR 450.324 requires the MPO include:

- A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d) [Performance Based Planning requirements].
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including -
    - Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data

In other words, the MPO must identify the measures and targets, and report how the project investments are helping achieve them.

Performance Report Organization

This Performance Report is structured to provide the required information regarding TIP and Plan progress towards achieving targets, and is organized by goal area as listed in the introduction above and the supporting performance measures with each section providing:

- ***Performance Measure Background***: This section includes an overview of the national goal area and each of the federally-required metrics for that goal, a summary of the target setting process and the most recent established targets.
- ***TIP Investments:*** This section lists the projects and funding in the 2025-2028 Transportation Improvement Program that are anticipated to provide some advancements towards the performance target area being discussed.
- ***LRTP Investments***: Anticipated investments in the 2050 LRTP related to each goal area (Safety, Infrastructure Condition, etc.), overall performance benefits within the goal area from the LRTP, as well as specific projects identified with the primary purpose of addressing issues related to the goal area.
- ***Performance Assessment***: For each goal area, the report includes an overall assessment of the anticipated impact of the 2025-2028 TIP and the 2050 LRTP on achieving performance targets and a discussion of related efforts related to the specific target.

Safety

Federal performance management regulations identify two areas of transportation safety that must be addressed: road safety from traffic collisions, and transit safety. The overall goal of the safety performance area is to make the nation's transportation systems safer for all users, including bicyclists and pedestrians. While the Transit Safety performance measure requirements are not in effect for the MPO as the regional transit systems are below the system size thresholds, and so this will focus solely on the roadway safety measures included in the final rule on the Highway Safety Improvement Program (HISP) that was effective on April 14, 2016.

Safety Goal

The overall goal of the safety performance area is to make the nation's transportation systems safer for all users, including transit users, bicyclists, and pedestrians through significant reduction in fatalities and serious injuries on the roadways, and through reductions in fatalities, injuries, and safety events for transit systems.

Safety Performance Measures and Targets

Five performance measures were established in the HSIP final rule. These metrics are intended to identify trends and assess progress towards reducing traffic-related fatalities and serious injuries on public roads. The Public Transportation Agency Safety Plan (PTASP) final rule includes seven safety related performance metrics for transit agencies to track.

Highway Safety Performance Measures	• *Number of Fatalities* • *Rate of Fatalities per 100 million vehicle miles traveled (VMT)* • *Number of serious injuries* • *Rate of serious injuries per 100 million VMT* • *Number of non-motorized fatalities and non-motorized serious injuries*
Public Transportation Safety Performance Measures	• *Total number of reportable fatalities* • *Rate of fatalities per 500,000 Vehicle Revenue Miles* • *Total number of reportable injuries* • *Rate of injuries per 500,000 Vehicle Revenue Miles* • *Total number of reportable safety events* • *Rate of safety events per 500,000 Vehicle Revenue Miles* • *Distance between major mechanical failures*

Highway Safety Performance Targets

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for

the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. MPOs have the option of supporting State targets or setting regional-specific targets for each of the five measures.

In New Hampshire, the process used to develop the required safety measures included in the annual HSP formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2015-2023 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2025.

The MPO Comprehensive Safety Action Plan for the region (funded with FHWA Safe Streets and Roads For All (SS4A) grant funds) uses the fundamental principles and objectives of the Safe Systems approach to set targets for eliminating fatalities and serious injuries for all road users. As part of this process the MPO commits to an established timeframe for eliminating roadway fatalities and serious injuries. The MPO established a target of a 50% reduction in fatalities and serious injuries by 2035 and their elimination by 2050. This commitment requires that the MPO establish individual annual HSIP performance targets to reflect expected progress towards the overall goal of zero deaths and serious injuries and that the MPO targets deviate from those established by NHDOT.

Additionally, the four New Hampshire MPOs (including RPC) have mutually agreed to track motorcycle fatalities as a performance measure. While this target is not required as part of the Highway Safety Improvement Program, motorcycle operators and passengers account for between 15% and 30% of fatalities in the state each year. These targets are set in the same manner as the required HSIP metrics and utilize the same data sets.

For 2025 the MPO is setting region-specific Highway Safety Improvement Program targets. These are shown in Figure 2 below along with the Draft Safety Action Plan Targets (Anticipated Adoption in February, 2025). In doing so, the MPO is:

- Committing to a goal of a ***50% reduction in Fatalities and Serious Injuries by 2035*** and to ***zero fatalities and serious injuries by 2050***.
- Utilizing the annual HSIP targets to show the incremental progress towards those goals of a 50% reduction by 2035 and zero fatalities and serious injuries by 2050.
- Including the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan).
- Integrating into the metropolitan transportation planning process the safety goals, objectives, and performance measures and targets described in the Safety Action Plan as well as state transportation safety plans and processes such as applicable portions of the HSIP and the Strategic Highway Safety Plan (SHSP).
- Including a description in the TIP (Transportation Improvement Program) of the anticipated effect of the programmed projects towards achieving HSIP and Safety Action Plan targets in the Metropolitan Transportation Plan (MT), linking investment priorities in the TIP to those immediate and long-term safety targets.

- Working with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.

Rockingham Planning Commission 2025 HSIP Targets

Measure	Current Data			2025 Regional HSIP Targets		Draft Safety Action Plan Targets	
	2023 Values	2019-2023 Average	Current Trend	Desired Trend	2025 Target	2035 Target	2050 Target
Number of Fatalities	15	13.20	↘	↘	***11.60***	***6.60***	***0***
Fatality Rate per 100 Million VMT	0.640	0.585	↘	↘	***0.536***	***0.292***	***0***
Number of Serious Injuries	86	71.20	↗	↘	***65.30***	***35.60***	***0***
Serious Injury Rate per 100 Million VMT	3.671	3.157	↗	↘	***2.894***	***1.578***	***0***
Non-Motorized Fatalities and Serious Injuries	1	4.00	↘	↘	***3.67***	***2.00***	***0***
Motorcycle Fatalities	7	3.80	↗	↘	***3.48***	***1.90***	***0***

Public Transportation Agency Safety Plan PTASP Targets

The Federal Transit Administration in 2018 published the Public Transportation Agency Safety Plan (PTASP) final rule which requires certain transit operators to develop safety plans and implement Safety Management Systems (49 CFR Part 673). Transit agencies are required to track and set targets for the safety metrics shown in the table below, and MPOs are required to set combined regional targets if there are multiple transit providers in the MPO region. The targets address four aspects of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. Separate targets for each of these four areas are required for fixed route transit services and for demand responsive transit services.

Safety Category	Performance Measure
Fatalities	Total Number of reportable fatalities
	Rate of fatalities per 500,000 Vehicle Revenue Miles
Injuries	Total number of reportable injuries
	Rate of injuries per 500,000 Vehicle Revenue Miles
Safety Events	Total number of reportable events
	Rate of safety events per 500,000 Vehicle Revenue Miles
System Reliability	Distance between major mechanical failures

For Fatalities, Injuries and Safety Events, targets are set for the actual number of projected incidents as well as for incidence rate. The denominator for the rate measure is Vehicle Revenue Miles (VRM) and is up to individual transit agencies to set. COAST's safety plan uses 100,000 miles in its rate calculations while MTA's plan used 500,000 miles. For MPO regional targets, rates are calculated per 500,000 miles.

A "safety event" is an event that occurs on a transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit related maintenance activity, or involving a transit revenue vehicle that includes, but is not limited to: 1) A fatality confirmed within 30 days; 2) an injury requiring transport away from the scene for medical attention; 3) a serious injury; or 4) substantial property damage to facilities equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

The 2025 MPO Targets and trend information are included in the table below for each of the required metrics.

Rockingham Planning Commission 2025 Transit Safety Targets

	Performance Measure	COAST FY2025 Target	MTA FY2025 Target	RPC MPO FY2025 Target
Fixed Route	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	1	1
	Injuries - Rate	0	0.6	0.34
	Safety Events - Total	0	28	28
	Safety Events - Rate	0	17	9.5
	System Reliability	17,000	31,974	17,000
Demand Response	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	1	1
	Injuries - Rate	0	2.7	1.2
	Safety Events - Total	0	3	3
	Safety Events - Rate	0	11	3.6
	System Reliability	100,000	12,281	12,281
Intercity Bus	Fatalities - Total			0
	Fatalities - Rate			0
	Injuries - Total			1.8
	Injuries - Rate			0.67
	Safety Events - Total			14
	Safety Events - Rate			6.8
	System Reliability			1.74 million

2025-2028 TIP Investment

The 2025 TIP includes just under $108 million in funding for seventeen projects that have the primary purpose of improving safety which is about 37% of the $289 million in funding that is programmed for the region over the upcoming four years. In addition, the Highway Safety Improvement Program includes approximately $42 million in a statewide funding pool for projects that directly work to reduce fatality

and serious injury crashes, some of which will be spent in the region. There are another 13 projects where safety is not the primary purposes but that there is also a benefit. These projects are generally intended to address poor infrastructure conditions, or improve capacity and reduce travel times, however they will also help to reduce crashes and improve overall safety through modernized design, traffic control systems, and other changes. While there are no projects in the TIP explicitly for public transportation safety, it is an important part of the operations and maintenance programs for each of the agencies in the region and are included in this assessment. Overall, over 60% of the projects and funding will go towards investments that improve transportation safety in the region.

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2025-2028 TIP Totals*	58		$ 295,981,726	
Primarily Safety	17	29.3%	$107,819,191	36.4%
Other w/ Safety Benefits	13	22.4%	$36,176,495	12.2%
Transit Funding**	4	6.9%	$38,965,736	13.2%
Total Safety Benefits	34	60.7%	$182,961,422	61.8%

*Does not include Statewide Programs
**Includes FTA5307 program for Boston Urbanized Area

List of Regional Safety Projects in the 2023-2026 TIP
(Includes transit programs)

Project #	Project Name	Scope	Total Funds Programmed
41717	HAMPSTEAD	Improve the intersection of NH121/Derry Rd/Depot Rd	$2,474,922
40797	HAMPTON	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	$9,730,206
41584	HAMPTON	NH 101/ US 1 interchange reconfiguration	$709,744
42606	HAMPTON	Complete Streets Improvements on Winnacunnet Road.	$235,987
43537	HAMPTON-HAMPTON FALLS	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)	$1,959,541
26485A	HAMPTON-PORTSMOUTH	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	$1,971,763
42610	KENSINGTON	Intersection re-alignment and upgrades	$595,272
41713	NEW CASTLE-RYE	Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)	$2,747,670
11238S	NEWINGTON - DOVER	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	$64,665,691
40641	PLAISTOW	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	$1,097,399
20258	PORTSMOUTH	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	$6,920,000
29640	PORTSMOUTH	Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)	$11,208,115
40644	PORTSMOUTH	Railroad crossing upgrade on Market Street	$666,480
41752	PORTSMOUTH	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	$1,278,285

42608	PORTSMOUTH	Market St / Russell St Intersection Improvements	$304,767
42609	SEABROOK	Multi-use path on former B & M Railroad tracks.	$146,584
41711	STRATHAM	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	$1,106,766
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$14,457,332
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$23,616,942
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$672,391
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$219,071
			$146,784,927

2050 LRTP Investment

The Long Range Transportation Plan, including the projects in the TIP and State Ten Year Plan, programs over $787 million in funding for 104 projects that are anticipated to improve the safety of the transportation system over the next 20+ years. This equates to about 78% of the $1.015 billion in funding that is programmed for specific projects in the region between 2023 and 2045. The full list of these projects is shown in the ***Long Range Transportation Plan Project Performance Area*** table at the end of the document. That table lists the 158 LRTP projects, the performance areas in which they are anticipated to provide some benefit and progress towards achieving targets, and a current estimated cost. A large percentage of these projects are for the development of bicycle or pedestrian facilities to better balance the available transportation network in the region. This also includes funding for the regional transit systems which provide both safe travel to the users as well as reducing the number of cars on the roadway and in so indirectly reducing crashes. This does not include statewide programs such as the Highway Safety Improvement Program which includes approximately $150 million in a statewide funding pool for projects that directly work to reduce fatality and serious injury crashes, some of which will likely be spent in the region.

LRTP Safety Projects Summary

Project Focus	# of Projects	Est. Cost
2050 LRTP Total Projects*	158	$1,804,000,000
Projects with Safety Benefits**	89	$623,354,208
Percent of projects with Safety Benefits	56%	34.5%

*Includes projects in MPO TIP and State Ten Year Plan but not Statewide Programs.
** There are 9 projects benefiting safety for which there is no cost estimate available

Performance Assessment

In the 2025-2028 TIP, 17 projects in the region ($107.8 million in investment) are programmed with a primary purpose of improving safety on the transportation system while $38.9 million is dedicated to transit, including operations and maintenance. Another 13 projects ($36.2 million) are intended to address congestion, bridge or pavement condition, or some other purpose but will have safety improvements as a byproduct. There are also 8 Statewide Programs ($114.5 million) that focus on safety

improvements to the transportation network. In the long term, the program of projects in the MPO Long Range Transportation Plan represent a significant investment in addressing safety concerns by directly addressing areas of fatal and serious injury crashes, enhancing the bicycle and pedestrian networks in the region to both provide safe spaces as well as shift some trips away from single-occupancy vehicles, and also through continued support of the regional transit systems that provide an alternative to driving. Total investment in the LRTP is estimated at over $623 million in addressing this issue.

Eleven of the 17 safety projects in the TIP and nearly 60% of those in the LRTP with the purpose of improving safety are focused on addressing bicycle and pedestrian safety concerns while the remaining focus on general roadway safety through intersection improvements, guardrail upgrades, and other changes. The projects that have a safety benefit but were not primarily intended as safety projects tend to address roadway safety more broadly in that many are located on heavily travelled corridors with substantial numbers of crashes, will occur in areas that have experienced fatal or serious injury crashes in the past, or will implement modern design improvements that will provide safety benefits. Over 36% of the funding in the TIP (excluding Statewide Programs) and 64% of the funding in the LRTP will be spent on projects that will improve the safety of travel in the region, indicating a substantial commitment by the MPO and NHDOT to reducing fatalities and serious injuries through planning and project programming.

Safety projects in the transit operations sector include ongoing implementation and monitoring of COAST's and MTA's safety procedures and investigation and reporting of safety events. Among this work are routine elements of new operator training and in-service training, and similar training for mechanic, dispatchers, supervisors and vehicle cleaners related to safety needs. During COVID the transit agencies instituted extensive new safety procedures related to infectious disease control which continue to be standard. These include elements such as enhanced vehicle cleaning, air filtration and barriers for drivers. COAST equips all vehicles with interior and exterior video cameras to aid in post-safety-event investigation; and is in the process of equipping all vehicles with electronic fare payment systems which reduce potential conflict between drivers and riders as part of fare collection.

Capital funding is included in the TIP for construction of COAST's new Operations, Maintenance and Administrative facility which will yield significant safety and security benefits. These include indoor storage of vehicles which will reduce problems with ice buildup on bus roofs that then releases while the bus is in service causing safety issues for trailing vehicles. Indoor storage will similarly improve safety conditions for operators and maintenance staff reducing outside work in icy conditions.

Note that relatively little of the $30 million in FTA Section 5307 funding from the Boston Urbanized Area shown in the project list is spent in the MPO region. Approximately $75,000/year of this is allocated to MTA for CART service in Salem, and perhaps $500,000/year is spent on facility maintenance and operating support for the Boston Express intercity bus service on the I93 corridor. Additional Boston UZA funding supports the Boston Express service on the F.E. Everett Turnpike and development of the Capitol Corridor rail project.

Infrastructure Condition

There are two final rules establishing performance measures for State DOT's and MPOs related to the condition of infrastructure and assets. The ***Transit Asset Management (TAM)*** final rule was effective on October 1, 2016 and establishes four performance measures for Transit Agencies and MPOs to track regarding asset performance. ***The Pavement and Bridge Condition Performance Measures Final Rule***, effective, May 20, 2017, establishes six measures to monitor to carry out the National Highway Performance Program (NHPP). The overall goal of these performance areas is to improve the condition of existing pavements, bridges, and transit assets.

Goal

The overall goal of these performance areas is to maintain and improve the condition of existing pavements, bridges, and transit vehicles and facilities.

Performance Measures and Targets

Six measures were established in the Pavement and Bridge Condition rule and an additional four metrics were set in the Transit Asset Management rule. These metrics are intended to identify trends and assess progress towards improving the overall condition of transportation infrastructure.

Goal Area	Pavement Condition
Performance Measures	• *Percent of Interstate Miles in Good Condition* • *Percent of Interstate Miles in Poor Condition* • *Percent of Non-Interstate National Highway System Miles in Good Condition* • *Percent of Non-Interstate National Highway System Miles in Poor Condition*

Goal Area	Bridge Condition
Performance Measures	• *Percent of Bridges by deck area on the National Highway System in Good Condition* • *Percent of Bridges by deck area on the National Highway System in Poor Condition*

Goal Area	Transit Asset Condition (State of Good Repair)
Performance Measures	• *Rolling Stock: The percentage of revenue vehicles that exceed the useful life benchmark (ULB)* • *Equipment: The percentage of non-revenue service vehicles that exceed the ULB* • *Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.* • *Infrastructure: The percentage of track segments that have performance restrictions.*

Performance Targets

States are required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the pavement and bridge measures. The Transit Asset Management rule requires Transit Agencies to set targets for their assets by January 1st, 2017 for the following fiscal year, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that and update every four years. The targets deal with 4 broad areas of asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. The RPC region contains no relevant infrastructure as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), and therefore the MPO is only required to set targets for equipment, rolling stock, and facilities.

Pavement Condition

Pavement Condition data is collected by NHDOT annually through specialized equipment mounted to a vehicle. For the second set of 4-year targets pavement condition will be measured based on the "full distress and IRI" measures. The result is that these 4-year targets set for pavement condition may be substantially different than those set for the initial 2 and 4-year periods. FHWA allowed this transition and phase-in period as many states did not historically collect the information required to make the calculations for rutting, cracking, and Present Serviceability Rating (PSR) and therefor did not have the information needed to establish baseline conditions and targets. The table below shows baseline conditions, NHDOT's 2 and 4-year targets, and the MPO 4-year targets for the current period.

Pavement Condition Baseline Estimates and Targets

	NHDOT				MPO		
System & Measure	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**SOGR Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status**
Interstate: % Good Condition	64%	57.0%	57.0%	57.0%	50%	***57.0%***	Not meeting target
Lane miles in Good Condition	690	≥616	≥616	≥616	80.9	≥92	
Interstate: % Poor Condition	0.0%	0.5%	0.5%	0.5%	0.0%	***0.5%***	Exceeding target
Lane Miles in Poor Condition	0.4	≤5	≤5	≤5	0	≤1	
Non-Interstate NHS: % Good	48%	35.0%	35.0%	35.0%	52.9%	***35.0%***	Exceeding target
Lane Miles in Good Condition	863	≥636	≥636	≥636	133.65	≥91	
Non-Interstate NHS: % Poor	2%	7.0%	7.0%	5.0%	0.7%	***7.0%***	Exceeding target
Lane Miles in Poor Condition	43	≤127	≤127	≤91	1.87	≤18	

[1]NHDOT utilizes 2022 as the base year for Pavement and Bridge Condition. RPC baseline data is fom 2023.

Bridge Condition

Bridge Condition data is collected by NHDOT through the regular inspection of bridges and includes all structures that meet the federal definition of a bridge. Conditions are reported in square feet of deck area and are based on the condition of the deck, superstructure, and substructure, or culvert. Each of those 3 bridge components is evaluated and the lowest rating determines the overall bridge rating. Overall ratings of 7 or better indicate that the bridge is in "Good" condition, while overall ratings of 4 or less indicate that

the bridge is in "Poor" condition. The table below shows baseline NHS bridge conditions, NHDOT 2 and 4-year targets, and MPO 4-year targets.

Bridge Condition Baseline Estimates and Targets

	NHDOT			MPO		
System & Measure	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status**
NHS Bridges in Good Condition	55.8%	57.0%	57.0%	66.0%	***57.0%***	Exceeding target
Square Feet in Good Condition	4,149,984	≥4,236,920	≥4,236,920	109,220	***≥93,214***	
NHS Bridges in Poor Condition	4.3%	5.0%	5.0%	0.04%	***5.0%***	Exceeding target
Square Feet in Poor Condition	316,537	≤371,660	≤371,660	612	***≤8,176.3***	

[1]NHDOT utilizes 2023 as the base year for Pavement and Bridge Condition.

Transit Assets

The MPO developed Transit Asset Management targets by reviewing the asset portfolios for the three transit providers in the region; Cooperative Alliance for Regional Transit (CART), Cooperative Alliance for Seacoast Transportation (COAST), and the University of New Hampshire Wildcat Transit. Calculation of regional targets for rolling stock and equipment was based on comparison of the existing regional inventory to anticipated additions and replacements. For each asset class, the total number of vehicles was compared to the number of vehicles at or above their Useful Life Benchmark (ULB). Regional baseline and target calculations will be updated on an annual basis as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Transit Asset Management (State of Good Repair)
Baseline Estimates and Targets

Asset Category*	Performance Measure	Asset Class	2022 Baseline	2023 Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	(3 of 13) 23%	(4 of 13) 31%
		Cutaway Bus	(3 of 25) 12%	(3 of 25) 12%
		Large Bus	(14 of 56) 25%	(14 of 56) 25%
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	(8 of 13) 62%	(10 of 13) 77%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Facilities	(1 of 6) 17%	(1 of 6) 17%

*The category for Infrastructure deals solely with fixed guideway/rail systems, which are not owned by any FTA funding recipients in NH and are therefore not shown in this table.

The preceding table shows the combined regional targets for the State of Good Repair performance measures for Transit Assets that are included in the TAM Plans for the three providers in the RPC Region.

At the time of publication each of the three transit agencies has either pending grants for new vehicles or vehicles on order but with no clear delivery date. Target setting did not assume those grants would be successful or these vehicles delivered by the end of 2023. Most bus orders currently require a lead time of 18-24 months due to supply chain delays and manufacturing capacity. These assumptions are consistent with those made by the Strafford Planning Commission MPO, with whom the COAST and Wildcat service areas are shared, and the Southern New Hampshire Planning Commission MPO, with whom the MTA/CART service region is shared.

2025-2028 TIP Investment

The bulk of the funding for making improvements to the condition of the bridges and highways in New Hampshire is contained within 12 statewide programs ($288 million) from which individual projects are carved out. In addition to those statewide funds, the 2025-2028 TIP includes 11 projects ($41.8 million) with the primary purpose of improving the condition of the region's infrastructure. Finally, both the statewide and regional transit funding programs are utilized to operate and maintain the fleets and other aspects of the transit systems. There are 10 of these programs totaling $135.4 million in funding. In all, about 44% of the projects and nearly 70% of the funding in the TIP (Including Statewide Programs) over the upcoming four years are dedicated to improvements in bridge, pavement, and transit infrastructure condition. This funding includes money for rehabilitation or replacement of nine bridges in the region (including the replacement of the moveable Neil Underwood Bridge over the Hampton River) and one roadway rehabilitation project (NH 101 in Candia and Raymond). There are also two projects in the region that will result in improved infrastructure condition but exist primarily to address safety and capacity concerns. In addition, while most of the Federal Transit Administration (FTA) funds for regional transit systems operations and capital improvements is used to operate the systems, the funding is also utilized for maintaining facilities and assets.

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2025-2028 TIP Totals*	95	100%	$ 805,355,528	100%
Bridge/Highway Infrastructure	24	25%	$330,038,640	41%
Other w/ Infrastructure benefit	2	2%	$2,894,254	0.4%
Transit	7	7%	$90,040,244	11%
Total	33	35%	$422,973,138	53%

*Includes Statewide Programs

TIP Projects addressing PM2 and TAM Targets

Project #	Project Name	Scope	Total Funds Programmed
43839	CANDIA - RAYMOND	Rehabilitation/Reconstruction of a section NH Route 101	$22,984,922
43430	EPPING	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	$441,868
40623	EXETER	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	$550,000
44410	EXETER	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	$1,416,125

42573	HAMPTON	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	$855,525
16127	NEW CASTLE - RYE	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	$55,000
28393	NEWFIELDS - NEWMARKET	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	$446,160
44287	NEWTON	Replace Wilders Grove Rd bridge over Country Pond (Brg#053/105)	$741,468
24457	NORTH HAMPTON	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	$7,636,640
44411	PORTSMOUTH	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	$486,536
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$14,457,332
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$23,616,942
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$672,391
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$219,071
44309	SALEM	Replace Bridge St Bridge over Spicket River (Brg #115/097)	$4,925,000
BRDG-HIB-M&P	PROGRAM	Maintenance and preservation efforts for High Investment Bridges	$13,720,000
BRDG-T1/2-M&P	PROGRAM	Maintenance & preservation of tier 1 & 2 bridges.	$31,530,000
BRDG-T3/4-M&P	PROGRAM	Maintenance and preservation of tier 3 & 4 bridges.	$16,960,000
CBI	PROGRAM	Complex Bridge Inspection (PARENT)	$1,740,000
FTA5310	PROGRAM	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	$9,197,557
FTA5339	PROGRAM	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.	$27,426,951
MOBIL	PROGRAM	Muncipal Owned Bridge - Bipartsian Infrastructure Law 100%Rehabilitation and/or Replacement	$31,235,347
OHSS	PROGRAM	Replacement or rehabilitation of overhead sign structure	$4,000,000
PAVE-T1-RESURF	PROGRAM	Preservation of Tier 1 Highways	$47,625,000
PAVE-T2-REHAB	PROGRAM	Rehab of Tier 2 roads.	$10,620,000
PAVE-T2-RESURF	PROGRAM	Resurfacing Tier 2 Roadways	$124,275,000
STBG-FTA	PROGRAM	Funds transferred from STBG to FTA to supplement public/human services transportation statewide.	$14,450,000
UBI	PROGRAM	Underwater Bridge Inspection (Annual Project)	$264,000
USSS	PROGRAM	Project to update signing on state system	$2,360,000
44518	STATEWIDE 4R PROJECTS	4R Pavement Rehab/Reconstruct on the NHS	$3,865,722
			$418,774,557

2050 Plan Investment

There are 63 projects in the Long Range Transportation Plan that will have outcomes that improve the condition of the regional bridge and roadway infrastructure and seven transit programs/projects that will aid in maintaining the condition of regional transit system assets and facilities. All of the projects are shown in the ***Long Range Transportation Plan Project Performance Area*** table at the end of this document. The LRTP includes approximately $497 million in funding for projects that have the purpose of improving the condition of the region's road and bridge infrastructure which is about 27% of the total funding that is programmed for the region between 2025 and 2050. This includes funding for the replacement of the region's remaining moveable bridge, the NH 1B bascule bridge between Rye and New Castle.

The remaining projects address a range of infrastructure needs from shoulder improvements and culvert replacements to full depth reconstruction of roadways, interchange reconfigurations, and other bridge replacements. This includes work to address the condition of 40 culverts and bridges through rehabilitation or replacement projects while the remainder are largely improvements to road segments and intersections.

Transportation Infrastructure Condition Summary

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2050 LRTP Totals	158	100%	$1,804,000,000	100%
Roadway/Bridge Infrastructure benefit	97	61%	$497,127,370	27%
Transit Infrastructure Benefits*	7	4%	$369,644,794	20%
Total	104	66%	$866,772,164	48%

* 5 of the 7 transit projects are the annual support programs that are funded each year

As with the TIP, statewide programs that are focused primarily on maintenance and preservation of the existing transportation network carry a substantial portion of the funding for those activities. There are 12 statewide programs focused on the maintenance, preservation, and operation of the highway and bridge system in the state. Just over $288 million is programmed in those twelve programs over the four years of the 2025-2028 TIP and continuing the funding out to 2050 would allocate approximately $1.9 billion towards operations and maintenance of the system around the state over the 22 years. Applying a formula to establish a share of statewide programs, the RPC would expect about an additional $250 million in investment over the course of the plan.

Performance Assessment

The stated priority of NHDOT for the last several years has been to focus on improving the overall condition of the roads and bridges in the state and maintaining that good condition. This is seen in the generally good condition of the roadways in the region and performance targets that maintain high percentages of the system in good condition. While there are many bridges in poor condition, the funding levels included in the TIP and the State Ten Year Plan include the resources to address all of those that are currently identified. The TIP includes nearly $330 million in funding that will improve the condition of major pieces of infrastructure in the region including replacing or rehabilitating or replacing the remaining moveable bridge in the region and the General Sullivan Bridge which provides a critical bicycle and pedestrian link over the Great Bay. In addition to the bridge projects approximately $288 million is included for statewide operations, maintenance, and preservation programs. The programming in the

LRTP continues this investment. There are nearly 100 projects addressing bridge and roadway conditions identified in the Plan and the state will dedicate $2 billion towards statewide operations and maintenance programs during that same timeframe.

On the transit side of the system, there has been a focus on understanding the current condition of assets and establishing transit asset management plans that help to monitor when replacement vehicles and other large investments are needed. The TIP includes over $90 million for transit operations, maintenance, and capital investment and this will allow the systems to continue to operate and replace vehicles as needed. Additionally, COAST has received substantial funding towards the construction of a new maintenance facility that will allow that agency to better care for their fleet. Approximately $39 million of the total transit funding in the TIP is dedicated to the regional transit systems while the remaining $51 million is included in Statewide Programs and will be utilized throughout New Hampshire. The fiscal programming in the LRTP continues Transit funding in the long term using the same assumptions as in the TIP with approximately $370 million dedicated to the operation of the two transit systems over the course of the Plan.

System Reliability

The System Performance Final Rule, effective, May 20, 2017, establishes six measures in three performance areas to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP) and Congestion Mitigation and Air Quality Program (CMAQ). The goal of these performance areas is to promote effective use of Federal transportation funds in addressing congestion and highway capacity needs, as well as reducing emissions from the transportation system. The CMAQ emissions reduction measure is applicable to those areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The CMAQ traffic congestion measures are applicable to those nonattainment areas that are also in urbanized areas of over 1 million people. As the RPC region is in attainment, those three measures do not apply and are not discussed in this system report.

Goal

The overall goal of these performance areas is to improve the efficiency and reliability of the transportation system for both passenger travel and goods movement.

Performance Measures and Targets

Six measures in three performance areas were established in the System Performance rule and three of them (in two areas) are applicable to the RPC MPO region. These metrics are intended to identify trends and assess progress towards improving the overall function of the highway system.

Goal Area	Reliability of the National Highway System
Performance Measures	• *Percent of reliable person-miles traveled on the Interstate* • *Percent of reliable person-miles traveled on the non-Interstate National Highway System (NHS)*

Goal Area	Freight Movement and Economic Vitality
Performance Measures	• *Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)*

Performance Targets

States are required to establish 2-year and 4-year targets for reporting progress on NHS travel time reliability and Interstate Freight Movement reliability on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the measures. These three measures are defined in the following paragraphs.

Travel Time Reliability

Travel Time Reliability is defined as the percent of person-miles traveled that are reliable, or, in other words, how frequently does congestion on the system produce travel times that are excessively long. The measure utilizes person-miles to account for transit, van pools and other high-occupancy vehicle users as well as travel by automobile and truck.

Travel Time Reliability data is collected utilizing vehicle probe data in the National Performance Measure Research Data Set (NPMRDS). This data consists of average travel times for each segment of the National Highway System and is calculated at 5-minute intervals for each day of the year and aggregated to different levels for the purposes of calculating travel time reliability measures. For Interstate Travel Time Reliability and Non-Interstate NHS Travel Time Reliability, data is collected in 15-minute segments between 6:00 AM and 8:00 PM daily. The 80th percentile travel times (longer) are then divided by the 50th percentile (normal) travel time and periods where this ratio is less than 1.5 are considered "reliable". These are converted to person-miles and collected into monthly and annual totals to determine the overall percentage of reliable travel. The goal is for all segments to be "reliable" at a rate that is greater than or equal to the target value over the course of the year.

Truck Travel Time Reliability

Truck Travel Time Reliability (TTTR), the Freight Reliability measure, is limited to interstate travel and is calculated somewhat differently than general travel time reliability. The data for TTTR is collected utilizing vehicle probe data in the National Performance Measure Research Data Set (NPMRDS). The 95th percentile truck travel time is divided by the 50th percentile (normal) truck travel time for each segment during each of 5 periods: weekday morning peak (6-10 AM), midday (10AM-4PM), and afternoon peak (4-8PM), weekends (6AM-8PM), and overnights for all days (8PM-6AM). The largest ratio for each day is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of interstate in the state/region. The goal in this instance is that the interstate system has truck travel times that are less than 1.5 times the "normal" travel time over the course of the year.

Travel Time Reliability and Truck Travel Time Reliability
Baseline Estimates and Targets

		NHDOT			MPO			
Area	**System & Measure**	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status (2023)**	
Travel Time Reliability	Interstate: Person Miles	99.4%	95.0%	95.0%	100.0%	***95%***	***100%***	Exceeding target
	Non-Interstate NHS: Person Miles	87.8%	85.0%	85.0%	97.7%	***85%***	***99%***	Exceeding target
Freight Movement	Interstate Truck Travel Time Reliability (TTTR)	1.35	1.50	1.50	1.23	***1.50***	***1.31***	Exceeding target

[1]Both RPC and NHDOT utilize 2020 values as the baseline for Travel Time Reliability measures.

Boston UZA Coordination

23 CFR 490.105 and 490.105 require that all State DOTs and MPOs serving an applicable urbanized area (UZA) establish a single, unified target for each of the traffic congestion measures for each applicable urbanized area in the country. As described in the regulation, if an MPO is not required to establish targets for the traffic congestion measures for an urbanized area, but NHS highways cross any part of an urbanized area with a population more than 200,000 within a metropolitan planning area (MPA) and that urbanized area contains a nonattainment or maintenance area (for any one of the criteria pollutant) outside of its

MPA, then that MPO is encouraged to coordinate with relevant State DOT(s) and MPO(s) in the target establishment process for the traffic congestion measures for that urbanized area. For that reason, RPC coordinates the setting of Congestion Mitigation and Air Quality Performance Measure Targets with seven other MPOs as well as the State Departments of Transportation for Massachusetts and New Hampshire. Boston UZA MPOs include the Boston Region MPO, Northern Middlesex MPO, Central Massachusetts MPO, Merrimack Valley MPO, Montachusett MPO, Old Colony MPO, and Southeastern Massachusetts

MPO as well as RPC. Of these agencies, only Boston and Northern Middlesex MPOs and the Department of Transportations are required to establish Traffic Congestion Targets while the remaining entities are encouraged to participate in the target selection process but do not need to establish or support CMAQ targets. The Current Boston UZA CMAQ targets are included in the table in this document and the full documentation of the measures and targets can be found at the Boston MPO website here: https://www.bostonmpo.org/performance.

Boston Urbanized Area Traffic Congestion Performance Targets

	Baseline (2016-20 Ave)	Two-Year Target (2019-23 Ave)	Four-Year Target (2021-25 Ave)
Percentage of Non-SOV Travel	36.9%	38.8%	42.6%
	Baseline Value	**Two-Year Target (2022-23)**	**Four-Year Target (2022-25)**
Annual hours of Peak Hours of Excessive Delay per capita	18.0	24.0	22.0

2025-2028 TIP Investment

The 2025-2028 TIP includes just over $44.2 million in funding for 14 projects that have the primary purpose of improving travel time reliability through addressing bottlenecks on the system and another eleven projects and $65 million where improved reliability is a byproduct of the project or service. Additionally, funding for transit programs in the region and around the state account for another 7 projects and over $90 million in funding. In total, about 25% of the $805 million in funding that is programmed in the TIP is being utilized in a way that helps to address congestion and travel time reliability issues in the region and the state as a whole. The expansion work occurring on I-93 and the Spaulding Turnpike (Newington-Dover) has been completed and so the remaining projects addressing travel time reliability tend to be smaller such as the final segment of the NH 125 Plaistow-Kingston corridor ($22 million), NH 125 in Epping between NH 101 and NH 87 ($7 million), and improvements on US 1 in

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2025-2028 TIP Totals*	95	100%	$ 805,355,528	100%
Primarily Travel Time Reliability*	14	15%	$44,226,833	5%
Other w/ TTR Benefits	11	12%	$65,095,527	8%
Transit Programs*	7	7%	$90,040,244	11%
Total TTR Benefits	32	34%	$199,362,604	25%

*Includes Statewide Programs

Portsmouth ($11 million). The funding also includes resources for the State TSMO center as well as projects that incorporate Intelligent Transportation Systems (ITS) projects. The NH 125 project in Epping will add signal coordination and another project will expand signal coordination from the state line with Massachusetts through all the signals in Plaistow.

The TIP includes the transit programs for COAST and MTA transit systems that improve travel time reliability through reducing the number of vehicles on the roadway. Similarly, the statewide programs that provide support for Transportation Systems, Management & Operations (TSMO), Intelligent Transportation Systems (ITS), and traffic management resources benefit the region through reducing the impacts and extent of congestion along major roadways corridors.

TIP Projects addressing System Reliability Measures

Project #	Project Name	Scope	Total Funds Programmed
44367	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	$751,825
29608	EPPING	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	$7,423,849
43849	GREENLAND	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	$220,000
44879	HAMPTON-NORTH HAMPTON	AET Fesibility Study at Hampton Interchange (I-95/101).	$1,000,000
44355	LONDONDERRY/ WINDHAM/ SEABROOK	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	$174,974
42879	NEWINGTON	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	$514,000
40645	PLAISTOW	Signal coordination and control along corridor from Mass S/L to Old County Road	$1,125,494
10044E	PLAISTOW - KINGSTON	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	$21,907,289
42611	PORTSMOUTH	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	$120,096
42612	PORTSMOUTH	Signalization of Intersection - International Drive / Manchester Square / Corporate Drive	$93,404
44358	PORTSMOUTH	Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions	$265,059
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$14,457,332
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$23,616,942
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$672,391
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$219,071
41712	SEABROOK	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	$1,663,226
44362	STRATHAM	Signal coordination on four traffic signals located on Portsmouth Avenue	$346,926
			$74,571,877

2050 Plan Investment

The 2050 Long Range Transportation Plan (Including the TIP and Ten Year Plan projects) includes $539 million in funding for 55 projects that will provide benefits of reducing congestion and improving travel time reliability through addressing bottlenecks on the system. All of the projects are shown in the ***Long Range Transportation Plan Project Performance Area*** table at the end of this document. The last ten years have seen the completion of multiple large-scale capacity expansion projects (I-93, Spaulding Turnpike) in the region and as those projects have been finished the focus has largely moved towards addressing smaller improvements at locations that are disrupting traffic flow. In addition, priorities have shifted towards mitigating safety problems and providing additional resources for maintaining and operating the existing infrastructure. Projects providing Travel Time Reliability benefits total about 67% of the $1.015 billion in funding that is programmed for the region between 2023 and 2045. This includes funding for the final project of the NH 125 Plaistow-Kingston corridor plan, additional capacity and traffic management on NH 125 in Epping and signal coordination in Plaistow. In addition to addressing a "Red List" bridge, the replacement of the NH 1A bridge between Hampton and Seabrook will provide traffic flow improvements as it will no longer be moveable and stop traffic for boats to cross under.

In addition to the individual projects within the MPO region, the LRTP includes the transit programs for COAST, MTA/CART, and UNH Wildcat transit that improve travel time reliability through improving transit service to induce mode shift and reduce the number of vehicles on the roadway. COAST's comprehensive redesign of its fixed route network in 2020 improved transit service reliability for riders through both a modified route system and improved real-time information on bus locations and anticipated arrival times.

Lastly, there are statewide programs in the TIP and LRTP that provide benefits to travel time reliability. These include support for Transportation Systems, Management & Operations (TSMO) and the New Hampshire Traffic Monitoring Center (TMC) provide Intelligent Transportation Systems (ITS) and traffic management support that provides benefits along major roadways corridors.

System Reliability and Freight Movement Summary

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2050 LRTP Totals	158	100%	$1,804,000,000	100%
Travel Time Reliability	48	30%	$234,968,745	13%
Transit Programs	7	4%	$369,644,794	20%
Total Reliability Benefits	55	35%	$604,613,539	34%

Performance Assessment

Several large-scale capacity expansion projects have been completed in the region in recent years and these have produced benefits to system reliability. In particular, the implementation of open-road tolling at the Hampton toll plaza on I-95 has drastically reduced delays and stoppages on that roadway during peak summer travel times. The expansion of I-93 to four lanes from Salem to Manchester and the Spaulding Turnpike in Newington and Dover are expected to provide similar improvements to system reliability by reducing bottlenecks, improving the function of the toll plaza, and providing additional shoulder space for disabled vehicles.

The rehabilitation of the I-95 Bridge over the Piscataqua River between New Hampshire and Maine included work to ready the shoulders of the bridge for peak period use. While this facility remains a system

bottleneck on I-95, it is anticipated that the additional lane during peak periods will reduce congestion that occurs around the bridge. Combined with the removal of the toll booths in York, Maine and replacement with an open-road tolling system, this is expected to reduce congestion along that corridor. Further, the TIP contains a project to study and implement further enhancements to the Open-Road tolling at the Hampton Toll Plaza that will further reduce congestion occurring on that facility. The replacement of the NH1A bridge between Hampton and Seabrook will also provide reliability benefits by being a fixed structure that no longer needs to raise to allow boat traffic to pass, while also providing safety improvement for bicycle and pedestrian travel. The reconfiguration of Stratham Circle and Portsmouth Circle will likely reduce congestion at those locations as well as improve safety.

The improvements proposed for US 1 in Portsmouth will provide a more consistent cross-section for that corridor and will enhance bike and pedestrian access to provide a safe and convenient way to access the homes and businesses in that part of the city without an automobile. Further projects are planned on the southern section of the corridor to address congestion issues in Seabrook, Hampton Falls, and Hampton. Phases 1A and 1B of the NH Seacoast Greenway rail trail will complete construction from Portsmouth to Hampton in late 2025 and provide a safer, lower-stress alternative to pedestrian and bicycle travel on US1, also removing ped/bike traffic from the highway and reducing modal conflicts. Phases two and three are scheduled to begin in the near future and will provide a non-motorized connection paralleling the US 1 corridor between Massachusetts and Maine.

On Route 125, work was completed in recent years to create a five-lane corridor and access management controls from near the state border through Old County Road, and the work for the last segment of the NH 125 Plaistow-Kingston corridor plan is under way. Work further north on NH 125 in Epping will help to address an area of growing congestion from both commercial growth and increased commuting and help to provide a facility that supports the flow of vehicles and freight along the corridor, and both segments are slated to get signal coordination improvements.

Transit continues to play a small but important role in mitigating congestion in the region. The two regional systems (COAST and MTA/CART) provide services along major corridors and allow users to travel without a car. In addition, intercity services along the Spaulding Turnpike, I-93, and I-95 corridors and the Downeaster rail service provide an alternative for Boston-bound commuters and airport travelers that have fully recovered from COVID-era ridership declines and will continue to evolve throughout the life of the LRTP.

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6055002	Brentwood	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	Safety	$249,604
6055003	Brentwood	Roundabout at NH 125/Crawley Falls Road/Brentwood Rec Dept and improved bicycle and pedestrian crossings and facilities along Crawley Falls Road	Safety, Non-Motorized	$4,187,007
6055004	Brentwood	Implement Long-Term Safety Measures (Roundabout) identified in February 2024 Road Safety Audit	Safety, Non-Motorized	$3,722,696
43839	Candia-Raymond	Rehabilitation/Reconstruction of a section NH Route 101	Infrastructure Condition	$24,414,922
44367	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	Congestion, Safety	$751,825
29608	Epping	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	Congestion, Safety	$27,369,249
43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	Infrastructure Condition	$2,742,020
6147005	Epping	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	Safety, Congestion	$2,789,917
6147006	Epping	Signalize intersection of NH 125 with Lee Hill Road	Safety, Congestion	$3,650,457
6147007	Epping	Widen NH 125 from NH 87 to Lee Hill Road	Congestion	$19,197,915
6147011	Epping	Reconfiguration of the intersection of NH 27 with Blake Road/Friend Street/Depot Road/School Street to improve safety and operations	Safety, Infrastructure Condition	$12,095,520
40623	Exeter	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	Infrastructure Condition	$4,185,058
44410	Exeter	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	Infrastructure Condition	$8,802,970
44624	Exeter	Install (2) electric vehicle DC fast charging stations at 158 Epping Road	Emissions Reduction	$507,267
6153010	Exeter	Address impacts of sea-level rise induced flooding on Water Street in Exeter	Resilience	$0
43849	Greenland	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	Congestion, Safety	$220,000
6001008	Greenland	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	Safety, Non-Motorized	$6,081,344
6187002	Greenland	Address Capacity Issues on NH 33 between Bayside Road and NH 151	Congestion	$0
6187003	Greenland	Address Capacity issues at signalized intersection of NH 33 and Winnicut Rd/Bayside Rd.	Congestion	$22,171,041
41717	Hampstead	Improve the intersection of NH121/Derry Rd/Depot Rd	Safety, Congestion	$2,649,291
6195002	Hampstead	Install right turn lanes on east and west sides of NH 111. Reconfigure stop bars on Central St & Webber Road	Safety, Congestion	$4,796,475
40797	Hampton	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	Safety, Congestion	$13,283,996
41584	Hampton	NH 101/ US 1 interchange reconfiguration	Safety, Congestion	$7,840,898
42573	Hampton	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	Infrastructure Condition	$7,129,797

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
42606	Hampton	Complete Streets Improvements on Winnacunnet Road.	Safety, Non-Motorized	$1,227,042
6197002	Hampton	Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street. Construct new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge.	Safety, Congestion, Non-Motorized	$26,653,003
6197004	Hampton	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.	Safety, Non-Motorized	$4,322,825
6197006	Hampton	This project would rebuild all of Exeter Road (NH 27) within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$54,338,422
6197009	Hampton	This project would rebuild High Street (NH 27) within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$34,716,214
6197010	Hampton	This project would rebuild all of the Winnacunnet Road within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$36,225,615
6197011	Hampton	This project would rebuild all of Church Street within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$7,547,003
6197013	Hampton	Construction of an intermodal facility in the vicinity of the interchange of NH 101 and US 1 in Hampton	Safety, Transit Asset Mgmt, Non-Motorized	$19,506,406
6197014	Hampton	Capacity and traffic flow improvements on Ocean Boulevard from Nudd Avenue to Dumas Avenue	Safety, Congestion, Non-Motorized, Infrastructure Condition	$28,028,468
6197015	Hampton	Constuct Bike/Ped Improvements (Incl. sidewalks and bike lanes) btwn Nudd & Dunston Aves (~4750LF)	Safety, Congestion, Non-Motorized, Infrastructure Condition	$6,894,709
6197016	Hampton	Capacity and traffic flow improvements on Ocean Boulevard from Dumas Avenue to High Street	Safety, Congestion, Non-Motorized, Infrastructure Condition	$30,949,748
6197022	Hampton	Address sea-level rise induced flooding on Cusack Road in Hampton	Resilience, Infrastructure Condition	$0
6197023	Hampton	Address the impacts of sea-level rise and storm surge induced flooding on High Street	Resilience, Infrastructure Condition	$4,326,752
6197024	Hampton	Address impacts of sea-level rise and storm surge induced flooding on Winnacunnet Road and NH 1A south of Winnacunnet Road	Resilience, Infrastructure Condition	$0
6197025	Hampton	Address impacts of sea-level rise and storm surge induced flooding on NH 101, Highland Avenue, Church Street, and Brown Avenue.	Resilience, Infrastructure Condition	$0
6197026	Hampton	Address impacts of sea-level rise and storm surge induced flooding on Ashworth Avenue and side streets	Resilience, Infrastructure Condition	$0
6197027	Hampton	Safety and operational improvements on NH 101 eastbound interchange with I95	Safety, Congestion	$9,072,697

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6199002	Hampton Falls	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements.	Safety, Non-Motorized, Infrastructure Condition	$5,380,746
6199003	Hampton Falls	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	Safety, Non-Motorized, Infrastructure Condition	$4,652,941
43537	Hampton-Hampton Falls	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)	Safety, Non-Motorized	$6,841,303
6001019	Hampton-Hampton Falls	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)	Safety, Non-Motorized	$5,797,135
6001028	Hampton-Hampton Falls	Address impacts of sea-level rise and storm surge induced flooding on US 1 through the Hampton-Seabrook Estuary	Resilience, Infrastructure Condition	$0
44879	Hampton-North Hampton	AET Fesibility Study at Hampton Interchange (I-95/101).	Congestion, Safety	$2,000,000
26485A	Hampton-Portsmouth	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	Safety, Non-Motorized	$2,814,363
42610	Kensington	Intersection re-alignment and upgrades	Safety, Congestion	$2,581,280
44355	Londonderry/Windham /Seabrook	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	Congestion, Emissions Reduction	$927,338
16127	New Castle-Rye	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	Infrastructure Condition	$14,959,885
44493	New Castle NH Route 1B Causeway	Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island	Resilience, Safety, Non-Motorized	$7,826,935
41713	New Castle-Rye	Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)	Safety, Infrastructure Condition	$2,926,922
6327002	Newfields	Widen shoulders and install sidewalks	Safety, Non-Motorized	$640,972
6327003	Newfields	Rebuild roadway and sidewalks to include bike lanes and landscape features	Safety, Non-Motorized	$3,475,858
6327004	Newfields	Add shoulders to NH 108 within town of Newfields	Safety, Non-Motorized	$836,413
6327005	Newfields	The project scope is a detailed intersection study. Cost is estimated at between $5,000 and $15,000.	Congestion	$91,467
28393	Newfields - Newmarket	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	Infrastructure Condition, Safety, Non-Motorized	$651,860
42879	Newington	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	Congestion, Safety	$665,479
6331001	Newington	Install a signal at the intersection of Arboretum Drive, New Hampshire Avenue, and Pease Blvd.	Congestion	$4,824,989
6331003	Newington	Full depth reconstruction of Gosling Rd along with drainage improvements.	Safety, Non-Motorized	$1,929,967
6331004	Newington	Full depth reconstruction of Shattuck Way. Address flooding conditions.	Infrastructure Condition	$3,998,907

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
11238S	Newington-Dover	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	Safety, Non-Motorized, Infrastructure Condition	$66,287,691
44287	Newton	Replace Wilders Grove Rd bridge over Country Pond (Brg#053/105)	Infrastructure Condition	$741,468
6341003	Newton	Address safety issues at intersection of NH 108 with New Boston Road	Safety	$1,686,869
6341004	Newton	Address safety issues at intersection of NH 108 with Peaslee Crossing Rd/Wentworth Dr	Safety	$1,686,869
24457	North Hampton	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	Infrastructure Condition	$8,709,140
6345001	North Hampton	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.	Congestion, Non-Motorized, Infrastructure Condition	$30,879,746
6345003	North Hampton	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	Safety, Infrastructure Condition	$2,690,373
6345004	North Hampton	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	Safety, Congestion, Infrastructure Condition	$13,352,998
6345005	North Hampton	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	Safety, Infrastructure Condition	$2,075,505
6345008	North Hampton	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.	Safety, Infrastructure Condition	$2,690,373
6345009	North Hampton	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.	Safety, Infrastructure Condition	$11,057,167
6345011	North Hampton	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	Safety, Non-Motorized	$7,511,593
42312	North Hampton-Rye	Reconstruct NHDOT Stone Revetment seawalls/Berms	Resilience	$30,445,300
6001027	North Hampton-Hampton	Adress sea-level rise induced flooding on NH 1A in North Hampton and Hampton in the vicinity of North Hampton State Beach	Resilience, Infrastructure Condition	$0
42312A	North Hampton-Rye	Reconstruction of revetment sea walls	Resilience	$20,392,694
42312B	North Hampton-Rye	Reconstruction of revetment sea walls	Resilience	$14,571,081
42312C	North Hampton-Rye	Reconstruction of revetment sea walls	Resilience	$23,242,912
40641	Plaistow	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	Safety, Non-Motorized	$1,482,399
40645	Plaistow	Signal coordination and control along corridor from Mass S/L to Old County Road	Congestion, Safety	$1,482,994
6375004	Plaistow	Intersection improvements at North Avenue And NH 121A In Plaistow	Safety, Congestion, Non-Motorized	$6,567,218
10044E	Plaistow-Kingston	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	Congestion, Safety	$27,317,089

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
20258	Portsmouth	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	Safety, Non-Motorized	$7,831,635
29640	Portsmouth	Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)	Safety, Congestion, Non-Motorized	$18,801,179
40644	Portsmouth	Railroad crossing upgrade on Market Street	Safety	$735,480
41752	Portsmouth	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	Safety, Non-Motorized	$1,452,066
42608	Portsmouth	Market St / Russell St Intersection Improvements	Safety, Congestion	$1,449,837
42611	Portsmouth	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	Congestion, Safety	$675,623
42612	Portsmouth	Signalization of Intersection - International Drive / Manchester Square / Corporate Drive	Congestion, Safety	$405,889
42874	Portsmouth	Purchse & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)	Emissions Reduction	$52,972
44358	Portsmouth	Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions	Congestion, Safety, Emissions Reduction	$2,792,653
44411	Portsmouth	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	Infrastructure Condition	$3,749,196
44636	Portsmouth	Install (2) DCFC dispensers with charge rates up to 200kW at Market Basket Grocery Store	Emissions Reduction	$1,063,487
6379001	Portsmouth	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	Congestion	$3,165,411
6379003	Portsmouth	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	Congestion	$4,195,212
6379006	Portsmouth	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	Safety, Congestion, Infrastructure Condition	$35,668,785
6379012	Portsmouth	Upgrade / replace aging bridge.	Non-Motorized, Infrastructure Condition	$2,705,653
6379013	Portsmouth	Bridge upgrade / replacement over Hodgson Brook	Non-Motorized, Infrastructure Condition	$956,233
6379015	Portsmouth	Replace bridge in collaboration with local development plans	Non-Motorized, Infrastructure Condition	$4,164,980
6379018	Portsmouth	Replace Pierce Island Bridge over Little Harbor	Non-Motorized, Infrastructure Condition	$6,026,424
6379020	Portsmouth	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	Safety, Congestion, Infrastructure Condition	$34,120,666
6379021	Portsmouth	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	Safety, Congestion, Infrastructure Condition	$13,410,637

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6379029	Portsmouth	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	Safety, Non-Motorized, Infrastructure Condition	$783,181
6379031	Portsmouth	This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.	Safety, Non-Motorized, Infrastructure Condition	$2,336,698
6379032	Portsmouth	Interim improvement to construct NB Left Turn lane on Grafton Drive. Long-term solution includes separated Left and Right Turn lanes on Aviation Ave.	Congestion, Infrastructure Condition	$2,609,508
6379033	Portsmouth	Install roundabout at intersection of New Hampshire Avenue with Exeter St and Manchester Square in the Pease Tradeport	Safety, Congestion, Non-Motorized, Infrastructure Condition	$2,326,033
6379036	Portsmouth	Install crosswalks along McKinley Road and Harding Road including 1 raised, speed radar signs, intersection improvements, curb extensions, and sidewalks along one side of McKinley Road, Harding Road, Van Buren, and Adams.	Safety, Non-Motorized	$2,339,683
6379037	Portsmouth	Reconfiguration of the intersection of South Street and Middle Road, construction of curbing and a sidewalk along the south side of Middle Road and South Street, and installation of a pedestrian crosswalk at the intersection.	Safety, Non-Motorized, Infrastructure Condition	$507,142
6379038	Portsmouth	Mitigate potential for flooding due to sea-level rise and storm surge on State Street/Daniel Street in Portsmouth	Resilience, Infrastructure Condition	$0
6379039	Portsmouth	Mitigate potential for flooding due to sea-level rise and storm surge on Marcy Street in Portsmouth adjacent to Prescott Park and vicinity	Resilience, Infrastructure Condition	$0
6379040	Portsmouth	Address sea-level rise induced flooding on Parrott Avenue and Junkins Avenue adjacent to South Mill Pond.	Resilience, Infrastructure Condition	$0
6379041	Portsmouth	Address the impacts of sea-level rise and storm surge induced flooding on US 1 where it crosses Sagamore Creek in Portsmouth	Resilience, Infrastructure Condition	$0
15731C	Portsmouth, NH - Kittery, ME	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	Freight	$44,602,033
6001026	Portsmouth-New Castle	Mitigate flooding on NH 1B in Portsmouth and New Castle due to the impacts of sea-level rise	Resilience, Infrastructure Condition	$0
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	Transit, Transit Asset Mgmt, Congestion Reduction	$71,735,946
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	Transit, Transit Asset Mgmt, Congestion Reduction	$107,878,571
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	Transit, Transit Asset Mgmt, Congestion Reduction	$3,347,977
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	Transit, Transit Asset Mgmt, Congestion Reduction	$995,999
44630	Raymond	Install 3 ChargePoint electric vehicle DC fast chargers close to high volume corridors	Emissions Reduction	$606,717
6383001	Raymond	Safety improvements at the NH 102 intersection with Blueberry Hill Road	Safety	$2,177,125

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6383003	Raymond	Address sight distance issues to improve safety at NH 156/Ham Road/Harriman Hill Road intersection	Safety	$836,911
6383004	Raymond	Address safety and capacity issues at the intersection of NH 27 and NH 156	Safety, Congestion	$2,627,975
6383005	Raymond	Install new culvert with enough strength and clearance to allow continued recreational use of this important source of outdoor recreation.	Infrastructure Condition	$1,749,283
6383006	Raymond	Replace deteriorated culvert and road over Fordway Brook	Resilience, Infrastructure Condition	$1,814,007
6383007	Raymond	Engineering, replacement and road repair due to said work must occur.	Infrastructure Condition	$1,686,869
6001014	Region	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.	Safety, Congestion	$1,617,745
6001015	Region	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.	Safety, Congestion	$7,152,840
6001016	Region	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	Safety	$2,832,746
43002	Rye	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	Infrastructure Condition, Resilience	$1,785,427
6397001	Rye	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	Safety, Non-Motorized, Infrastructure Condition	$3,608,080
6397002	Rye	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.	Safety, Infrastructure Condition	$8,730,122
6397003	Rye	Realign Dow Road to 90 degree approach with US 1	Safety, Non-Motorized, Infrastructure Condition	$2,596,099
6397007	Rye	Address sea-level rise induced floodiing on NH 1A between Brackett Road and Odiorne Point State Park	Resilience, Infrastructure Condition	$0
6397008	Rye	Address sea-level rise induced flooding on NH 1A between Odiorne State Park and Davis Road	Resilience, Infrastructure Condition	$0
6397009	Rye	Address sea-level rise induced flooding on Marsh Road and Parsons Road in Rye	Resilience, Infrastructure Condition	$0
6397010	Rye	Address sea-level rise induced flooding on NH 1A and Wallis Road in Rye	Resilience, Infrastructure Condition	$0
6397011	Rye	Address sea-level rise induced flooding on NH 1A in the vicinity of Rye Harbor	Resilience, Infrastructure Condition	$0
6397012	Rye	Address sea-level rise induced flooding on Brackett Road in Rye	Resilience, Infrastructure Condition	$0
44309	Salem	Replace Bridge St Bridge over Spicket River (Brg #115/097)	Infrastructure Condition	$4,925,000
44628	Salem	Install (2) electric vehicle DC fast charging stations at 135 South Broadway, Salem	Emissions Reduction	$526,036
14800A	Salem to Manchester	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D		$49,770,743
41712	Seabrook	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	Congestion Reduction, Safety	$6,517,718

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
42609	Seabrook	Multi-use path on former B & M Railroad tracks.	Safety, Non-Motorized	$1,457,349
6409001	Seabrook	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	Safety, Congestion, Infrastructure Condition	$10,777,544
6409002	Seabrook	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	Safety, Congestion, Infrastructure Condition	$9,933,705
6409006	Seabrook	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	Safety, Non-Motorized	$40,740,560
6409021	Seabrook	Address impacts of sea-level rise and storm surge induced flooding on South Main Street in Seabrook	Resilience, Infrastructure Condition	$0
6409022	Seabrook	Address impacts of sea-level rise and storm surge induced flooding on NH 286 in Seabrook.	Resilience, Infrastructure Condition	$0
6001018	Seacoast Communities	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	Safety, Congestion	$5,575,774
6417001	South Hampton	Bridge Replacement on Whitehall Road over Powwow River [099/062]	Infrastructure Condition	$855,577
6417002	South Hampton	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	Infrastructure Condition	$2,013,121
41711	Stratham	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	Safety, Congestion Reduction	$1,302,393
44362	Stratham	Signal coordination on four traffic signals located on Portsmouth Avenue	Congestion Reduction, Safety, Emissions Reduction	$346,926
6431001	Stratham	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle for traffic and pedestrian access and safety improvements.	Safety, Non-Motorized, Infrastructure Condition	$15,373,863
6431002	Stratham	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	Safety, Non-Motorized	$3,138,151
6431004	Stratham	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	Safety, Congestion, Infrastructure Condition	$3,149,933
6431005	Stratham	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	Safety, Congestion, Infrastructure Condition	$431,864
6431006	Stratham	Install a roundabout (estimating 100' diameter) within a combination of the NH-111 right-of-way and modified Marin Way right-of-way (realignment, throat widening, etc.).	Safety, Infrastructure Condition	$1,941,293
6431007	Stratham	Sidewalks linking a series of individual segments that were installed as part of private development. Signals would be upgraded to support pedestrians and bicycle accommodations would be installed.	Safety, Non-Motorized	$7,038,297
6431008	Stratham	Address impacts of sea-level rise induced flooding on Squamscott Road over Jewell Hill Brook and adjacent to the Squamscott River floodplain	Resilience, Infrastructure Condition	$0