

The Constrained Transportation Plan

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

PROJECTS AND FINANCES

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

- (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
- (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates

of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

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

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

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

ANTICIPATED REVENUES

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

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

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

Figure 5.1: Estimates of Funding Availability (Statewide)

| Federal Highway Funds | | | | | | | Transit & Rail | | | | | | | | | | | | | | | |
|-----------------------|------|-------------|-------|------------|--------|------------|---------------------|----------------------------------|-----------------------------|------------|-------------|-------------------|---------------|-------------------|----|-----------|----|------------|----|------------|----|-----------|
| Year | FHWA | | TIFIA | | GARVEE | | Fed Funds Available | Fed Aid Funds for I-93 Repayment | Net Federal Funds Available | FTA Funds | State Funds | Local/Other Match | Total Transit | Rail ⁵ | | | | | | | | |
| 2017 | \$ | 173,003,268 | \$ | 53,740,000 | \$ | - | \$ | 226,743,268 | \$ | 19,120,000 | \$ | 207,623,268 | \$ | 22,184,966 | \$ | 1,069,469 | \$ | 7,282,459 | \$ | 30,536,894 | \$ | 600,000 |
| 2018 | \$ | 178,136,881 | \$ | 52,850,000 | \$ | - | \$ | 230,986,881 | \$ | 19,350,000 | \$ | 211,636,881 | \$ | 22,132,338 | \$ | 39,331 | \$ | 7,309,075 | \$ | 29,480,745 | \$ | 600,000 |
| 2019 | \$ | 178,595,458 | \$ | 54,570,000 | \$ | 13,850,000 | \$ | 247,015,458 | \$ | 19,680,000 | \$ | 227,335,458 | \$ | 18,388,557 | \$ | - | \$ | 6,605,354 | \$ | 24,993,911 | \$ | 2,100,000 |
| 2020 | \$ | 182,867,443 | \$ | 19,050,000 | \$ | 24,980,000 | \$ | 226,897,443 | \$ | 19,930,000 | \$ | 206,967,443 | \$ | 19,004,333 | \$ | - | \$ | 6,844,069 | \$ | 25,848,402 | \$ | 600,000 |
| 2021 | \$ | 184,340,000 | \$ | - | \$ | 22,140,000 | \$ | 206,480,000 | \$ | 18,860,000 | \$ | 187,620,000 | \$ | 19,841,060 | \$ | - | \$ | 7,292,867 | \$ | 27,133,927 | \$ | 600,000 |
| 2022 | \$ | 183,580,000 | \$ | - | \$ | - | \$ | 183,580,000 | \$ | 18,640,000 | \$ | 164,940,000 | \$ | 20,739,753 | \$ | - | \$ | 7,791,959 | \$ | 28,531,713 | \$ | 2,100,000 |
| 2023 | \$ | 183,820,000 | \$ | - | \$ | - | \$ | 183,820,000 | \$ | 18,340,000 | \$ | 165,480,000 | \$ | 21,711,187 | \$ | - | \$ | 8,347,112 | \$ | 30,058,298 | \$ | 600,000 |
| 2024 | \$ | 183,840,000 | \$ | - | \$ | - | \$ | 183,840,000 | \$ | 18,040,000 | \$ | 165,800,000 | \$ | 22,669,674 | \$ | - | \$ | 8,955,453 | \$ | 31,625,127 | \$ | 600,000 |
| 2025 | \$ | 190,370,000 | \$ | - | \$ | - | \$ | 190,370,000 | \$ | 17,750,000 | \$ | 172,620,000 | \$ | 23,842,012 | \$ | - | \$ | 9,649,816 | \$ | 33,491,828 | \$ | 2,100,000 |
| 2026 | \$ | 187,420,000 | \$ | - | \$ | - | \$ | 187,420,000 | \$ | 500,000 | \$ | 186,920,000 | \$ | 24,980,978 | \$ | - | \$ | 10,407,004 | \$ | 35,387,981 | \$ | 600,000 |
| 2027 | \$ | 190,720,732 | \$ | - | \$ | - | \$ | 190,720,732 | \$ | 500,000 | \$ | 190,220,732 | \$ | 23,801,374 | \$ | - | \$ | 10,090,677 | \$ | 33,892,051 | \$ | 600,000 |
| 2028 | \$ | 192,197,718 | \$ | - | \$ | - | \$ | 192,197,718 | \$ | 500,000 | \$ | 191,697,718 | \$ | 24,210,809 | \$ | - | \$ | 10,461,979 | \$ | 34,672,787 | \$ | 2,100,000 |
| 2029 | \$ | 193,674,705 | \$ | - | \$ | - | \$ | 193,674,705 | \$ | 500,000 | \$ | 193,174,705 | \$ | 24,620,243 | \$ | - | \$ | 10,833,281 | \$ | 35,453,523 | \$ | 600,000 |
| 2030 | \$ | 195,151,692 | \$ | - | \$ | - | \$ | 195,151,692 | \$ | 500,000 | \$ | 194,651,692 | \$ | 25,029,677 | \$ | - | \$ | 11,204,582 | \$ | 36,234,260 | \$ | 600,000 |
| 2031 | \$ | 196,628,679 | \$ | - | \$ | - | \$ | 196,628,679 | \$ | 500,000 | \$ | 196,128,679 | \$ | 25,439,111 | \$ | - | \$ | 11,575,884 | \$ | 37,014,996 | \$ | 2,100,000 |
| 2032 | \$ | 198,105,665 | \$ | - | \$ | - | \$ | 198,105,665 | \$ | 500,000 | \$ | 197,605,665 | \$ | 25,848,546 | \$ | - | \$ | 11,947,186 | \$ | 37,795,732 | \$ | 600,000 |
| 2033 | \$ | 199,582,652 | \$ | - | \$ | - | \$ | 199,582,652 | \$ | 500,000 | \$ | 199,082,652 | \$ | 26,257,980 | \$ | - | \$ | 12,318,488 | \$ | 38,576,468 | \$ | 600,000 |
| 2034 | \$ | 201,059,639 | \$ | - | \$ | - | \$ | 201,059,639 | \$ | 500,000 | \$ | 200,559,639 | \$ | 26,667,414 | \$ | - | \$ | 12,689,790 | \$ | 39,357,204 | \$ | 2,100,000 |
| 2035 | \$ | 202,536,625 | \$ | - | \$ | - | \$ | 202,536,625 | \$ | - | \$ | 202,536,625 | \$ | 27,076,849 | \$ | - | \$ | 13,061,092 | \$ | 40,137,940 | \$ | 600,000 |
| 2036 | \$ | 204,013,612 | \$ | - | \$ | - | \$ | 204,013,612 | \$ | - | \$ | 204,013,612 | \$ | 27,486,283 | \$ | - | \$ | 13,432,393 | \$ | 40,918,676 | \$ | 600,000 |
| 2037 | \$ | 205,490,599 | \$ | - | \$ | - | \$ | 205,490,599 | \$ | - | \$ | 205,490,599 | \$ | 27,895,717 | \$ | - | \$ | 13,803,695 | \$ | 41,699,412 | \$ | 2,100,000 |
| 2038 | \$ | 206,967,585 | \$ | - | \$ | - | \$ | 206,967,585 | \$ | - | \$ | 206,967,585 | \$ | 28,305,151 | \$ | - | \$ | 14,174,997 | \$ | 42,480,148 | \$ | 600,000 |
| 2039 | \$ | 208,444,572 | \$ | - | \$ | - | \$ | 208,444,572 | \$ | - | \$ | 208,444,572 | \$ | 28,714,586 | \$ | - | \$ | 14,546,299 | \$ | 43,260,885 | \$ | 600,000 |
| 2040 | \$ | 209,921,559 | \$ | - | \$ | - | \$ | 209,921,559 | \$ | - | \$ | 209,921,559 | \$ | 29,124,020 | \$ | - | \$ | 14,917,601 | \$ | 44,041,621 | \$ | 2,100,000 |

Figure 5.1: Estimates of Funding Availability (Statewide)
State Highway Funds

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

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

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

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

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

Figure 5.3: Estimated Maintenance & Operations Needs for the Region

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

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

Figure 5.4: Municipal Operations and Maintenance Expenditures

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

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

ANTICIPATED COSTS

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

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

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

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

Figure 5.5: Fiscal Constraint Summary for the 2017-2020 Transportation Improvement Program & 2040 Long Range Transportation Plan

| Estimated Regional Share of Available Funding ^{1,2,3} | | | | | | | | | Estimated Total Project Costs ⁶ | | | | | | |
|----------------------------------------------------------------|-------------------------------|----------------|--------------------|----------------|---------------------------------|--------------------------|----------------------|----------------|--------------------------------------------|---------------------------------|--------------------------|----------------|--------------------------------|---------------------|------------------------|
| Source of Data | Fiscal Year | Federal | State ⁴ | Other | Statewide Programs ⁵ | Maintenance & Operations | Total Target Funding | | Regional Projects | Statewide Programs ⁷ | Maintenance & Operations | Transit | Turnpike Projects ⁸ | Total Project Costs | Remaining ⁹ |
| 2040 Long Range Transportation Plan | 2017-2020 TIP | 2017 | \$ 33,962,033 | \$ 22,153,214 | \$ 21,598,528 | \$ 12,073,009 | \$ 37,448,944 | \$ 127,235,729 | \$ 51,885,397 | \$ 12,073,009 | \$ 37,448,944 | \$ 8,985,940 | \$ 16,842,439 | \$ 127,235,729 | \$ - |
| | | 2018 | \$ 56,609,935 | \$ 24,139,330 | \$ 30,984,121 | \$ 9,854,559 | \$ 38,403,892 | \$ 159,991,836 | \$ 82,553,495 | \$ 9,854,559 | \$ 38,403,892 | \$ 6,783,531 | \$ 22,396,359 | \$ 159,991,836 | \$ - |
| | | 2019 | \$ 38,672,334 | \$ 43,547,852 | \$ 7,944,253 | \$ 11,543,520 | \$ 39,383,191 | \$ 141,091,151 | \$ 49,772,729 | \$ 11,543,520 | \$ 39,383,191 | \$ 7,075,180 | \$ 33,316,530 | \$ 141,091,151 | \$ - |
| | | 2020 | \$ 40,862,564 | \$ 45,746,610 | \$ 7,615,286 | \$ 11,342,324 | \$ 40,387,463 | \$ 145,954,248 | \$ 51,592,599 | \$ 11,342,324 | \$ 40,387,463 | \$ 7,077,573 | \$ 35,554,288 | \$ 145,954,248 | \$ - |
| | 2021-2026 State Ten Year Plan | 2021 | \$ 17,820,813 | \$ 21,076,861 | \$ 7,633,621 | \$ 11,207,518 | \$ 41,417,343 | \$ 99,156,155 | \$ 18,219,477 | \$ 11,207,518 | \$ 41,417,343 | \$ 7,242,457 | \$ 21,069,361 | \$ 99,156,155 | \$ - |
| | | 2022 | \$ 22,853,850 | \$ 3,065,000 | \$ 7,591,198 | \$ 11,074,877 | \$ 42,473,485 | \$ 87,058,410 | \$ 23,317,591 | \$ 11,074,877 | \$ 42,473,485 | \$ 7,292,457 | \$ 2,900,000 | \$ 87,058,410 | \$ - |
| | | 2023 | \$ 15,026,289 | \$ 15,000 | \$ 7,515,423 | \$ 11,102,698 | \$ 43,556,559 | \$ 77,215,969 | \$ 15,264,254 | \$ 11,102,698 | \$ 43,556,559 | \$ 7,292,457 | \$ - | \$ 77,215,969 | \$ - |
| | | 2024 | \$ 51,699,396 | \$ 15,000 | \$ 7,448,954 | \$ 11,131,410 | \$ 44,667,252 | \$ 114,962,012 | \$ 51,870,893 | \$ 11,131,410 | \$ 44,667,252 | \$ 7,292,457 | \$ - | \$ 114,962,012 | \$ - |
| | | 2025 | \$ 30,497,985 | \$ 15,000 | \$ 7,346,698 | \$ 11,094,275 | \$ 45,806,266 | \$ 94,760,225 | \$ 30,567,226 | \$ 11,094,275 | \$ 45,806,266 | \$ 7,292,457 | \$ - | \$ 94,760,225 | \$ - |
| | | 2026 | \$ 24,052,354 | \$ 15,000 | \$ 7,197,860 | \$ 11,124,854 | \$ 46,974,326 | \$ 89,364,395 | \$ 24,069,007 | \$ 11,124,854 | \$ 46,974,326 | \$ 7,196,207 | \$ - | \$ 89,364,395 | \$ - |
| | 2027-2040 | 2027 | \$ 29,412,497 | \$ 15,767,853 | \$ 7,197,127 | \$ 10,000,472 | \$ 48,172,172 | \$ 110,550,121 | \$ 12,441,183 | \$ 10,000,472 | \$ 48,172,172 | \$ 7,304,038 | \$ 11,177,173 | \$ 89,095,037 | \$ 21,455,083 |
| | | 2028 | \$ 29,670,633 | \$ 15,939,983 | \$ 7,161,984 | \$ 10,000,473 | \$ 49,400,562 | \$ 112,173,635 | \$ 18,893,045 | \$ 10,000,473 | \$ 49,400,562 | \$ 7,413,486 | \$ 11,349,303 | \$ 97,056,868 | \$ 15,116,767 |
| | | 2029 | \$ 29,929,695 | \$ 14,071,947 | \$ 7,127,558 | \$ 9,995,897 | \$ 50,660,276 | \$ 111,785,374 | \$ 22,443,651 | \$ 9,995,897 | \$ 50,660,276 | \$ 7,524,575 | \$ 9,481,267 | \$ 100,105,668 | \$ 11,679,706 |
| | | 2030 | \$ 30,189,696 | \$ 16,416,868 | \$ 7,093,859 | \$ 9,995,898 | \$ 51,952,113 | \$ 115,648,434 | \$ 24,508,251 | \$ 9,995,898 | \$ 51,952,113 | \$ 7,637,332 | \$ 11,826,188 | \$ 105,919,782 | \$ 9,728,652 |
| | | 2031 | \$ 30,450,651 | \$ 17,901,138 | \$ 7,060,897 | \$ 9,995,898 | \$ 53,276,892 | \$ 118,685,476 | \$ 14,596,517 | \$ 9,995,898 | \$ 53,276,892 | \$ 7,751,779 | \$ 13,310,458 | \$ 98,931,544 | \$ 19,753,932 |
| | | 2032 | \$ 30,712,573 | \$ 18,485,252 | \$ 7,028,685 | \$ 9,995,898 | \$ 54,635,453 | \$ 120,857,861 | \$ 18,977,090 | \$ 9,995,898 | \$ 54,635,453 | \$ 7,867,943 | \$ 13,894,572 | \$ 105,370,955 | \$ 15,486,905 |
| | | 2033 | \$ 30,975,478 | \$ 15,031,361 | \$ 6,997,233 | \$ 9,995,898 | \$ 56,028,657 | \$ 119,028,627 | \$ 26,194,879 | \$ 9,995,898 | \$ 56,028,657 | \$ 7,985,850 | \$ 10,440,681 | \$ 110,645,966 | \$ 8,382,661 |
| | | 2034 | \$ 31,239,379 | \$ 20,336,356 | \$ 6,966,552 | \$ 9,995,898 | \$ 57,457,388 | \$ 125,995,574 | \$ 28,415,542 | \$ 9,995,898 | \$ 57,457,388 | \$ 8,105,525 | \$ 15,745,676 | \$ 119,720,030 | \$ 6,275,544 |
| | | 2035 | \$ 31,570,793 | \$ 21,104,839 | \$ 6,936,655 | \$ 9,995,898 | \$ 58,922,551 | \$ 128,530,736 | \$ 26,369,381 | \$ 9,995,898 | \$ 58,922,551 | \$ 8,226,996 | \$ 13,375,359 | \$ 116,890,186 | \$ 11,640,551 |
| | | 2036 | \$ 31,836,733 | \$ 27,256,376 | \$ 6,907,553 | \$ 9,995,898 | \$ 60,425,076 | \$ 136,421,636 | \$ 20,585,410 | \$ 9,995,898 | \$ 60,425,076 | \$ 8,350,288 | \$ 19,526,896 | \$ 118,883,568 | \$ 17,538,068 |
| | | 2037 | \$ 32,103,716 | \$ 20,973,625 | \$ 6,879,257 | \$ 9,995,899 | \$ 61,965,916 | \$ 131,918,413 | \$ 25,461,803 | \$ 9,995,899 | \$ 61,965,916 | \$ 8,475,430 | \$ 13,244,145 | \$ 119,143,193 | \$ 12,775,220 |
| | | 2038 | \$ 32,371,757 | \$ 21,030,061 | \$ 6,851,780 | \$ 10,195,931 | \$ 63,546,047 | \$ 133,995,577 | \$ 30,952,280 | \$ 10,195,931 | \$ 63,546,047 | \$ 8,602,449 | \$ 13,300,581 | \$ 126,597,288 | \$ 7,398,289 |
| | | 2039 | \$ 32,640,873 | \$ 21,086,498 | \$ 6,825,135 | \$ 9,795,867 | \$ 65,166,471 | \$ 135,514,843 | \$ 34,530,319 | \$ 9,795,867 | \$ 65,166,471 | \$ 8,731,373 | \$ 13,357,018 | \$ 131,581,047 | \$ 3,933,796 |
| | | 2040 | \$ 32,911,078 | \$ 21,142,934 | \$ 6,799,334 | \$ 9,995,899 | \$ 66,828,216 | \$ 137,677,460 | \$ 22,045,623 | \$ 9,995,899 | \$ 66,828,216 | \$ 8,862,231 | \$ 13,413,454 | \$ 121,145,422 | \$ 16,532,038 |
| | | \$ 768,073,106 | \$ 426,333,958 | \$ 210,709,550 | \$ 251,500,768 | \$ 1,218,956,512 | \$ 2,875,573,894 | \$ 725,527,644 | \$ 251,500,768 | \$ 1,218,956,512 | \$ 186,370,010 | \$ 315,521,748 | \$ 2,697,876,682 | \$ 177,697,212 | |

1 First four years of estimated available funding is derived from projects programmed in the 2017-2020 STIP as of Amendment 2

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

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

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

5 Statewide Program funds available derived from a share (13.3%) of the total Programmatic funding in STIP extended to 2040

6 Project costs are inflated at 2.55% per year from the year of the most recent cost estimate

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

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

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

FISCALLY CONSTRAINED PROJECTS LISTS

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

TRANSPORTATION PLAN PROJECTS

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

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

UNFUNDED PROJECTS

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

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

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

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

Figure 5.6: Current Transportation Improvement Program (Summary)

| Agency/Community | | | Funding Source | | | | | | | | |
|------------------------------------|---------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|--------------|--------------|-----------|-------------|
| Project # | Route | Scope Summary | Funding Programs | 2017 | 2018 | 2019 | 2020 | Grand Total | Federal | State | Other |
| CART | | | | | | | | | | | |
| 60100A | | Coop. Alliance for Reg. Transportation - Preventative Maintenance (Derry-Salem region) | FTA 5307 Capital and Operating Program, Other | \$96,250 | \$99,330 | \$102,509 | \$105,789 | \$403,877 | \$323,102 | | \$80,775 |
| 60100B | | Coop. Alliance for Reg. Transportation - Operating Assistance | FTA 5307 Capital and Operating Program, Other | \$221,900 | \$229,001 | \$236,329 | \$243,891 | \$931,121 | \$465,560 | | \$465,560 |
| 60100C | | Coop. Alliance for Reg. Transportation - Mobility Mgmt | FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other | \$275,875 | \$178,020 | \$183,717 | \$189,596 | \$827,207 | \$661,766 | | \$165,441 |
| 60100D | | Coop. Alliance for Reg. Transportation - General & Comprehensive Planning. | FTA 5307 Capital and Operating Program, Other | \$13,750 | \$14,190 | \$14,644 | \$15,113 | \$57,697 | \$46,157 | | \$11,539 |
| 60100E | | Coop. Alliance for Reg. Transportation - Capital program | FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other | \$190,000 | \$98,040 | \$101,177 | \$49,460 | \$438,677 | \$372,875 | \$32,901 | \$32,901 |
| CART Total | | | | \$797,775 | \$618,581 | \$638,375 | \$603,848 | \$2,658,579 | \$1,869,461 | \$32,901 | \$756,218 |
| COAST | | | | | | | | | | | |
| 60000A | | Cooperative Alliance for Seacoast Transportation - Operating Assistance. Annual project. | FTA 5307 Capital and Operating Program, Other | \$2,477,140 | \$2,429,936 | \$2,842,064 | \$3,009,791 | \$10,758,931 | \$5,379,465 | | \$5,379,465 |
| 60000B | | Cooperative Alliance for Seacoast Transportation (COAST) - Preventative maintenance. | FTA 5307 Capital and Operating Program, Other | \$534,298 | \$551,396 | \$569,040 | \$587,249 | \$2,241,983 | \$1,793,587 | | \$448,397 |
| 60000C | | Cooperative Alliance for Seacoast Transportation (COAST) - Miscellaneous support equipment. | FTA 5307 Capital and Operating Program, Other | \$500,000 | \$123,019 | \$103,198 | \$108,500 | \$834,716 | \$667,773 | | \$166,943 |
| 60000D | | Cooperative Alliance for Seacoast Transportation (COAST) - Bus station equipment. | FTA 5307 Capital and Operating Program, Other | \$100,000 | \$75,000 | \$62,500 | \$62,499 | \$299,999 | \$239,999 | | \$60,000 |
| 60000E | | Cooperative Alliance for Seacoast Transportation (COAST) - General & Comprehensive Planning. | FTA 5307 Capital and Operating Program, Other | \$85,203 | \$87,929 | \$90,743 | \$93,647 | \$357,523 | \$286,018 | | \$71,505 |
| 60000F | | Cooperative Alliance for Seacoast Transportation (COAST) - ADA Operations. Annual project. | FTA 5307 Capital and Operating Program, Other | \$372,384 | \$285,128 | \$294,252 | \$303,668 | \$1,255,433 | \$1,004,346 | | \$251,087 |
| 60000G | | Cooperative Alliance for Seacoast Transportation (COAST) - Capital program. | FTA 5307 Capital and Operating Program, Other | \$540,000 | \$165,000 | | | \$705,000 | \$564,000 | | \$141,000 |
| 60000H | | Mobility Management for COAST | FTA 5307 Capital and Operating Program, Other | \$43,750 | \$45,100 | \$46,500 | | \$135,350 | \$108,280 | | \$27,070 |
| 68069 | | Cooperative Alliance for Seacoast Transportation (COAST) - capital/oper for Newington-Dover. | FTA 5307 Capital and Operating Program, Turnpike Capital | \$1,046,964 | \$149,103 | | | \$1,196,067 | \$234,867 | \$961,201 | |
| COAST Total | | | | \$5,699,739 | \$3,911,611 | \$4,008,297 | \$4,165,355 | \$17,785,002 | \$10,278,336 | \$961,201 | \$6,545,466 |
| COMMUTER/INTERCITY BUS REPLACEMENT | | | | | | | | | | | |
| 40284 | VARIOUS | Replacement of existing state-owned coaches used for commuter and intercity bus. | Congestion Mitigation and Air Quality Program, FTA 5307 Capital & Operating Program, Toll Credit | \$3,096,000 | \$3,201,997 | \$4,491,486 | | \$10,789,484 | \$10,789,484 | | |
| EAST KINGSTON | | | | | | | | | | | |
| 26942 | NH Route 107A | NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064 | Bridge Off System, STP-Off System Bridge, Toll Credit | \$1,435,915 | | | | \$1,435,915 | \$1,435,915 | | |
| EPPING | | | | | | | | | | | |
| 29608 | NH 125 | NH Rte 125 Improvements from NH 27 to NH 87 - 1.7 miles | National Highway System, Toll Credit | \$397,320 | \$87,864 | \$1,209,015 | \$134,752 | \$1,828,952 | \$1,828,952 | | |
| HAMPTON | | | | | | | | | | | |
| 29609 | NH 1A | Engineering study / design for Ocean Blvd improvements | STP-State Flexible, Toll Credit | | \$302,254 | | | \$302,254 | \$302,254 | | |

Figure 5.6: Current Transportation Improvement Program (Summary)

| Agency/Community | | | Fiscal Year | | | | | Funding Source | | | |
|-------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------|--------------|--------------|--------------|----------------|-------------|--------------|-------|
| Project # | Route | Scope Summary | Funding Programs | 2017 | 2018 | 2019 | 2020 | Grand Total | Federal | State | Other |
| HAMPTON - PORTSMOUTH | | | | | | | | | | | |
| 26485 | Hampton Branch Rail Corridor | Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface. | Congestion Mitigation and Air Quality Program, Toll Credit | | \$2,043,360 | | | \$2,043,360 | \$2,043,360 | | |
| HAMPTON FALLS | | | | | | | | | | | |
| 29610 | US 1 | Intersection improvements to enhance traffic operations and safety | NH Highway Fund, STP-State Flexible | | \$302,254 | | | \$302,254 | \$241,803 | \$60,451 | |
| NEW CASTLE | | | | | | | | | | | |
| 29614 | NH 1B | Feasibility study for causeway improvements for NH Rte 1B | STP-State Flexible, Toll Credit | | \$117,153 | | | \$117,153 | \$117,153 | | |
| NEW CASTLE - RYE | | | | | | | | | | | |
| 16127 | NH 1B | Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071 | STP-5 to 200K, Toll Credit | \$1,100 | \$5,017,584 | \$2,269,264 | \$2,009,365 | \$9,297,313 | \$9,297,313 | | |
| NEWINGTON - DOVER | | | | | | | | | | | |
| 11238 | NH 16 / US 4 / SPLDG TPK | NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL. | Turnpike Capital | \$82,560 | | | | \$82,560 | | \$82,560 | |
| 11238O | NH 16 / US 4 / SPLDG TPK | NH 16 / US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridges | Non Participating, Turnpike Capital | \$6,028,211 | \$3,849,675 | | | \$9,877,886 | | \$9,877,886 | |
| 11238Q | NH 16, US 4 & SPAULDING TURNPIKE | Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls) | Non Participating, Turnpike Capital | \$12,131,494 | \$16,314,288 | \$16,314,288 | \$16,314,288 | \$61,074,359 | | \$61,074,359 | |
| 11238S | SPAULDING TURNPIKE / LITTLE BAY BRIDGES | General Sullivan Bridge Rehabilitation | Turnpike Capital | | | \$6,578,801 | \$13,461,589 | \$20,040,390 | | \$20,040,390 | |
| NEWINGTON - DOVER Total | | | | \$18,242,264 | \$20,163,963 | \$22,893,090 | \$29,775,877 | \$91,075,195 | \$0 | \$91,075,195 | \$0 |
| NEWTON | | | | | | | | | | | |
| 29617 | NH 108 | Improvements to Rowe's Corner (Maple Ave, Amesbury Rd) | NH Highway Fund, STP-State Flexible, Toll Credit | \$146,441 | | \$187,156 | | \$333,596 | \$296,165 | \$37,431 | |
| NORTH HAMPTON | | | | | | | | | | | |
| 24457 | US Route 1 | Replace bridge carrying US 1 over Boston & Maine RR (Redlist Br No 148/132) | STP-State Flexible, Toll Credit | \$220,000 | \$510,840 | \$234,305 | \$90,676 | \$1,055,821 | \$1,055,821 | | |
| PAVE-T2-REHAB | | | | | | | | | | | |
| PAVE-T2-REH VARIOUS | | Rehab of Tier 2 roads. | Betterment, STP-State Flexible, Toll Credit | \$8,150,000 | | | \$2,500,000 | \$10,650,000 | \$7,583,988 | \$3,066,012 | |
| PLAISTOW - KINGSTON | | | | | | | | | | | |
| 10044E | NH 125 | Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi | National Highway System, Toll Credit | \$1,100,000 | \$4,245,648 | \$3,866,037 | \$120,902 | \$9,332,587 | \$9,332,587 | | |

Figure 5.6: Current Transportation Improvement Program (Summary)

| Agency/Community | | Fiscal Year | | | | | | | Funding Source | | |
|------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|
| Project # | Route | Scope Summary | Funding Programs | 2017 | 2018 | 2019 | 2020 | Grand Total | Federal | State | Other |
| PORTSMOUTH | | | | | | | | | | | |
| 13455D | US 1 BYPASS | US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass | STP-State Flexible, Toll Credit | | | | \$7,616,796 | \$7,616,796 | \$7,616,796 | | |
| 13455E | US Rte. 1 Bypass | Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street | Bridge On System, STP-5 to 200K, STP-State Flexible, Toll Credit | \$1,931,045 | | | | \$1,931,045 | \$1,931,045 | | |
| 20258 | Peverly Hill Rd. | Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road. | Congestion Mitigation and Air Quality Program, Non Participating, Towns | \$1,260,448 | | | | \$1,180,329 | \$441,830 | \$708,160 | \$110,458 |
| 27690 | US 1 By-Pass | Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106 | STP-State Flexible, Bridge On/Off System, Toll Credit | | \$227,040 | \$1,522,984 | | \$1,750,024 | \$1,750,024 | | |
| 29640 | US 1 | US Rte 1 Improvements (1 mi.) from Constitution Dr to Wilson Rd and from Ocean Rd to White Cedar Dr | STP-State Flexible, Toll Credit | \$141,900 | \$380,746 | \$1,209,015 | \$1,912,730 | \$3,644,391 | \$3,644,391 | | |
| 29781 | Woodbury Ave. , Market St., Granite St. | Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St | Congestion Mitigation and Air Quality Program, Towns | \$1,298,000 | | | | \$1,298,000 | \$390,542 | | \$907,458 |
| 40893 | Grafton Road | Study the long-term needs of the Portsmouth Transportation Center | STP-5 to 200K, Toll Credit | \$110,000 | \$170,280 | | | \$280,280 | \$280,280 | | |
| PORTSMOUTH Total | | | | \$4,741,393 | \$778,066 | \$2,732,000 | \$9,529,526 | \$17,700,865 | \$16,054,908 | \$708,160 | \$1,017,916 |
| PORTSMOUTH, NH - KITTERY, ME | | | | | | | | | | | |
| 15731 | US 1 BYPASS | Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List) | Maine, National Highway System, STP-State Flexible, Toll Credit | \$14,649,900 | \$29,013,745 | \$6,443,395 | \$6,045,076 | \$56,152,116 | \$41,239,832 | | \$14,912,284 |
| 16189 | I-95 | REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE) | Maine, Turnpike Renewal & Replacement | | \$12,971,992 | \$6,154,987 | \$4,389,649 | \$23,516,628 | | \$12,461,678 | \$11,054,949 |
| PORTSMOUTH, NH - KITTERY, ME Total | | | | \$14,649,900 | \$41,985,737 | \$12,598,382 | \$10,434,725 | \$79,668,744 | \$41,239,832 | \$12,461,678 | \$25,967,233 |
| PROGRAM | | | | | | | | | | | |
| ADA | VARIOUS | Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws. | STP-Safety, Toll Credit | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$1,600,000 | \$1,600,000 | | |
| BRDG-HIB-MI | VARIOUS | Maintenance and preservation efforts for High Investment Bridges | STP-State Flexible, Toll Credit | \$2,670,000 | \$2,670,000 | \$2,920,000 | \$2,920,000 | \$11,180,000 | \$11,180,000 | | |
| BRDG-T1/2-IV | Tier 1-2 Bridges | Maintenance & preservation of tier 1 & 2 bridges. | STP-State Flexible, Toll Credit | \$3,625,000 | \$3,125,000 | \$8,125,000 | \$8,125,000 | \$23,000,000 | \$23,000,000 | | |
| BRDG-T3/4-IV | Tier 3-4 Bridges | Maintenance and preservation of tier 3 & 4 bridges. | STP-State Flexible, Toll Credit | \$3,520,000 | \$3,020,000 | \$5,220,000 | \$5,120,000 | \$16,880,000 | \$16,880,000 | | |
| CBI | VARIOUS | Complex Bridge Inspection (PARENT) | STP-State Flexible, Toll Credit | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,000,000 | \$1,000,000 | | |
| CRDR | VARIOUS | CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project) | STP-State Flexible, Toll Credit | \$2,500,000 | \$2,000,000 | \$1,500,000 | \$2,000,000 | \$8,000,000 | \$8,000,000 | | |
| DBE | Disadvantaged Business Enterprise | In-house administration of the FHWA Supportive Program: "DBE Compliance Monitoring" (Annual Program) | STP-DBE | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$260,000 | \$260,000 | | |
| FLAP | VARIOUS | Improving transportation facilities that access Federal Lands within NH (FLAP) | Forest Highways | \$1,444,000 | \$600,000 | \$700,000 | \$700,000 | \$3,444,000 | \$3,444,000 | | |
| FTA5307 | Boston Urbanized Area (UZA) | Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects. | FTA 5307 Capital and Operating Program, Other | \$3,483,910 | \$3,595,396 | \$3,710,449 | \$3,829,183 | \$14,618,938 | \$11,695,150 | | \$2,923,788 |
| FTA5309 | VARIOUS | Capital bus and bus facilities - FTA Section 5309 Program | FTA 5309 Capital Funding Program - Discretionary, Other | \$1,000,000 | | | | \$1,000,000 | \$800,000 | | \$200,000 |

Figure 5.6: Current Transportation Improvement Program (Summary)

| Agency/Community | | | | Fiscal Year | | | | Funding Source | | | |
|----------------------|--------------------------------------------------|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------|--------------|--------------|--------------|----------------|---------------|--------------|--------------|
| Project # | Route | Scope Summary | Funding Programs | 2017 | 2018 | 2019 | 2020 | Grand Total | Federal | State | Other |
| FTA5310 | VARIOUS | Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program | FTA 5310 Capital Program, Other, STP-State Flexible | \$5,011,614 | \$5,171,986 | \$5,337,490 | \$5,508,288 | \$21,029,378 | \$16,823,502 | | \$4,205,876 |
| FTA5339 | VARIOUS | Capital bus and bus facilities - FTA 5339 Program for statewide public transportation | FTA 5339 Bus and Bus Facilities, Other | \$3,078,696 | \$3,177,214 | \$3,278,885 | \$3,383,809 | \$12,918,604 | \$10,334,883 | | \$2,583,721 |
| GRR | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) | NH Highway Fund, STP-State Flexible, Toll Credit | \$2,035,000 | \$2,035,000 | \$2,035,000 | \$2,035,000 | \$8,140,000 | \$6,919,000 | \$1,221,000 | |
| HAZMAT | Hazard Material Review | Hazard Material review for post construction obligations. | STP-State Flexible, Toll Credit | \$36,300 | \$48,000 | \$36,300 | \$36,300 | \$156,900 | \$156,900 | | |
| HSIP | VARIOUS | HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) | Highway Safety Improvement Program (HSIP), Toll Credit | \$7,552,000 | \$10,240,723 | \$9,712,151 | \$9,909,081 | \$37,413,955 | \$37,413,955 | | |
| LTAP | Local Techonolgy Assistance Program | Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH | Local Tech Assistance Program | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$600,000 | \$600,000 | | |
| MOBRR | VARIOUS | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM) | Bridge Off System, Other | \$4,650,000 | \$4,650,000 | \$4,625,000 | \$4,625,000 | \$18,550,000 | \$14,840,000 | | \$3,710,000 |
| OJT/SS | OJT/SS | On the Job training for minority and women to reach journeyman status in the construction industry. | STP-DBE | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$120,000 | \$120,000 | | |
| PAVE-T1-PRE! | Tier 1 Interstate | Preservation of Tier 1 pavements. | STP-State Flexible, Toll Credit | \$15,125,000 | \$11,525,000 | \$11,800,000 | \$12,650,000 | \$51,100,000 | \$51,100,000 | | |
| PAVE-T2-MAI | Tier 2 Highways | Maintenance paving of the tier 2 system. | Betterment, STP-State Flexible, Toll Credit | \$7,855,000 | \$12,705,000 | \$12,725,000 | \$11,130,000 | \$44,415,000 | \$19,415,000 | \$25,000,000 | |
| PAVE-T2-PRE! | Tier 2 Highways | Preservation of Tier 2 pavements. | STP-State Flexible, Toll Credit | \$10,525,000 | \$7,925,000 | \$8,025,000 | \$7,925,000 | \$34,400,000 | \$34,400,000 | | |
| PVMRK | VARIOUS | Statewide Pavement Marking Annual Project | STP-State Flexible, Toll Credit | \$3,100,000 | \$3,100,000 | \$3,100,000 | \$3,100,000 | \$12,400,000 | \$12,400,000 | | |
| RCTRL | VARIOUS | Recreational Trails Fund Act- Projects selected annually | DRED, Recreational Trails | \$1,562,500 | \$1,562,500 | \$1,562,500 | \$1,562,500 | \$6,250,000 | \$5,000,000 | | \$1,250,000 |
| RRRCS | Statewide Railroad Crossings | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) | RL - Rail Highway, Toll Credit | \$1,160,000 | \$1,160,000 | \$1,160,000 | \$1,160,000 | \$4,640,000 | \$4,640,000 | | |
| SRTS | VARIOUS | SAFE ROUTES TO SCHOOL PROGRAM | Safe Routes to School | \$2,195,700 | \$443,003 | | | \$2,638,703 | \$2,638,703 | | |
| TA | VARIOUS | TRANSPORTATION ALTERNATIVES PROGRAM (TAP) | Other, TAP - Transportation Alternatives | \$6,584,000 | \$6,384,000 | \$6,384,200 | \$6,384,200 | \$25,736,400 | \$20,589,120 | | \$5,147,280 |
| TRAC | TRansportation And Civil engineering program | Implement and participate in AASHTO TRAC program in local high schools. | STP-State Flexible, Toll Credit | \$22,000 | \$22,000 | \$22,000 | \$22,000 | \$88,000 | \$88,000 | | |
| TRCK-WGHT-SFTY | VARIOUS | Truck weight safety inspection & maintenance program | STP-State Flexible, Toll Credit | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$400,000 | \$400,000 | | |
| TSMO | Transportation Systems Management and Operations | Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info | STP-State Flexible, Toll Credit | \$350,000 | \$350,000 | \$350,000 | \$350,000 | \$1,400,000 | \$1,400,000 | | |
| UBI | VARIOUS | Underwater Bridge Inspection (Annual Project) | STP-State Flexible, Toll Credit | \$50,000 | \$60,000 | \$60,000 | \$60,000 | \$230,000 | \$230,000 | | |
| USSS | VARIOUS | Project to update signing on state system | STP-State Flexible, Toll Credit | \$954,000 | \$530,000 | \$530,000 | \$530,000 | \$2,544,000 | \$2,544,000 | | |
| PROGRAM Total | | | | \$91,084,720 | \$87,094,822 | \$93,913,975 | \$94,060,361 | \$366,153,878 | \$319,912,214 | \$26,221,000 | \$20,020,664 |
| SALEM | | | | | | | | | | | |
| 12334 | NH 28 | Reconstruct Depot Intersection NH28 (Broadway) & NH97 (Main St) Add Turn Lanes on NH28 (MUPCA) | STP-Areas Over 200K, Towns | \$877,200 | \$2,343,053 | \$2,747,762 | \$283,569 | \$6,251,584 | \$5,001,267 | | \$1,250,317 |

Figure 5.6: Current Transportation Improvement Program (Summary)

| Agency/Community | | | Fiscal Year | | | | | Funding Source | | | |
|------------------------------|-----------|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|--------------|
| Project # | Route | Scope Summary | Funding Programs | 2017 | 2018 | 2019 | 2020 | Grand Total | Federal | State | Other |
| SALEM TO MANCHESTER | | | | | | | | | | | |
| 10418 | I-93 | PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only) | Interstate Maintenance, NH Highway Fund, National Highway System, Toll Credit | \$2,916,894 | \$1,401,455 | | | \$4,318,349 | \$3,937,834 | \$380,516 | |
| 10418T | I-93 | CORRIDOR SERVICE PATROL (Salem to Manchester) | National Highway System, Toll Credit | \$100,000 | \$96,492 | \$99,580 | \$12,090 | \$308,162 | \$308,162 | | |
| 10418V | I-93 | Final design services for PE & ROW | National Highway System, Non Participating, Toll Credit | \$967,128 | | | | \$967,128 | \$548,297 | \$418,831 | |
| 10418W | I-93 | Chloride Reduction Efforts | FHWA Earmarks, National Highway System, Toll Credit | \$1,065,024 | | | | \$1,065,024 | \$1,065,024 | | |
| 10418X | I-93 | Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014 | Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program | \$54,829 | \$55,188 | \$32,936 | | \$142,952 | \$79,516 | \$58,791 | \$4,646 |
| 13933A | I-93 | Mainline, State Line to Exit 1 NB & SB | STP-State Flexible, Toll Credit | | | \$4,352,455 | \$11,977,956 | \$16,330,411 | \$16,330,411 | | |
| 14633J | I-93 | Exit 1 to Exit 5 - Construct 4th lane northbound and southbound | STP-State Flexible, TIFIA, Toll Credit | | | \$11,216,239 | \$11,575,159 | \$22,791,398 | \$748,509 | \$22,042,889 | |
| 14633P | I-93 | CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions. | National Highway System, Toll Credit | \$1,509,816 | | | | \$1,509,816 | \$1,509,816 | | |
| 14633R | I-93 | DES Land Grant Program | National Highway System, Other | \$1,582,584 | \$849,601 | \$1,591,728 | | \$4,023,913 | \$3,219,131 | | \$804,783 |
| 14633Z | I-93 | Corridor Smart Work Zone | National Highway System, Toll Credit | \$349,166 | | | | \$349,166 | \$349,166 | | |
| 14800A | I-93 | MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D | National Highway System, RZED Subsidy, Toll Credit | \$1,415,100 | \$1,413,207 | \$1,413,207 | \$3,047,006 | \$7,288,520 | \$5,044,163 | | \$2,244,357 |
| 14800E | I-93 | I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem) | National Highway System, Toll Credit | \$11,809,128 | \$11,459,606 | \$11,458,869 | \$8,363,923 | \$43,091,526 | \$43,091,526 | | |
| 14800H | I-93 | Final Design Services for PE & ROW - Debt service for 10418V | National Highway System, Non Participating, Toll Credit | \$1,990,062 | \$1,633,094 | \$1,685,245 | \$1,269,436 | \$6,577,837 | \$6,159,006 | \$418,831 | |
| SALEM TO MANCHESTER Total | | | | \$23,759,730 | \$16,908,643 | \$31,850,259 | \$36,245,570 | \$108,764,202 | \$82,390,559 | \$23,319,858 | \$3,053,785 |
| SEABROOK - HAMPTON | | | | | | | | | | | |
| 15904 | NH 1A | Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025) | STP-5 to 200K, Toll Credit | \$275,000 | \$340,560 | \$234,305 | | \$849,865 | \$849,865 | | |
| STATEWIDE | | | | | | | | | | | |
| 15609H | VARIOUS | Statewide Bridge Maintenance, Preservation & Improvements performed by Bridge Maint. | STP-State Flexible, Toll Credit | \$4,400,000 | | | | \$4,400,000 | \$4,400,000 | | |
| 15609I | VARIOUS | Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance. | STP-5 to 200K, Toll Credit | | \$4,400,000 | | | \$4,400,000 | \$4,400,000 | | |
| 40792 | Statewide | 2015 STIC Incentive for 1) Mobile Devices and 2) Design-Build documentation | NHDOT Operating Budget, STP-State Flexible, Toll Credit, Other | \$137,500 | | | | \$137,500 | \$110,000 | \$27,500 | |
| 25198 | VARIOUS | To install Road and Weather systems around the State. Date of release for RFP March 31, 2017 | STP-State Flexible, Toll Credit | \$431,200 | | | | \$431,200 | \$431,200 | | |
| Statewide Total | | | | \$4,968,700 | \$4,400,000 | \$0 | \$0 | \$9,368,700 # | \$9,341,200 | \$27,500 | \$0 |
| TRAPEZE SOFTWARE GROUP, INC. | | | | | | | | | | | |
| 68069B | VARIOUS | Statewide rideshare database utilizing Trapeze Ridepro software | Congestion Mitigation and Air Quality Program, Turnpike Capital | \$43,883 | \$47,552 | | | \$91,436 | \$73,149 | \$18,287 | |
| TIP Total | | | | \$179,687,080 | \$194,421,543 | \$183,873,708 | \$189,954,527 | \$747,856,738 | \$531,335,585 | \$157,989,675 | \$58,611,599 |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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