



SRPC

2025-2028

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TRANSPORTATION IMPROVEMENT PROGRAM

STRAFFORD
Regional Planning Commission

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Introduction

Strafford Regional Planning Commission (SRPC) is federally designated as a Metropolitan Planning Organization and responsible for a regional transportation planning process. As part of that process, SRPC develops a four-year *Transportation Improvement Program* (TIP) that includes federally funded transportation improvement projects and programs scheduled for implementation in the Strafford region. The TIP comprises the planned transportation projects expected to be implemented over a four-year period (in the case of the current TIP, Federal Fiscal Years 2025, 2026, 2027, and 2028). The TIP is prepared by SRPC in cooperation with the New Hampshire Department of Transportation (NHDOT) and in accordance with federal metropolitan planning regulations, found at 23 CFR §450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation.

SRPC is the designated MPO for the Dover–Rochester, NH–ME urbanized area. Any transportation improvement project in the Strafford region that includes federal funding under Title 23 (public highways), or Title 49 (public transit) must be included in SRPC’s TIP. Projects listed in the TIP must be consistent with a metropolitan planning organization’s transportation plan, and the TIP itself must conform to the air pollutant thresholds established by New Hampshire’s *State Implementation Plan* (SIP) for air quality attainment. Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the transportation plan.

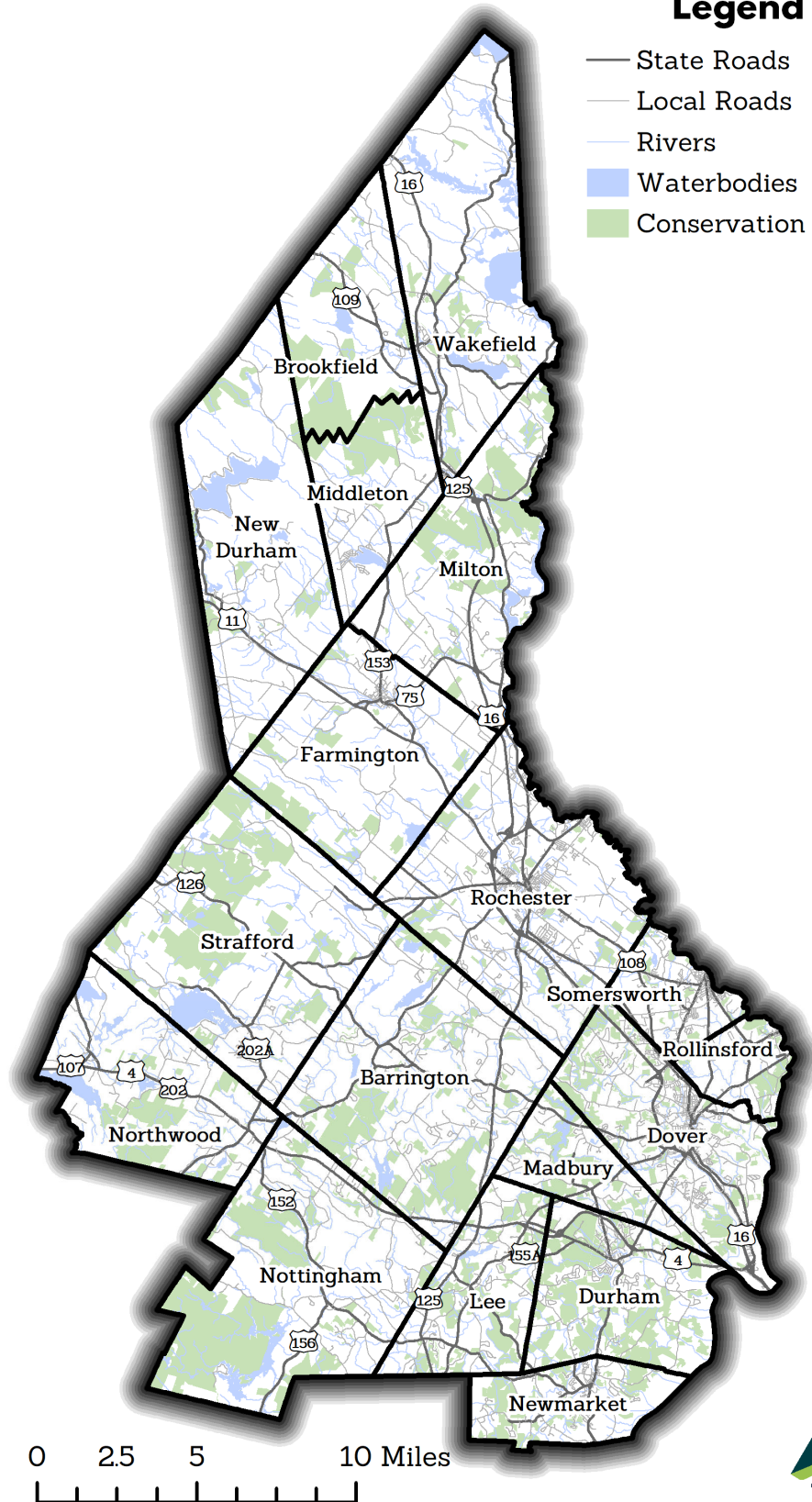
SRPC’s TIP development process has adapted to multiple iterations of federal transportation authorizing legislation—most recently the *Bipartisan Infrastructure Law*, enacted on November 15, 2021. These surface transportation laws place strong emphasis on coordinated statewide and regional transportation planning such that plans and programs:

- Reflect locally established project priorities.
- Are financially realistic (i.e., fiscally constrained).
- Are consistent with the air pollutant budgets established in the New Hampshire SIP for air quality attainment.
- Are developed with meaningful public involvement.



Legend

- State Roads
- Local Roads
- Rivers
- Waterbodies
- Conservation Lands





About the Region

Below is a summary of transportation-related trends in the SRPC region. Strafford Regional Planning Commission (SRPC), in which the MPO is housed, develops a regional Data Snapshot that provides greater detail on a wide range of topics and metrics that are relevant to transportation and regional planning. The full data snapshot is available on the SRPC website at the link provided; see the Mobility and Accessibility section beginning on page 96 for select details on transit ridership and service trends.

[Link to SRPC's Data Snapshot.](#)

Demographic Trends

The Strafford region consists of 18 communities: the 13 comprising Strafford County, and two in Carroll County and three in Rockingham County. According to the 2020 census, the population of the region was 156,145 – an increase of 6% from the 2010 population of 146,895. Regional population growth is projected to increase by another 10% by 2045. Municipalities in the southeastern portion of the region are part of the U.S. Census-designated Dover–Rochester, NH–ME urbanized area (UZA). This UZA extends along the Salmon Falls River north to Milton and includes the towns of Berwick, South Berwick, and Eliot, Maine. The Dover–Rochester, NH–ME UZA is adjacent to the Portsmouth, NH–Kittery, ME UZA.

Road Network & Infrastructure Condition

There are 1,294 miles of public roads in the region. 72% of them are owned by municipalities. The region's principal transportation routes are NH Routes 16, 125, 108, and 155, which serve north-south traffic, and NH Route 11 and US Routes 4 and 202, which serve east-west traffic.

4% of total state highway road miles are in the Strafford Region. Approximately 88% of the state highway road miles in the region are in "good" or "fair" condition, this matches statewide highway conditions. 93% of the bridges on the National Highway System in the region are in good or fair condition. The TIP does not include information on the condition of municipally owned roads and bridges, but federal funds may be spent to improve them.

Public Transit Services

The public transit system is a crucial asset for residents in the region, providing transportation for employment, education, and other critical services and key destinations.



The Strafford Region has two major public transportation providers: the Cooperative Alliance for Seacoast Transportation (COAST) and the University of New Hampshire's (UNH) Wildcat Transit. COAST is operated through federal funds and local match and provides fixed-route and demand-response services for seniors and people experiencing disabilities. Wildcat provides fixed-route service funded primarily through student fees and it serves the UNH flagship campus in Durham – the region's largest employer. Employment and healthcare are cited as the top reasons people utilize COAST and COAST's operations account for nearly \$26 million in regional economic benefits. Together, COAST and Wildcat form a network that provides intermodal connections to intercity bus and passenger rail.

Inter-Regional Transportation

The region has two inter-city transit providers: C&J Bus Lines and Amtrak. C&J Bus Lines provides hourly trips between Dover and Boston (Logan International Airport and South Station) and daily service from Portsmouth to New York City. The Amtrak Downeaster, managed by the Northern New England Passenger Rail Authority, runs between Brunswick, Maine, and Boston's North Station, with three stops in New Hampshire: Dover, Durham, and Exeter.

Development of the TIP

In New Hampshire, projects in the TIP come from New Hampshire's Statewide Ten Year Transportation Improvement Plan (TYP). The TYP is updated every two years and the process begins with Regional Planning Commissions like SRPC developing and proposing new projects to be added in years 9 and 10 of the plan. From there it is reviewed by the state legislature, Executive Council, and the Governor. The process also includes extensive outreach to identify the public's priorities, regional planning commission priorities, and input from NHDOT. The result is a schedule for transportation projects and funding over the next 10 years; the TIP comprises the final four years of that schedule.

Relationship between the TIP and the Metropolitan Transportation Plan

The metropolitan transportation plan ("Metro Plan" or MTP) is the long-range plan for transportation improvements in the region; it comprises the next 20 years of transportation planning and projects for the Strafford Region. Projects move from the MTP into the four-year TIP so project lists and content of the two documents are updated concurrently. Due to the TYP, New Hampshire transportation projects are often processed in a three-phase process with increasing levels of scrutiny. First, they are conceptualized and developed in MPO Metro Plans; then they are incorporated into the state's Ten Year Plan to begin more detailed planning and



design; and finally they make it into a state or MPO TIP for final design, engineering, and construction. This process is described in more detail below.

Project Solicitation

The selection of projects is based on project and planning priorities outlined in the state long-range plan and the MPOs' regional metropolitan transportation plans. To establish its priorities, SRPC solicits project proposals from municipalities and regional transit providers to be considered in the regional and statewide transportation planning processes. Candidate projects get integrated into SRPC's Metro Plan, which serves as the basis for transportation planning in the region. Many prospective projects are suitable for a specific funding source or grant program (such as [congestion mitigation](#) or [transportation alternatives](#)); others must be developed for submission to the Ten Year Plan. Prospective Ten Year Plan projects are scored according to criterion determined by the state of New Hampshire and ranked by SRPC committee members and submitted to NHDOT.

SRPC conducted its most recent project solicitation through fall 2023. SRPC staff contacted communities and transportation agencies in the region and encouraged them to provide feedback about their transportation projects and priorities. This effort resulted in an updated list of highway, bridge, bicycle-pedestrian, transit, rail, recreational trail, and other surface transportation projects for the Metro Plan. Many of the projects could be and have been developed for submission to the state Ten Year Plan.

Public Involvement

SRPC follows standards for public involvement in transportation planning as required by federal law and described in the *SRPC Public Participation Plan*, adopted on August 16, 2024. Standards include advertising public comment periods and hearing dates for documents in newspapers; posting notices at the region's major public libraries; providing information to community and agency representatives of SRPC's Technical Advisory and Policy committees; and posting information and notices on the SRPC website and social media outlets. The notices posted at these forums invite the public to attend public hearings, comment and discuss the process, and voice concerns, questions, and comments regarding the current transportation system projects and future transportation priorities outlined in the Metro Plan and TIP. In addition to notices, draft plans and documents are made available at public libraries in Dover, Rochester, and Somersworth, at the SRPC office in Rochester, and on the SRPC website.



Air Quality Conformity

Purpose

Ensuring good air quality continues to be an important goal for the region and state. For almost two decades, agencies across the state – including NHDOT, the New Hampshire Department of Environmental Services (NHDES), and the four MPOs – have been working to reduce ozone levels guided by US Environmental Protection Agency (EPA) standards. Two standards have been in effect in New Hampshire since the mid-1990s: the 1997 standard of 80 parts per billion (ppb) measured over an eight-hour period and the more stringent 2008 standard of 75 ppb, also measured over an eight-hour period.

Current Status

In July 2013, all of New Hampshire was considered unclassifiable/attainment for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard. At that point, the 1997 eight-hour ozone NAAQS (the 1997 ozone standard) was revoked for transportation purposes in the Boston–Manchester–Portsmouth (SE) NH area. Transportation conformity no longer applies to the ozone NAAQS in New Hampshire in accordance with the “geographic applicability” of the transportation conformity rule at 40 CFR 93.102(b).

On October 16, 2015, the EPA issued a final rule reducing the NAAQS standard for ozone to 70 ppb from the previous 75 ppb. The Strafford Region was still in compliance with the new standard, so this ruling did not affect the development of the SRPC TIP.

Recent Court Decision

In February 2018, the South Coast Air Quality Management District of California filed a lawsuit challenging the EPA’s final rule for implementing the 2008 NAAQS standard for ozone. One potential impact of the court case would have required MPOs throughout the country to conduct retroactive air quality conformity analyses regardless of their status for the ozone NAAQS. The court’s final decision vacated portions of EPA’s 2008 ozone NAAQS requirements, but upheld EPA’s revocation of the 1997 ozone NAAQS. This meant that SRPC did not have to conduct a retroactive conformity analysis.

The court’s decision specified that transportation conformity for the 1997 ozone NAAQS could be demonstrated by showing the following requirements have been met:

- Use of the latest planning assumptions



- Consultation [all MPOs in New Hampshire participate in regular Interagency consultation]
- Transportation Control Measures
- Fiscal constraint

The latest planning assumptions and fiscal constraint described in the upcoming 2025-2050 MTP and the 2025–2028 TIP show that the documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Development & Content of the Statewide Transportation Improvement Program

The State of New Hampshire is required to maintain a current State Transportation Improvement Program (STIP), which it updates on a two-year cycle. STIP development is a coordinated effort involving NHDOT and the four New Hampshire MPOs. Federal language outlining the state and MPO transportation planning relationship can be found at 23 CFR §450.218:

"The State shall develop a statewide transportation improvement program (STIP) for all areas of the State. The STIP shall cover a period of no less than 4 years and shall be updated at least every 4 years, or more frequently if the Governor of the State elects a more frequent update cycle. However, if the STIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. In case of difficulties developing a portion of the STIP for a particular area (e.g., metropolitan planning area, nonattainment or maintenance area, or Indian Tribal lands), the State may develop a partial STIP covering the rest of the State.

For each metropolitan area in the State, the State shall develop the STIP in cooperation with the MPO designated for the metropolitan area. The State shall include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP."



Performance-Based Planning

National Performance Areas

In 2012, the federal funding and reauthorization bill known as MAP-21 established performance-based planning as a core component of metropolitan and state transportation planning. It formalized the requirement that states and MPOs use performance measures to track the efficacy of planning efforts, identify needed transportation-related improvements, and ensure that funding and resources are used most effectively. Subsequent federal transportation authorization bills have retained the performance-based planning requirement – most recently the Bipartisan Infrastructure Law (BIL) in 2021. There are seven national performance goals that guide transportation planning across the country. Requirements for performance-based transportation planning are included in [23 USC 134](#).

MAP-21 National Performance Goals

Safety

Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Congestion reduction

Achieve a significant reduction in congestion on the NHS.

System reliability

Improve the efficiency of the surface transportation system.

Reduced project delivery delays

Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Freight movement and economic vitality

Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental sustainability

Enhance the performance of the transportation system while protecting and enhancing the natural environment.

Infrastructure condition

Maintain the highway infrastructure asset system in a state of good repair.



In addition to the Federal Highway Administration (FHWA) areas above, there are four Federal Transit Administration (FTA) performance goals (49 CFR §625.43):

Federal Transit Performance Goals

Rolling Stock

The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment

The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities

The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure

The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
This measure does not apply because the Strafford region does not contain any rail infrastructure that qualifies under federal regulations.

Transportation Projects in the SRPC Region

The FHWA and FTA performance areas constitute a set of organizing principles for federally funded transportation projects planned, designed, or under construction in the Strafford Region. Appendix F lists projects in the planning or consideration phases in the next four years. Long-range projects are by definition 10 to 20 years from construction. At this stage, they exist as “vision projects” described in general terms and have rough cost estimates. These projects populate the “out years” of the MTP. As they move closer to reality, New Hampshire projects are proposed for addition to the state’s Ten Year Plan. These are mid-range projects. Barring unforeseen circumstances, implementation of short-range projects will begin within four years of their addition to the TIP.

Performance measures are integrated into the project selection process for various plans and programs. For instance, the criteria used to rank candidate projects for the Ten Year Plan closely align with the federal performance goal areas. Performance measures are also applicable to project selection for specific funding programs. For instance, SRPC conducted a regional project ranking process for non-motorized transportation projects proposed for the Transportation Alternatives Program. Criteria were weighted to give priority to projects that focus on safety improvements for bicyclists, pedestrians, and others traveling by non-motorized



means. SRPC continues to integrate performance measures into project development and prioritization.

Regional Performance Targets

Information about the transportation system’s performance is crucial in the development and selection of projects, as described at the beginning of this chapter. Performance data will inform municipalities, regions, and the state about the needs of the transportation system and will help them develop projects or programs to address performance targets. Federal law requires state departments of transportation to set targets for the performance measures; MPOs must also set targets for the measures that apply to their planning areas. For example:

Performance Topic: Highway Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

Performance Measure: Number of fatalities per year

Performance Target: maximum number of fatalities on all public roads

Not all performance areas apply to SRPC. For example, there are measures associated with Interstate highway performance, but the region has no miles of interstate highway (e.g. I-95), so those measures and targets do not apply. For most performance measures areas, SRPC has opted to adopt the targets set by NHDOT, as explained below. In support of the state, SRPC will work to ensure that programmed and planned projects in the region contribute to improvements in required performance areas. No specific penalties are defined in federal law for MPOs that do not meet established targets.

SRPC’s [System Performance Report](#) includes comprehensive information about performance measures and related projects.

FHWA Performance Targets in the SRPC Region

Performance goal area: Safety

New Hampshire is a “vision zero” state, which means zero fatalities is the only acceptable goal for safety improvements to public highways. Obviously, this is an ambitious goal that will not be reached overnight. Federal performance management requirements specify that targets must be realistic and data-driven, so an incremental approach based on annual targets must be taken. SRPC uses



recent crash data to adopt near-term targets that are based on long-term progress toward zero crashes that result in fatalities and serious injuries. The table below shows safety targets for 2025 toward achievement of the following long-term goals:

- 75% reduction in the number of fatalities by 2035
- 50% reduction in the number of serious injuries by 2035
- 100% reduction in the number non-motorized fatalities and serious injuries by 2035

SRPC Safety Performance Measures and Targets Summary								
		2019	2020	2021	2022	2023	2024	2025
Fatalities	Target	15	14	13.2	13	13	12.4	12.3
	5-yr Ave	13.6	13.4	13.6	14.6	14.0	---	
Fatality Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	1.117	1.11	1.15	1.23	1.18	---	
Serious Injuries	Target	46	51	50.2	50.2	59	49.9	46.6
	5-yr Ave	54.4	54.2	49.6	53	48.6	---	
Serious Injury Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	4.4	4.5	4.1	4.4	40	---	
Non-motorized fatalities + serious injuries	Target	8	7.4	6.9	7.4	6	4	4
	5-yr Ave	8.2	7.4	5	5.6	4.8	---	

SRPC has developed a regional Safety Action Plan that includes detailed analysis of crashes, particularly those that caused fatalities and serious injuries. The Safety Action Plan includes multiple strategies and projects to be implemented during the TIP. It includes more details about SRPC’s safety performance targets.

The following are examples of safety-focused projects in the 2025-2028 TIP:

- Dover-Rochester-Somersworth (29604): Complete streets improvements along NH 108 from Week’s Crossing (Indian Brook Drive/High Street) in Dover to Innovation Drive in Rochester
- Northwood-Nottingham (41595): Intersection safety improvements to the US 4/NH 152 intersection

Performance goal area: Infrastructure Condition

SRPC has adopted to support the targets for infrastructure condition set by NHDOT. Pavement and bridges in the Strafford region are in excellent condition compared to other parts of the state. SRPC staff continue to work with municipalities and agency



staffers to track local and state-owned bridges that need repair or replacement (many of them on the “red list”).

Infrastructure Condition Targets				
Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target
Pavement Condition	Non-interstate NHS in good condition	45.3%	35.0%	35.0%
	Non-interstate NHS in poor condition	1.8%	7.0%	7.0%
Bridge Conditions	NHS bridges in good condition	58.4%	57.0%	57.0%
	NHS bridges in poor condition	4.3%	5.0%	5.0%

The following are examples of projects in the 2025-2028 TIP focused on infrastructure condition:

- Newfields–Newmarket (28393): Bridge rehabilitations, address bridges carrying NH 108 and BMRR.
- Barrington (41415): Rehab or replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington.
- NHDOT’s Tier-2 highway pavement rehabilitation and resurfacing programs.

Performance goal area: System Reliability and Resilience

SRPC has adopted to support the targets for system reliability and resilience set by NHDOT. It is important to note that travel times are still considered “reliable” even if there are periods of congestion and delay. As long as those periods happen at consistent, predictable times, they do not count against system reliability. All segments of the National Highway System in the Strafford region are above the 85% target set by NHDOT. SRPC staff work with municipalities and agencies to identify and address segments of highway that are congested regularly. This is accomplished using analysis tools like the National Performance Management Research Data Set. Through this, SRPC has access to up-to-date data on traffic congestion on major highways in the region. Such analysis tools help SRPC develop projects in the Metro Plan to be refined and incorporated into the TIP. Several projects focused on reducing congestion are included in the 2025-2028 TIP.



Travel Time Reliability Targets				
Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target
Travel Time Reliability	Non-Interstate reliable person-miles	96.3%	85.0%	85.0%

The following projects from the 2025–2028 TIP specifically address congestion and system reliability:

- Statewide Program: Transportation System Management & Operations.
- COAST public transit operations that support adoption of alternatives to driving alone, reduce congestion, and improve travel reliability.

Performance goal area: Freight Movement and Economic Vitality

The SRPC region does not have any interstate miles and is not required to set a formal performance target for this measure. However, freight is an important planning focus area for the region. Over the next ten years, NHDOT is funding corridor studies for prioritized numbered state routes. SRPC will be working with NHDOT to conduct corridor studies for routes in the region, including freight concerns. Projects that improve system reliability also contribute to truck travel and freight movement.

Freight and Economic Vitality Performance Measure	Performance Target
Truck Travel Time Reliability (TTTR) Index (Interstate only)	No Interstate miles in the Strafford region

Performance goal area: Environmental Sustainability

No formal performance measures have been established under federal law for this goal area. Reducing impacts on the environment and natural resources is a primary objective for SRPC. Air quality is affected by congestion and on-road emissions, and water quality is affected by contaminants in runoff from roads and other impervious surfaces. SRPC is focused on promoting alternative modes of transportation that reduce congestion, and on ensuring that projects have reduced impacts on water quality.



Environmental Sustainability Performance Measure	Performance Target
Total Emissions Reduction	Only applies in areas that are designated as a Nonattainment or Maintenance areas for air quality

The 2025-2028 TIP has several projects focused on reducing congestion on highways in the Strafford region. These projects, combined with public transit service and ongoing efforts to improve the safety and accessibility of the multimodal network, reduce air quality impacts.

- Dover-Rochester-Somersworth (29604): Complete streets improvements along NH 108 from Week’s Crossing (Indian Brook Drive/High Street) in Dover to Innovation Drive in Rochester.
- COAST regional public transit service.

Performance goal area: Reduced Project Delivery Delays

No formal performance measures have been established under federal law for this goal area. SRPC works with agencies, municipalities, and other funding recipients to ensure projects are programmed and completed as effectively and efficiently as possible. MPOs are planning agencies and are not involved in the technical design and engineering of transportation projects. However, SRPC plays a role in improving project delivery by working to ensure proposed projects consider relevant contextual factors and have accurate cost estimates.

Performance goal area: Accessibility

No formal performance measures have been established under federal law for this goal area. SRPC helps communities plan projects that will improve the accessibility of the transportation network to all users. Staff are currently working on outreach, data collection, and data analysis to identify projects that improve accessibility at the local level.

The following are examples of projects in the 2025-2028 TIP focused on Accessibility:

- Dover (41373): Construct a multi-use path from Knox Marsh Rd. to Bellamy Rd.



- Dover-Rochester-Somersworth (29604): Complete streets improvements along NH 108 from Week’s Crossing (Indian Brook Drive/High Street) in Dover to Innovation Drive in Rochester

FTA Performance Targets in the SRPC Region

Federal regulations include performance measures specific to public transit providers under the Federal Transit Administration. SRPC works with COAST, UNH Wildcat, and agency partners to ensure funding and projects are programmed in the TIP and advocates for support of regional public transit services. COAST and UNH Wildcat are directly responsible for managing their capital funding needs, but SRPC works with them to set regional targets for public transit performance management. The established performance measures and current performance targets for the public transit fleet and facilities are described in detail below.

Transit Asset Management Targets

Asset Category*	Performance Measure	Asset Class	2022 Baseline	2023 Target
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	10%	20%
		Cutaway	0%	0%
		Large Bus	13%	13%
Equipment	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	71%	100%
Facilities	<u>% of facilities with a condition rating below 3.0 on the FTA TERM Scale</u>	Passenger	NA	NA
		Administrative	0%	0%
		Maintenance	0%	0%
		Parking	100%	100%

Transit Asset Management

The FTA performance measures applicable to the Strafford region are based on the relative age of revenue-generating vehicles (e.g., buses and other vehicles that carry passengers), equipment (vehicles that do not carry passengers), and facilities (e.g., bus maintenance and storage buildings) owned by public transit providers. The targets are based on how many assets are within established limits for age and



condition. Vehicles are tracked relative to age (known as a useful life benchmark), and facilities are rated based on their condition. For more details, visit SRPC's webpage on [performance measures](#). As is the case for the FHWA measures, there are no penalties for transit providers or MPOs that do not meet the performance targets set for the region.

Public Transportation Agency Safety Plan Performance Targets

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule.

The PTASP rule became effective on July 19, 2019. The PTASP rule requires transit operators in urbanized areas and metropolitan planning organizations to adopt performance targets for the following federally required public transportation safety measures:

- Number of Fatalities
- Rate of Fatalities*
- Number of Injuries¹
- Rate of Injuries*
- Number of Safety Events
- Rate of Safety Events
- System Reliability**

*Rate Targets are based on incidents per 500,000 Vehicle Revenue Miles.

**System Reliability targets are based on the mean distance (number of miles driven) between major mechanical failures.

In the Strafford region, these measures apply to the Cooperative Alliance for Seacoast Transportation (COAST) and the SRPC². The table below displays the performance for these measures for the COAST system. COAST has published their Safety Plan including targets for 2022. It includes performance and targets for both fixed route and demand response services.

SRPC has no direct impact on the safety performance of COAST operations, so the MPO supports the targets set by COAST. They are reported in the table below.

¹ Any damage or harm to persons that requires immediate medical attention away from the scene [e.g. not on-site first aid]. *From the National Transit Database Safety & Security Policy Manual*

² As a University transit system, UNH Wildcat Transit is not required to establish federal PTASP targets.



Service Type	Performance Measure	FY 2023 Performance	FY2024 Target	FY 2024 Performance	FY 2025 Target
Fixed Route	Major Events – Total	0	0	1	0
	Major Events – Rate	0	0	0.0000016	0
	Collision Rate	--	--	0.0000016	0
	Pedestrian Collision Rate	--	--	0	0
	Vehicular Collision Rate	--	--	0.0000016	0
	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0	0	0	0
	Transit Worker Fatality Rate	--	--	0	0
	Injuries - Total	1	0	0	0
	Injuries - Rate	0.17	0	0	0
	Transit Worker Injury Rate	--	--	0	0
	Assaults on Transit Workers	--	--	17	15
	Rate of Assaults on Transit Workers	--	--	0.0000265	0.0000232
	System Reliability	13,053	17,000	16,449	17,000



Service Type	Performance Measure	FY 2023 Performance	FY 2024 Target	FY 2024 Performance	FY 2025 Target
Demand Response	Major Events – Total	0	0	0	0
	Major Events – Rate	0	0	0	0
	Collision Rate	--	--	0	0
	Pedestrian Collision Rate	--	--	0	0
	Vehicular Collision Rate	--	--	0	0
	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0	0	0	0
	Transit Worker Fatality Rate	--	--	0	0
	Injuries - Total	2	0	0	0
	Injuries - Rate	0.96	0	0	0
	Transit Worker Injury Rate	--	--	0	0
	Assaults on Transit Workers	--	--	1	0
	Rate of Assaults on Transit Workers	--	--	0.0000042	0
	System Reliability	104,270	100,000	29,767	100,000
All rates are expressed as a number per 100,000 Vehicle Revenue Miles (VRM), rounded					



Regional Project & Financial Analysis

Fiscal Constraint Background

When individual projects are added to the TIP, they are in their final stages of development prior to construction or implementation. At this point in project development there is more confidence in the availability of funding, but NHDOT and SRPC need to show that planned projects can be paid for with available funds. SRPC participates in that process by tracking projects and programs relevant to its region. The TIP is a component of the SRPC Metropolitan Transportation Plan, which comprises projects and funding for the next 25 years. The TIP and Metro Plan are connected, so any update to the TIP requires an update to the funding and project information Metro Plan. This fiscal constraint process is required under federal regulations. Guidance on the financial requirements for the TIP is available at 23 CFR § 450.326:

"The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation 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). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP 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)."

Sources for Funding Estimates



Every two years, under state law, New Hampshire develops a statewide Ten-Year Transportation Improvement Plan. It includes all transportation projects and programs and federal and non-federal funding sources. Once the Ten-Year Plan is enacted into law, NHDOT compiles federal funding and projects in the first four years of it to develop the Transportation Improvement Program. The Ten Year Plan financial information serves as the basis for estimating funding available for implementing projects in the TIP and Metro Plan.

Fiscal Constraint Assumptions

The figures on the next page compare the expected revenue for projects in the region with the estimated total project costs as programmed in the TIP. The TIP contains only those projects that are funded; it does not contain unprogrammed funds or unfunded projects. Starting from the assumption that programmed funding equals available funding, SRPC staff made a series of additional assumptions for fiscal constraint calculations:

1. 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
2. Transit Funds are distributed based on current allocations to each transit agency
3. Population data will be from the most recent decennial Census or ODP population estimates
4. Lane mile data will be from NHDOT Roads dataset
5. Discretionary grants and Congressionally Designated Spending "Earmarks" will be listed as a single line item in the tables with notes indicating project/source details
6. Discretionary grants and CDS will not include inflation factors
7. Current inflation rate is 3.7% per year
8. The most recent STIP Fiscal Constraint document will be the source of the financial data for the TIP years.
9. The most recent approved Ten Year Plan "Rainbow Chart" will be the source of data for years 6-10.
10. Years 11+ will be based on the most recent approved Ten Year Plan "Rainbow Chart" plus an inflation of 2% per year in revenues.
11. I-93 Debt service concludes in 2034. Revenues from SB367 will end at that time.
12. Operations and Maintenance is calculated using Turnpike R&R funds, Betterment Funds, and Transit O&M.
13. Highway O&M values derived from NHDOT FY23 Annual Report page F5 Total Budgeted Roads and Bridges Operations and Maintenance and inflated by 2% per year from 2023.



- <https://www.nh.gov/transparentnh/annual-reports/transportation/documents/fy23.pdf>
14. Due to transit systems overlapping regions, the distribution of funding may show greater than 100% when all MPO values are added together.
 15. Other State Funds includes SAB and TIFIA as well as any other State funding programs not explicitly listed elsewhere
 16. For years 2035-2050, total project costs are shown, and it is assumed that a 20% match will be raised from non-federal funds. Most federal transportation projects and programs are funded with 80% federal dollars and 20% (non-federal) matching funds.
 17. The Strafford region's composite share of federal-aid highway funding is 9.93%. This share is used to illustrate an estimated proportional amount of federal-aid highway funds distributed among the four MPOs in New Hampshire.
 18. Programmed local or state match amounts will be made available in a timely manner for any projects that require them.
 19. NHDOT has determined that appropriate funds will be available for all projects that include federal funds and are programmed by NHDOT.
 20. Because NHDOT is required to demonstrate that programmed federal transportation funds are constrained statewide, SRPC can be confident that the regional portion of the STIP is also constrained.

NHDOT regularly completes cost estimates, which are calculated in "year of expenditure" dollars using a 3.7% inflation rate determined during discussions with FHWA. The numbers reported here and in the project list below come directly from NHDOT. It is assumed that no further inflation adjustments are needed.

Based on the assumptions reported above, the Strafford Region is fiscally constrained for the entire 2025-2028 period. The tables on the following pages provide a break-out analysis by year for various funding sources and programs in the TIP. See Appendix F for details on projects with programmed funding for the 2025-2028 TIP.

NHDOT is responsible for managing federal funds that support statewide programs known as "programmatics". Programmatics fund individual projects through specific sources (e.g. Highway Safety Improvement, Transportation Alternatives, and Congestion Mitigation & Air Quality Improvement), and statewide infrastructure maintenance (bridge maintenance and highway paving). The complete 2025-2028 TIP project list in Appendix F contains detailed financial information about the individual programmatics.

Strafford Metropolitan Planning Organization
2025–2028 Transportation Improvement Program

Statewide Estimate of Funds Available for the 2025-2028 STIP						
Programs		2025	2026	2027	2028	2025-2028
Federal Highways	CMAQ	\$11,727,191	\$12,059,601	\$12,059,601	\$12,059,601	\$47,905,994
	CRP	\$5,433,919	\$5,587,944	\$5,587,944	\$5,587,944	\$22,197,751
	HSIP	\$12,720,472	\$13,081,036	\$13,081,036	\$13,081,036	\$51,963,580
	NHFP	\$5,959,136	\$6,128,049	\$6,128,049	\$6,128,049	\$24,343,283
	NHPP	\$120,110,265	\$123,514,815	\$123,514,815	\$123,514,815	\$490,654,710
	PROTECT	\$6,178,755	\$6,353,893	\$6,353,893	\$6,353,893	\$25,240,434
	REC Trails	\$2,022,203	\$2,079,523	\$2,079,523	\$2,079,523	\$8,260,772
	Rail-Highway	\$1,225,000	\$1,259,723	\$1,259,723	\$1,259,723	\$5,004,169
	SPR	\$6,557,841	\$6,743,724	\$6,743,724	\$6,743,724	\$26,789,013
	STBG	\$52,892,486	\$54,391,734	\$54,391,734	\$54,391,734	\$216,067,688
	TAP	\$5,574,567	\$5,732,579	\$5,732,579	\$5,732,579	\$22,772,304
	Total Formula	\$230,401,835	\$236,932,621	\$236,932,621	\$236,932,621	\$941,199,698
	Non-Formula Funds	\$135,524,643	\$50,201,435	\$42,836,865	\$5,384,816	\$233,947,759
	Redistribution	\$27,506,957	\$0	\$0	\$0	\$27,506,957
	Discretionary Grants	\$20,253,037	\$278,307	\$7,197,626	\$7,197,625	\$34,926,595
FHWA Subtotal	\$413,686,472	\$287,412,363	\$286,967,112	\$249,515,062	\$1,237,581,009	
State Match	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	
Local/Other Match	\$11,670,659	\$15,300,845	\$10,731,604	\$5,647,782	\$43,350,890	
FHWA Total	\$425,382,131	\$302,738,208	\$297,723,716	\$255,187,844	\$1,281,031,899	
Federal Transit	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	\$8,865,431
	FTA 5311	\$9,482,506	\$9,614,510	\$6,866,905	\$7,004,243	\$32,968,164
	FTA 5339	\$27,721,284	\$4,918,201	\$5,016,565	\$5,116,897	\$42,772,947
	Discretionary Grants	\$22,922,891	\$3,000,000	\$3,000,000	\$3,000,000	\$31,922,891
	FTA Sub-Total	\$72,570,944	\$30,948,161	\$28,743,283	\$35,517,308	\$167,779,696
	State Match	\$933,270	\$596,607	\$608,539	\$620,710	\$2,759,126
Local/Other Match	\$18,376,722	\$13,542,239	\$11,802,944	\$13,593,230	\$57,315,135	
FTA Total	\$91,880,936	\$45,087,007	\$41,154,766	\$49,731,248	\$227,853,957	
Rail	\$2,100,000	\$600,000	\$600,000	\$2,100,000	\$5,400,000	
Federal Total	\$519,363,067	\$348,425,215	\$339,478,482	\$307,019,092	\$1,514,285,856	

State Funds	Betterment	\$17,216,471	\$14,117,432	\$13,869,649	\$12,506,391	\$57,709,943
	SB367	\$31,840,196	\$45,466,983	\$28,924,237	\$27,416,089	\$133,647,505
	TIFIA	\$38,473,364	\$57,539,340	\$50,312,306	\$49,026,685	\$195,351,695
	Turnpike Capital	\$18,034,118	\$18,947,248	\$7,982,322	\$3,186,563	\$48,150,251
	Turnpike Renewal	\$0	\$0	\$0	\$0	\$0
	Other State Funds	\$105,564,149	\$136,071,003	\$101,088,514	\$92,135,728	\$434,859,394
	State Subtotal	\$3,729,202	\$2,527,614	\$1,748,571	\$1,371,534	\$9,376,921
Other Matching	\$109,293,351	\$138,598,617	\$102,837,085	\$93,507,262	\$444,236,315	
State Funds Total	\$628,656,418	\$487,023,832	\$442,315,567	\$400,526,354	\$1,958,522,171	
Total	\$31,840,196	\$45,466,983	\$28,924,237	\$27,416,089	\$133,647,505	

Toll Credits	\$47,236,817	\$45,574,829	\$44,824,976	\$41,469,864	\$179,106,485
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Strafford Metropolitan Planning Organization
2025–2028 Transportation Improvement Program

Statewide Funding Programmed in the 2025-2028 STIP						
Programs		2025	2026	2027	2028	2025-2028
Federal Highways	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	
Federal Transit	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
	TIFIA	\$29,161,872	\$36,065,499	\$36,900,645	\$31,680,407	\$133,808,423
	Turnpike Capital	\$4,125,000	\$6,725,000	\$3,791,894	\$0	\$14,641,894
	Turnpike Renewal	\$1,557,803	\$124,275	\$6,368,898	\$3,375,973	\$11,426,949
	Other State Funds	\$45,617,979	\$74,363,000	\$74,533,010	\$62,025,927	\$256,539,916
	Total State Funds	\$22,959,797	\$21,799,295	\$13,514,912	\$7,601,974	\$65,875,977
Other Matching	\$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	

Strafford Metropolitan Planning Organization
2025–2028 Transportation Improvement Program

Estimate of Funds Available for the 2025-2028 TIP in the Strafford Region						
Programs		2025	2026	2027	2028	2025-2028
Federal Highways	CMAQ	\$1,164,452	\$1,197,459	\$1,197,459	\$1,197,459	\$4,756,830
	CRP	\$539,561	\$554,855	\$554,855	\$554,855	\$2,204,128
	HSIP	\$1,263,080	\$1,298,883	\$1,298,883	\$1,298,883	\$5,159,728
	NHFP	\$591,713	\$608,485	\$608,485	\$608,485	\$2,417,168
	NHPP	\$11,926,359	\$12,264,414	\$12,264,414	\$12,264,414	\$48,719,600
	PROTECT	\$613,520	\$630,910	\$630,910	\$630,910	\$2,506,251
	REC Trails	\$200,795	\$206,486	\$206,486	\$206,486	\$820,254
	Rail-Highway	\$121,636	\$125,084	\$125,084	\$125,084	\$496,889
	SPR	\$651,161	\$669,619	\$669,619	\$669,619	\$2,660,017
	STBG	\$5,251,964	\$5,400,832	\$5,400,832	\$5,400,832	\$21,454,459
	TAP	\$553,527	\$569,217	\$569,217	\$569,217	\$2,261,178
	Total Formula	\$22,877,769	\$23,526,244	\$23,526,244	\$23,526,244	\$93,456,502
	Non-Formula Funds	\$13,456,931	\$4,984,756	\$4,253,490	\$534,686	\$23,229,862
	Redistribution	\$2,731,306	\$0	\$0	\$0	\$2,731,306
Discretionary Grants	\$2,011,027	\$27,635	\$714,689	\$714,689	\$3,468,039	
FHWA Subtotal	\$41,077,032	\$28,538,634	\$28,494,423	\$24,775,619	\$122,885,709	
State Match	\$2,482	\$2,482	\$2,482	\$2,482	\$9,930	
Local/Other Match	\$1,158,839	\$1,519,299	\$1,065,596	\$560,797	\$4,304,530	
FHWA Total	\$42,238,354	\$30,060,415	\$29,562,501	\$25,338,898	\$127,200,168	
Federal Transit	FTA 5307	\$3,879,128.00	\$4,123,975.00	\$4,401,511.00	\$4,736,860.00	\$17,141,474
	FTA 5310	\$449,000	\$561,000	\$561,000	\$561,000	\$2,132,000
	FTA 5311	\$0	\$0	\$0	\$0	\$0
	FTA 5339	\$0	\$0	\$0	\$0	\$0
	Discretionary Grants	\$0	\$0	\$0	\$0	\$0
	FTA Sub-Total	\$3,891,510	\$4,986,374	\$5,877,696	\$12,255,910	\$27,011,491
	State Match	\$0	\$0	\$0	\$0	\$0
Local/Other Match	\$1,829,265	\$2,122,114	\$2,364,500	\$3,979,041	\$10,294,919	
FTA Total	\$5,720,775	\$7,108,488	\$8,242,196	\$16,234,951	\$37,306,410	
Rail	\$0	\$0	\$0	\$0	\$0	
Federal Total	\$47,959,129	\$37,168,903	\$37,804,697	\$41,573,849	\$164,506,578	
State Funds	Betterment	\$1,709,511	\$1,401,792	\$1,377,188	\$1,241,823	\$5,730,314
	SB367	\$3,161,575	\$4,514,648	\$2,872,035	\$2,722,283	\$13,270,540
	Turnpike Capital	\$9,063,781	\$13,555,455	\$11,852,868	\$11,549,994	\$46,022,098
	Turnpike Renewal	\$4,248,583	\$4,463,704	\$1,880,522	\$750,709	\$11,343,519
	Other State Funds	\$0	\$0	\$0	\$0	\$0
	State Subtotal	\$18,183,450	\$23,935,598	\$17,982,613	\$16,264,809	\$76,366,470
Other Matching	\$370,291	\$250,980	\$173,625	\$136,187	\$931,082	
State Funds Total	\$18,553,741	\$24,186,578	\$18,156,237	\$16,400,996	\$77,297,552	
Total	\$66,512,870	\$61,355,481	\$55,960,934	\$57,974,845	\$241,804,131	
Toll Credits	\$8,215,406	\$5,707,727	\$5,698,885	\$4,955,124	\$24,577,142	

Strafford Metropolitan Planning Organization
2025–2028 Transportation Improvement Program

Funds Programmed in the 2025-2028 TIP in the Strafford Region						
Programs		2025	2026	2027	2028	2025-2028
Federal Highways	CMAQ	\$2,376,898	\$5,046,827	\$57,096	\$1,223,953	\$8,704,775
	CRP	\$0	\$1,588,524	\$0	\$0	\$1,588,524
	HSIP	\$0	\$0	\$0	\$0	\$0
	NHFP	\$0	\$0	\$0	\$0	\$0
	NHPP	\$1,189,047	\$0	\$0	\$4,797,971	\$5,987,018
	PROTECT	\$0	\$0	\$0	\$0	\$0
	REC Trails	\$0	\$0	\$0	\$0	\$0
	Rail-Highway	\$0	\$0	\$0	\$0	\$0
	SPR	\$0	\$0	\$0	\$0	\$0
	STBG	\$29,428,932	\$12,923,742	\$12,522,848	\$11,137,580	\$66,013,102
	TAP	\$298,865	\$0	\$0	\$0	\$298,865
	Total Formula	\$33,293,742	\$19,559,093	\$12,579,944	\$17,159,505	\$82,592,284
	Non-Formula Funds	\$6,594,783	\$4,500,000	\$2,592,658	\$0	\$13,687,440
	Redistribution	\$0	\$0	\$0	\$0	\$0
Discretionary Grants	\$0	\$0	\$0	\$0	\$0	
FHWA Subtotal	\$39,888,525	\$24,059,093	\$15,172,602	\$17,159,505	\$96,279,725	
State Match	\$0	\$0	\$0	\$0	\$0	
Local/Other Match	\$1,141,639	\$2,909,291	\$1,842,905	\$2,725,764	\$8,619,599	
FHWA Total	\$41,030,164	\$26,968,384	\$17,015,507	\$19,885,269	\$104,899,324	
Federal Transit	FTA 5307	\$3,879,128.00	\$4,123,975.00	\$4,401,511.00	\$4,736,860.00	\$17,141,474
	FTA 5310	\$449,000	\$561,000	\$561,000	\$561,000	\$2,132,000
	FTA 5311	\$0	\$0	\$0	\$0	\$0
	FTA 5339	\$0	\$0	\$0	\$0	\$0
	Discretionary Grants	\$0	\$0	\$0	\$0	\$0
	FTA Sub-Total	\$3,891,510	\$4,986,374	\$5,877,696	\$12,255,910	\$27,011,491
	State Match	\$0	\$0	\$0	\$0	\$0
Local/Other Match	\$1,829,265	\$2,122,114	\$2,364,500	\$3,979,041	\$10,294,919	
FTA Total	\$5,720,775	\$7,108,488	\$8,242,196	\$16,234,951	\$37,306,410	
Rail	\$0	\$0	\$0	\$0	\$0	
Federal Total	\$46,750,939	\$34,076,872	\$25,257,703	\$36,120,220	\$142,205,734	
State Funds	Betterment	\$0	\$0	\$0	\$0	\$0
	SB367	\$0	\$171,316	\$49,067	\$0	\$220,383
	Turnpike Capital	\$15,590,508	\$0	\$0	\$0	\$15,590,508
	Turnpike Renewal	\$4,125,000	\$6,725,000	\$3,791,894	\$0	\$14,641,894
	Other State Funds	\$0	\$0	\$0	\$0	\$0
	State Subtotal	\$19,715,508	\$6,896,316	\$3,840,961	\$0	\$30,452,785
Other Matching	\$1,141,639	\$2,909,291	\$1,842,905	\$2,725,764	\$8,619,599	
State Funds Total	\$20,857,147	\$9,805,608	\$5,683,866	\$2,725,764	\$39,072,384	
Total	\$67,608,085	\$43,882,480	\$30,941,569	\$38,845,983	\$181,278,117	
Toll Credits	\$3,632,981	\$3,120,113	\$2,417,720	\$2,799,821	\$11,970,635	



Overview of Local/Regional Projects in 2025-2028 TIP				
Project name	STIP Number	Route	Scope	Total Project Funding programmed for the 2025-2028 period
Barrington	41415	US 4	Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Drive in Barrington.	\$3,952,220
Barrington	43547	NH 9/ NH 125	Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/ NH 125.	\$1,287,249
COAST	44367	N/A	Reinvigorate CommuteSMART Seacoast (TMA) with new programming and outreach over five years.	\$751,825
Dover	41373	Community Trail	Construct multi-use path from Knox Marsh Road to Bellamy Road.	\$641,937
Dover	42626	Chestnut Street	Pedestrian and accessibility improvements.	\$275, 329
Dover	44350	NH 108	Safety improvements including traffic signals and improved traffic flow.	\$4,374,630
Dover	44159	NH 108 (Chestnut Street)	Complete Streets upgrades from Stark Avenue to Silver Street.	\$5,625,000
Dover (Turnpike)	41824	NH 16	Bridge Superstructure Replacement for NH 16 NB and SB over Cocheco River.	\$16,580,054
Dover-Somersworth-Rochester	29604	NH 108	Complete Streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester.	\$60,872,194



Overview of Local/Regional Projects in 2025-2028 TIP				
Dover, NH - South Berwick, ME	41433	Gulf Road	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick.	\$15,440,332
Durham	44349	NH 155A/ Main Street/ Mast Road	Upgrade four-way intersection to improve service, safety, and reduce wait times with road redesign or roundabout.	\$1,390,830
Farmington	43550	Main Street/ Elm Street	Sidewalk improvements along Main Street and Elm Street to expand connected network.	\$705,431
Lee	41322	NH 125	Bridge replacement of culvert carrying NH 125 over Little River.	\$7,678,283
Lee	42876	US4/NH125	Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.	\$1,036,134
Madbury	41596	NH 155	Planning study to identify potential redesign for safety improvements to Madbury Road and Town Hall Road intersections.	\$707,488
Milton	43551	Silver/ Dawson sts.	Construct sidewalks along Silver and Dawson streets.	\$723,370
Milton, NH - Acton, ME	44393	Church Street	"Ben Brackett" bridge replacement. MaineDOT lead.	\$4,181,328
Newfields-Newmarket	28393	NH 108	Bridge rehabilitations, address bridges carrying NH 108 and BMRR	\$651,860
Newmarket	43435	NH 108 (Main Street)	Address NH 108 bridge over Lamprey River	\$2,655,659
Newington-Dover (Turnpike)	11238S	NH 16	Remove the superstructure of the General Sullivan Bridge and provide the most cost-effective bike-pedestrian connection.	\$66,287,691



Overview of Local/Regional Projects in 2025-2028 TIP				
Northwood-Nottingham	41595	US 4/ NH 152	Intersection safety improvements to the US 4/NH 152 intersection.	\$4,276,427
Rochester	43552	NH 11	Widen 3,450' from north of NH 16/Spaulding Tpke. ramp to Toyota entrance; add signal and sidewalk.	\$4,262,664
Rochester	44408	NH 125	Address NH 125 bridge over Isinglass River.	\$11,022,050
Rollinsford-Dover	42578	Oak St	Address red list bridge carrying Oak Street over PAR between Rollinsford and Dover.	\$3,628,057
Somersworth	40646	NH 9 (High Street)/ Blackwater Road/ Indigo Hill Road	High Street/ Blackwater Rd/ Indigo Hill Rd intersection safety improvements.	\$4,318,725
Somersworth	42627	High Street/ West High Street	Pedestrian Improvements along West High St (from Cemetery Road to High Street) & High St (to Memorial Drive).	\$1,558,364
Somersworth, NH - Berwick, ME	44389	Salmon Falls Road	Rehabilitate Salmon Falls Road bridge over Salmon Falls River ("Eddy Bridge"). MaineDOT lead.	\$1,193,660
Somersworth, NH - Berwick, ME	44392	Buffumsville Road	Rehabilitate Buffumsville Road bridge over Salmon Falls River ("New Dam Bridge"). MaineDOT lead.	\$1,237,825
Total Local/Regional Project Funding for 2025-2028 TIP (Federal funds, toll credits, local match, and turnpike funding)				\$227,041,287

NOTE: Projects identified with (Turnpike) in the project name column are funded through turnpike revenues. Turnpike funds are generated separately from federal funds and do not affect federal fiscal constraint calculations but are included in the TIP for public information and project tracking purposes.



COAST FTA 5307 Funding					
Funding Purpose	FY25	FY26	FY27	FY28	FY29
5307 Operating - 50%	\$2,840,331	\$3,032,260	\$3,269,845	\$3,541,594	\$3,840,207
Preventive Maintenance - 80%	\$771,815	\$823,305	\$861,946	\$912,203	\$964,549
ADA Support - 80%	\$216,000	\$216,000	\$216,000	\$228,000	\$228,000
Planning Assistance - 80%	\$9,049	\$9,303	\$9,535	\$9,774	\$10,018
Mobility Management - 80%	\$41,933	\$43,107	\$44,185	\$45,289	\$46,422
Total Federal Assistance	\$3,879,129	\$4,123,975	\$4,401,512	\$4,736,860	\$5,089,196

UNH Wildcat transit funds programmed in the 2025-2028 TIP (Source: NHDOT)							
Project name	STIP Number	Brief Description	2025	2026	2027	2028	TOTALS
UNH Wildcat	41753	– rail station					



Performance Impact from Programmed Projects

Project and Performance Areas Matrix What positive impacts will projects have in federal performance areas?									
Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Barrington	41415	Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Drive in Barrington.		•		•			
Barrington	43547	Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/ NH 125.	•				•		•



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
COAST	44367	Reinvigorate CommuteSMART Seacoast (TMA) with new programming and outreach over five years.				•	•		
Dover	41373	Construct multi-use path from Knox Marsh Road to Bellamy Road.					•		•
Dover	42626	Pedestrian and accessibility improvements.	•	•					•



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Dover	44350	Safety improvements including traffic signals and improved traffic flow.	•		•				
Dover	44159	Complete Streets upgrades from Stark Avenue to Silver Street.	•				•		•
Dover (Turnpike)	41824	Bridge Superstructure Replacement for NH 16 NB and SB over Cocheco River.		•	•	•			



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Dover-Rochester-Somersworth	29604	Complete Streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester.	•				•		•
Dover, NH - South Berwick, ME	41433	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick.		•	•	•			
Durham	44349	Upgrade four-way intersection to improve service, safety, and reduce wait times with road redesign or roundabout.	•	•	•				



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Farmington	43550	Sidewalk improvements along Main Street and Elm Street to expand connected network.	•	•					•
Lee	41322	Bridge replacement of culvert carrying NH 125 over Little River.	•	•	•				
Madbury	41596	Planning study to identify potential redesign for safety improvements to Madbury Road and Town Hall Road intersections.	•		•			•	



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Milton	43551	Construct sidewalks along Silver and Dawson streets.	•				•		•
Milton, NH - Acton, ME	44393	"Ben Brackett" bridge replacement. MaineDOT lead.	•	•	•				
Newfields-Newmarket	28393	Bridge rehabilitations, address bridges carrying NH 108 and BMRR.	•	•	•	•			



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Newmarket	43435	Address NH 108 bridge over Lamprey River.	•	•	•	•			
Newington-Dover (Turnpike)	11238S	Remove the superstructure of the General Sullivan Bridge and provide the most cost-effective bike-pedestrian connection.		•			•		•
Northwood-Nottingham	41595	Intersection safety improvements to the US 4/NH 152 intersection.	•		•				



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Rochester	43552	Widen 3,450' from north of NH 16/Spaulding Tpke. ramp to Toyota entrance; add signal and sidewalk.	•		•				•
Rochester	44408	Address NH 125 bridge over Isinglass River.	•	•	•	•			
Rollinsford-Dover	42578	Address red list bridge carrying Oak Street over PAR between Rollinsford and Dover.	•	•	•	•			



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Somersworth	40646	High Street/ Blackwater Rd/ Indigo Hill Rd intersection safety improvements.	•		•				
Somersworth	42627	Pedestrian Improvements along West High St (from Cemetery Road to High Street) & High St (to Memorial Drive).	•				•		•
Somersworth, NH - Berwick, ME	44389	Rehabilitate Salmon Falls Road bridge over Salmon Falls River ("Eddy Bridge"). MaineDOT lead.	•	•	•	•			



Project and Performance Areas Matrix

What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Somersworth, NH - Berwick, ME	44392	Rehabilitate Buffumsville Road bridge over Salmon Falls River ("New Dam Bridge"). MaineDOT lead.	•	•	•	•			



Overall Operations & Maintenance Cost Estimates

Regulations at 23 CFR Part 450.322(f)(10) require that “[f]or 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....”

The estimates of resources and programmed revenues shown below are based on several sources. Statewide operations and maintenance funding is derived from the 2025-2034 Statewide Ten Year Plan. Figures were derived from overall funds for pavement, bridge, and roadside work. SRPC staff calculated the region’s resources by applying the standard DOT regional apportionment percentage used in past STIP updates. The calculations used here assume that in general, the Strafford region should receive about 4% of statewide funds for operations and maintenance. New Hampshire has 9265 state-owned highway miles and 360 of those are in the SRPC region (4%). Estimates of local need for operations and maintenance are based on data from the New Hampshire Public Finance Consortium (2014-2022). Local appropriations for road and bridge maintenance were used to reflect average local costs for operations and maintenance. Local appropriations were divided by the miles of local road in each municipality for a per-mile cost. Long-term trends in operations and maintenance costs for the region are included in the Implementation chapter of the SRPC Metro Plan.

Estimate of Operations and Maintenance Needs					
		2025-2028 State Transportation Improvement Program			
Programs		2025	2026	2027	2028
O&M Budget for Federal-Aid Highways¹	Statewide	\$189,100,000	\$192,900,000	\$196,800,000	\$200,700,000
	NRPC (12.37%)	\$23,285,886	\$23,753,820	\$24,234,069	\$24,714,317
	RPC (13.35%)	\$25,378,962	\$25,888,957	\$26,412,372	\$26,935,788
	SNHRPC (17.27%)	\$33,357,088	\$34,027,405	\$34,715,362	\$35,403,319
	SRPC (9.91%)	\$18,776,700	\$19,154,021	\$19,541,272	\$19,928,523
	Other Areas	\$88,301,364	\$90,075,797	\$91,896,925	\$93,718,053
Turnpike R&R Funding²	Statewide	\$25,300,000	\$26,000,000	\$20,000,000	\$17,700,000
	NRPC	\$4,956,479	\$5,093,614	\$3,918,165	\$3,467,576
	RPC	\$7,931,411	\$8,150,858	\$6,269,890	\$5,548,853
	SNHPC	\$4,051,974	\$4,164,083	\$3,203,141	\$2,834,780
	SRPC	\$5,960,322	\$6,125,232	\$4,711,717	\$4,169,870
	Other Areas	\$2,399,814	\$2,466,212	\$1,897,086	\$1,678,921
Transit O&M³	Statewide	\$24,752,886	\$26,514,961	\$23,188,259	\$29,990,790
	NRPC ⁴	\$5,460,862	\$6,904,144	\$6,843,867	\$13,314,456
	RPC ⁴	\$9,277,869	\$10,492,956	\$11,504,121	\$18,072,969
	SNHPC ⁴	\$6,446,547	\$7,598,379	\$8,544,891	\$15,047,659
	SRPC ⁴	\$4,633,828	\$5,757,875	\$6,676,179	\$13,150,310
	Other Areas	\$11,816,661	\$11,981,159	\$8,557,220	\$8,728,365
Total Operations & Maintenance	Total O&M	\$239,152,886	\$245,414,961	\$239,988,259	\$248,390,790
	NRPC	\$33,703,227	\$35,751,579	\$34,996,101	\$41,496,349
	RPC	\$42,588,242	\$44,532,770	\$44,186,383	\$50,557,611
	SNHPC	\$43,855,609	\$45,789,868	\$46,463,394	\$53,285,758
	SRPC	\$29,370,850	\$31,037,129	\$30,929,168	\$37,248,703
	Other Areas	\$102,517,839	\$104,523,168	\$102,351,231	\$104,125,339
FAE Cost/Lane Mile		\$17,361.91	\$22,013.97	\$22,456.34	\$22,910.36
TPK Cost/Lane Mile		\$28,104.98	\$52,283.53	\$53,730.11	\$41,330.85

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



Appendix A: Overall Fiscal Constraint of 2025-2028 STIP funding (From NHDOT)

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



Appendix B: Strafford Metropolitan Planning Organization Self-Certification

WHEREAS Current federal authorizing legislation, the *Fixing America's Surface Transportation Act* (FAST Act) requires Metropolitan Planning Organizations (MPO) to certify that their transportation planning processes are in conformance with regulations therein; and,

WHEREAS 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-l) 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) FAST Act (public Law 114 94) 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects, 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 Strafford Regional Planning Commission, the Metropolitan

Planning Organization (MPO) for the Cities of Rochester, Somersworth, and Dover and the Towns of Barrington,

Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood,

Nottingham, Rollinsford, Strafford, and Wakefield 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 this resolution was adopted by the SRPC Policy Committee at its meeting on March 19th, 2022.

Jennifer Czysz,
Executive Director
Strafford Metropolitan Planning Organization

Date

William Cass
Commissioner
New Hampshire Department of Transportation

Date



Appendix C: Public Transit Private Sector Participation Declaration

The 2025-2028 Transportation Improvement Program was completed in compliance with the Strafford Metropolitan Planning Organization’s Public Participation Plan and Federal Transit Administration guidelines in regards to the inclusion of private enterprise participation in the transportation planning process.

There were no proposals received from private business enterprises and no impediments to holding services out for competition were indicated. To date, there have been no known private enterprise complaints.

The Strafford Regional Planning Commission, designated as the Metropolitan Planning Organization (MPO) for the cities of Rochester, Somersworth, and Dover and the Towns of Barrington, Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood, Nottingham, Rollinsford, Strafford, and Wakefield New Hampshire hereby certifies that the local process for the involvement of the private sector in the transportation planning process has been followed.

Jennifer Czysz, AICP
Executive Director
Strafford Metropolitan Planning Organization

Date



Appendix D: Federal Transportation Planning Factors:

From 23 CFR §450.206

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.



Appendix E: Public Comments and Questions from the Public Comment Period and Public Hearing



Appendix F. 2025-2028 Transportation Improvement Program Project Lists

A primary component of the Transportation Improvement Program is the list of transportation projects scheduled to take place over the 2025-2028 period. The list consists of federally funded and regionally significant transportation projects taking place in the Strafford region. Information about transit funding and statewide programs is also included. The following information is included in the project lists below:

- The project Town/Name.
- The State Identification Number.
- The Route/Road.
- The Scope of Work for the project.
- Annual Funding by project phase (e.g. preliminary engineering, Right of Way, and Construction) and by Government Entity (funding source).
- Project costs totaled by fiscal year and by Government Entity for each phase.
- Total programmed funds for each project between years 2025 and 2028.
- Total overall cost for projects (extends beyond the 2025-2028 period).

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Proposed Dollars

BARRINGTON (41415)

All Project Cost: \$3,952,220

Route/Road/Entity: US Route 4

Scope: Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Dr in Barrington.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$331,926	\$0	\$0	\$331,926	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	\$170,328	\$0	\$0	\$170,328	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2027	\$3,119,966	\$0	\$0	\$3,119,966	STBG-State Flexible, Toll Credit
		\$3,622,220	\$0	\$0	\$3,622,220	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

BARRINGTON (43547)

All Project Cost: \$1,287,249

Route/Road/Entity: NH 9

Scope: Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$187,512	\$0	\$0	\$187,512	STBG-Non Urban Areas Under 5K, Toll Credit
		\$187,512	\$0	\$0	\$187,512	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

COAST (44367)

All Project Cost: \$751,825

Route/Road/Entity: Cooperative Alliance for Seacoast Transportation (COAST)

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$601,460	\$0	\$150,365	\$751,825	Congestion Mitigation and Air Quality Program, Towns
		\$601,460	\$0	\$150,365	\$751,825	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-32 RPC: SRPC

Proposed Dollars

DOVER (41373)

All Project Cost: \$641,937

Route/Road/Entity: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd

Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$20,538	\$0	\$5,134	\$25,672	TAP-50K to 200K, Towns
ROW	2025	\$34,400	\$0	\$8,600	\$43,000	TAP-50K to 200K, Towns
Construction	2025	\$243,927	\$0	\$173,116	\$417,043	TAP-50K to 200K, Towns
		\$298,865	\$0	\$186,850	\$485,715	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

DOVER (41824)

All Project Cost: \$16,580,054

Route/Road/Entity: NH 16

Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$0	\$4,125,000	\$0	\$4,125,000	Turnpike Renewal & Replacement
Construction	2026	\$0	\$6,725,000	\$0	\$6,725,000	Turnpike Renewal & Replacement
Construction	2027	\$0	\$3,791,894	\$0	\$3,791,894	Turnpike Renewal & Replacement
		\$0	\$14,641,894	\$0	\$14,641,894	

Regionally Significant: Yes Managed By: DOT CAA Code: E-19 RPC: SRPC

Proposed Dollars

DOVER (42626)

All Project Cost: \$275,329

Route/Road/Entity: Chestnut Street

Scope: Pedestrian and accessibility improvements.

Phase	Year	Federal	State	Other	Total	Funding
PE	2028	\$25,830	\$0	\$6,457	\$32,287	STBG-50 to 200K, Towns
		\$25,830	\$0	\$6,457	\$32,287	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

DOVER (44159)

All Project Cost: \$5,625,000

Route/Road/Entity: NH108-Central Avenue

Scope: Complete Streets reconstruction on NH108 between Stark Ave and Silver St.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2026	\$4,500,000	\$0	\$1,125,000	\$5,625,000	FHWA Earmarks, Towns
		\$4,500,000	\$0	\$1,125,000	\$5,625,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

DOVER (44350)

All Project Cost: \$4,374,630

Route/Road/Entity: Rte 108

Scope: Improvements along Rte. 108 including traffic signals,safety, improved traffic flow

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$391,434	\$0	\$97,859	\$489,293	Congestion Mitigation and Air Quality Program, Towns
PE	2028	\$180,401	\$0	\$45,100	\$225,502	Congestion Mitigation and Air Quality Program, Towns
ROW	2028	\$92,513	\$0	\$23,128	\$115,642	Congestion Mitigation and Air Quality Program, Towns
		\$664,349	\$0	\$166,087	\$830,436	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: \$60,872,194

Route/Road/Entity: NH 108

Scope: NH108 Complete Sts improv (U-3 alt Ext 10 study) from Indian Brk Rd. to Innvton Dr. (~ 5m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$1,210,000	\$0	\$0	\$1,210,000	STBG-State Flexible, Toll Credit
PE	2026	\$1,254,770	\$0	\$0	\$1,254,770	STBG-State Flexible, Toll Credit
PE	2027	\$1,301,196	\$0	\$0	\$1,301,196	STBG-State Flexible, Toll Credit
PE	2028	\$1,349,341	\$0	\$0	\$1,349,341	STBG-State Flexible, Toll Credit
ROW	2025	\$1,596,924	\$0	\$0	\$1,596,924	STBG-State Flexible, Toll Credit
ROW	2026	\$570,350	\$0	\$0	\$570,350	STBG-State Flexible, Toll Credit
ROW	2027	\$591,453	\$0	\$0	\$591,453	STBG-State Flexible, Toll Credit
ROW	2028	\$613,337	\$0	\$0	\$613,337	STBG-State Flexible, Toll Credit
		\$8,487,371	\$0	\$0	\$8,487,371	

Regionally Significant: No

Managed By: DOT

CAA Code: E-7

RPC: SRPC

Proposed Dollars

DOVER, NH - SOUTH BERWICK, MAINE (41433)

All Project Cost: \$15,440,332

Route/Road/Entity: Gulf Road

Scope: Address Red List br carrying Gulf Rd over Salmon Falls River between Dover & S Berwick (182/123)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$108,460	\$0	\$598,600	\$707,060	Maine, STBG-50 to 200K, Toll Credit
PE	2027	\$142,588	\$0	\$388,875	\$531,463	Maine, STBG-50 to 200K, Toll Credit
ROW	2027	\$57,035	\$0	\$51,850	\$108,885	Maine, STBG-50 to 200K, Toll Credit
		\$308,083	\$0	\$1,039,325	\$1,347,408	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC, Undetermined

Proposed Dollars

DURHAM (44349)

All Project Cost: \$1,390,830

Route/Road/Entity: NH 155A/Main St/Mast Rd

Scope: Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$104,530	\$0	\$26,132	\$130,662	Congestion Mitigation and Air Quality Program, Towns
PE	2027	\$48,175	\$0	\$12,044	\$60,219	Congestion Mitigation and Air Quality Program, Towns
ROW	2027	\$8,921	\$0	\$2,230	\$11,152	Congestion Mitigation and Air Quality Program, Towns
Construction	2028	\$951,039	\$0	\$237,760	\$1,188,798	Congestion Mitigation and Air Quality Program, Towns
		\$1,112,664	\$0	\$278,166	\$1,390,830	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

DURHAM - T2 UNH (44559)

All Project Cost: \$894,296

Route/Road/Entity: Technology Transfer Center

Scope: Funding for the Technology Transfer Center @ UNH

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$479,475	\$0	\$40,000	\$519,475	Local Tech Assistance Program, Non Par Other, State Planning and Research, Toll Credit
		\$479,475	\$0	\$40,000	\$519,475	

Regionally Significant: No Managed By: Muni/Local CAA Code: ALL RPC: Undetermined

Proposed Dollars

DURHAM (41753)

All Project Cost: \$974,000

Route/Road/Entity: UNH

Scope: Transit facility improvement at the UNH-Durham rail station to inc ridership. CMAQ-to-FTA transfer.

Phase	Year	Federal	State	Other	Total	Funding
Other	2022	\$779,200	\$0	\$194,800	\$974,000	Federal Transit Administration, Non Par Other
		\$779,200	\$0	\$194,800	\$974,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-28 RPC: SRPC

Project is being added to the TIP via public comment

Proposed Dollars

FARMINGTON (43550)

All Project Cost: \$705,431

Route/Road/Entity: Main St and Elm St

Scope: Sidewalk improvements along Main Street and Elm Street to expand connected network

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$126,916	\$0	\$31,729	\$158,645	STBG-Non Urban Areas Under 5K, Towns
		\$126,916	\$0	\$31,729	\$158,645	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

LEE (41322)

All Project Cost: \$7,678,283

Route/Road/Entity: NH Route 125

Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$66,000	\$0	\$0	\$66,000	National Highway Performance, Toll Credit
Construction	2025	\$6,594,783	\$0	\$0	\$6,594,783	Hwy Infrastructure, Toll Credit
		\$6,660,783	\$0	\$0	\$6,660,783	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: SRPC

Proposed Dollars

LEE (42876)

All Project Cost: \$1,120,909

Route/Road/Entity: Rte 125

Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$27,500	\$0	\$0	\$27,500	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2025	\$82,500	\$0	\$0	\$82,500	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2025	\$900,909	\$0	\$0	\$900,909	Congestion Mitigation and Air Quality Program, Toll Credit
		\$1,010,909	\$0	\$0	\$1,010,909	

Regionally Significant: No

Managed By: DOT

CAA Code: E-32

RPC: SRPC

Proposed Dollars

MADBURY (41596)

All Project Cost: \$707,488

Route/Road/Entity: Madbury Rd

Scope: Planning study to identify potential Intersection safety improvements to the NH 155/Madbury Road/To

Phase	Year	Federal	State	Other	Total	Funding
PE	2028	\$707,488	\$0	\$0	\$707,488	STBG-State Flexible, Toll Credit
		\$707,488	\$0	\$0	\$707,488	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

MILTON (43551)

All Project Cost: \$723,370

Route/Road/Entity: Dawson St.

Scope: Construct sidewalks along Silver & Dawson Streets.

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$54,549	\$0	\$13,637	\$68,186	STBG-State Flexible, Towns
		\$54,549	\$0	\$13,637	\$68,186	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

MILTON NH - ACTON MAINE (44393)

All Project Cost: \$4,181,328

Route/Road/Entity: Church Street over Salmon Falls River

Scope: Replace the Church St bridge over Salmon Falls River Brg#077/163 "Ben Brackett" Brg Maine DOT lead

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$120,000	\$180,000	\$300,000	Maine, SB367-4-Cents, Towns
ROW	2026	\$0	\$4,000	\$6,000	\$10,000	Maine, SB367-4-Cents, Towns
Construction	2028	\$1,548,531	\$0	\$2,322,797	\$3,871,328	Maine, STBG-Off System Bridge, Towns
		\$1,548,531	\$124,000	\$2,508,797	\$4,181,328	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

NEWFIELDS - NEWMARKET (28393)

All Project Cost: \$651,860

Route/Road/Entity: NH 108

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$446,160	\$0	\$0	\$446,160	STBG-State Flexible, Toll Credit
		\$446,160	\$0	\$0	\$446,160	

Regionally Significant: No Managed By: DOT CAA Code: E-19 RPC: RPC, SRPC

Project is being closed out as the bridges are not on the state's Redlist and do not warrant replacement at this time. The project is anticipated to return when the bridges warrant replacement.

Proposed Dollars

NEWINGTON - DOVER (11238S)

All Project Cost: \$66,287,691

Route/Road/Entity: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

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

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$25,335,264	\$15,590,508	\$0	\$40,925,772	Congestion Mitigation and Air Quality Program, STBG-50 to 200K, STBG-State Flexible, Toll Credit, Turnpike Capital
Construction	2026	\$13,351,350	\$0	\$0	\$13,351,350	Carbon Reduction Program 50k - 200k, Congestion Mitigation and Air Quality Program, STBG-State Flexible, Toll Credit
Construction	2027	\$3,992,029	\$0	\$0	\$3,992,029	STBG-State Flexible, Toll Credit
Construction	2028	\$6,396,540	\$0	\$0	\$6,396,540	STBG-State Flexible, Toll Credit
		\$49,075,184	\$15,590,508	\$0	\$64,665,691	

Regionally Significant: Yes

Managed By: DOT

CAA Code: E-33

RPC: RPC, SRPC

Proposed Dollars

NEWMARKET (43435)

All Project Cost: \$2,655,659

Route/Road/Entity: NH108

Scope: Address bridge (127/097) carrying NH 108 over Lamprey River in the Town of Newmarket

Phase	Year	Federal	State	Other	Total	Funding
PE	2027	\$162,041	\$0	\$0	\$162,041	STBG-5 to 200K, Toll Credit
PE	2028	\$134,429	\$0	\$0	\$134,429	STBG-5 to 200K, Toll Credit
		\$296,470	\$0	\$0	\$296,470	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

NORTHWOOD-NOTTINGHAM (41595)

All Project Cost: \$4,276,427

Route/Road/Entity: RT 4 & 152

Scope: Intersection safety improvements to the US 4/NH 152 intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$194,734	\$0	\$0	\$194,734	National Highway Performance, Toll Credit
ROW	2025	\$129,823	\$0	\$0	\$129,823	National Highway Performance, Toll Credit
Construction	2028	\$3,653,117	\$0	\$0	\$3,653,117	National Highway Performance, Toll Credit
		\$3,977,674	\$0	\$0	\$3,977,674	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

NORTHWOOD (42628)

Route/Road SCHOOL ST/US 4/US 202

Category INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2027	273,989	None-Other
Right of Way	2027	34,248	None-Other
Construction	2030	763,990	None-Other
Total		\$1,072,226	
			Previous Funding
			Current TYP Funding
			Future Funding Required
			Total Project Cost
			\$0
			\$1,072,226
			\$0
			\$1,072,226

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

Project is in the State 10-yr Plan and is being added to the TIP via public comment

Proposed Dollars

PROGRAM (ADA)

All Project Cost: \$4,080,000

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$85,000	\$0	\$0	\$85,000	STBG-State Flexible, Toll Credit
PE	2027	\$100,000	\$0	\$0	\$100,000	STBG-State Flexible, Toll Credit
ROW	2025	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
ROW	2027	\$10,000	\$0	\$0	\$10,000	STBG-State Flexible, Toll Credit
Construction	2026	\$355,000	\$0	\$0	\$355,000	STBG-State Flexible, Toll Credit
Construction	2028	\$370,000	\$0	\$0	\$370,000	STBG-State Flexible, Toll Credit
		\$930,000	\$0	\$0	\$930,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-33

RPC: Undetermined

Proposed Dollars

PROGRAM (BRDG-HIB-M&P)

All Project Cost: \$66,892,632

Route/Road/Entity: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$225,000	\$0	\$0	\$225,000	STBG-State Flexible, Toll Credit
PE	2026	\$75,000	\$0	\$0	\$75,000	STBG-State Flexible, Toll Credit
PE	2027	\$50,000	\$0	\$0	\$50,000	STBG-State Flexible, Toll Credit
PE	2028	\$50,000	\$0	\$0	\$50,000	STBG-State Flexible, Toll Credit
ROW	2025	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2026	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2027	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
ROW	2028	\$20,000	\$0	\$0	\$20,000	STBG-State Flexible, Toll Credit
Construction	2025	\$6,600,000	\$0	\$0	\$6,600,000	National Highway Performance, STBG-50 to 200K, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2026	\$2,220,000	\$0	\$0	\$2,220,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2027	\$2,210,000	\$0	\$0	\$2,210,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2028	\$2,210,000	\$0	\$0	\$2,210,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
		\$13,720,000	\$0	\$0	\$13,720,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

Proposed Dollars

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

All Project Cost: \$210,597,000

Route/Road/Entity: Tier 1-2 Bridges

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$80,000	\$0	\$0	\$80,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$100,000	\$0	\$0	\$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$8,725,000	\$0	\$0	\$8,725,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$6,325,000	\$0	\$0	\$6,325,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	\$8,000,000	\$0	\$0	\$8,000,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2028	\$8,000,000	\$0	\$0	\$8,000,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$31,530,000	\$0	\$0	\$31,530,000	

Regionally Significant: No Managed By: DOT CAA Code: ALL RPC: Undetermined

Proposed Dollars

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

All Project Cost: \$90,548,000

Route/Road/Entity: Tier 3-4 Bridges

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$50,000	\$0	\$0	\$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	\$10,000	\$0	\$0	\$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$3,960,000	\$0	\$0	\$3,960,000	STBG-5 to 49,999, STBG-State Flexible, Toll Credit
Construction	2026	\$3,960,000	\$0	\$0	\$3,960,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2027	\$4,400,000	\$0	\$0	\$4,400,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2028	\$4,400,000	\$0	\$0	\$4,400,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		\$16,960,000	\$0	\$0	\$16,960,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

Proposed Dollars

PROGRAM (CBI)

All Project Cost: \$10,007,276

Route/Road/Entity: Various

Scope: Complex Bridge Inspection (PARENT)

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$595,833	\$0	\$0	\$595,833	STBG-State Flexible, Toll Credit
Other	2026	\$564,167	\$0	\$0	\$564,167	STBG-State Flexible, Toll Credit
Other	2027	\$290,000	\$0	\$0	\$290,000	STBG-State Flexible, Toll Credit
Other	2028	\$290,000	\$0	\$0	\$290,000	STBG-State Flexible, Toll Credit
		\$1,740,000	\$0	\$0	\$1,740,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-38

RPC: Undetermined

Proposed Dollars

PROGRAM (COAST5307)

All Project Cost: \$71,735,946

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$2,111,257	\$0	\$1,384,202	\$3,495,459	FTA 5307 Capital and Operating Program, Other
Other	2026	\$2,158,425	\$0	\$1,415,127	\$3,573,552	FTA 5307 Capital and Operating Program, Other
Other	2027	\$2,206,635	\$0	\$1,446,735	\$3,653,370	FTA 5307 Capital and Operating Program, Other
Other	2028	\$2,255,910	\$0	\$1,479,041	\$3,734,951	FTA 5307 Capital and Operating Program, Other
		\$8,732,229	\$0	\$5,725,103	\$14,457,332	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-21

RPC: RPC, SRPC

Proposed Dollars

PROGRAM (CORRST)

All Project Cost: \$10,500,000

Route/Road/Entity: Various

Scope: Corridor Studies Statewide

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$1,400,000	\$0	\$0	\$1,400,000	STBG-State Flexible, Toll Credit
Other	2026	\$700,000	\$0	\$0	\$700,000	STBG-State Flexible, Toll Credit
Other	2027	\$700,000	\$0	\$0	\$700,000	STBG-State Flexible, Toll Credit
Other	2028	\$700,000	\$0	\$0	\$700,000	STBG-State Flexible, Toll Credit
		\$3,500,000	\$0	\$0	\$3,500,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-34

RPC: Undetermined

Proposed Dollars

PROGRAM (CRDR)

All Project Cost: \$96,096,666

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$1,206,700	\$0	\$0	\$1,206,700	National Highway Performance, STBG-5 to 49,999, STBG-50 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
PE	2026	\$93,300	\$0	\$0	\$93,300	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$200,000	\$0	\$0	\$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$97,900	\$0	\$0	\$97,900	National Highway Performance, STBG-5 to 49,999, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
ROW	2026	\$8,000	\$0	\$0	\$8,000	STBG-State Flexible, Toll Credit
ROW	2027	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$9,476,720	\$0	\$0	\$9,476,720	National Highway Performance, STBG-5 to 49,999, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	\$2,833,410	\$0	\$0	\$2,833,410	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	\$2,115,000	\$0	\$0	\$2,115,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	\$6,515,000	\$0	\$0	\$6,515,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2025	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2026	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2027	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2028	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$22,826,030	\$0	\$0	\$22,826,030	

Regionally Significant: No

Managed By: DOT

CAA Code: E-19

RPC: Undetermined

Proposed Dollars

PROGRAM (EV_INFRA)

All Project Cost: \$17,300,000

Route/Road/Entity: Various

Scope: Electric Vehicle Infrastructure Program

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$346,000	\$0	\$0	\$346,000	NEVI , Toll Credit
PE	2026	\$346,000	\$0	\$0	\$346,000	NEVI , Toll Credit
PE	2027	\$346,000	\$0	\$0	\$346,000	NEVI , Toll Credit
Construction	2025	\$9,342,000	\$0	\$0	\$9,342,000	NEVI , Toll Credit
Construction	2026	\$3,114,000	\$0	\$0	\$3,114,000	NEVI , Toll Credit
Construction	2027	\$3,114,000	\$0	\$0	\$3,114,000	NEVI , Toll Credit
		\$16,608,000	\$0	\$0	\$16,608,000	

Regionally Significant: No

Managed By: DOT

CAA Code: ALL

RPC: Undetermined

Proposed Dollars

PROGRAM (FTA5307)

All Project Cost: \$104,995,462

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$1,780,253	\$0	\$445,063	\$2,225,316	FTA 5307 Capital and Operating Program, Other
Other	2026	\$2,827,949	\$0	\$706,987	\$3,534,936	FTA 5307 Capital and Operating Program, Other
Other	2027	\$3,671,061	\$0	\$917,765	\$4,588,826	FTA 5307 Capital and Operating Program, Other
Other	2028	\$10,000,000	\$0	\$2,500,000	\$12,500,000	FTA 5307 Capital and Operating Program, Other
		\$18,279,262	\$0	\$4,569,816	\$22,849,078	

Regionally Significant: No

Managed By: DOT

CAA Code: E-21

RPC: CNHRPC, NRPC, RPC, SNHPC, SRPC

Proposed Dollars

PROGRAM (FTA5310)

All Project Cost: \$68,898,149

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$2,144,747	\$0	\$536,187	\$2,680,934	FTA 5310 Capital Program, Other
Other	2026	\$1,703,470	\$0	\$425,867	\$2,129,337	FTA 5310 Capital Program, Other
Other	2027	\$1,737,539	\$0	\$434,385	\$2,171,924	FTA 5310 Capital Program, Other
Other	2028	\$1,772,290	\$0	\$443,072	\$2,215,362	FTA 5310 Capital Program, Other
		\$7,358,046	\$0	\$1,839,511	\$9,197,557	

Regionally Significant: No

Managed By: DOT

CAA Code: E-30

RPC: Undetermined

Proposed Dollars

PROGRAM (FTA5311)

All Project Cost: \$270,412,551

Route/Road/Entity: Various

Scope: Nonurbanized area formula program - FTA Section 5311 Program - rural public transportation

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$9,482,506	\$0	\$5,105,965	\$14,588,470	FTA 5311 Capital and Operating Program, Other
Other	2026	\$9,614,510	\$0	\$5,177,044	\$14,791,554	FTA 5311 Capital and Operating Program, Other
Other	2027	\$6,866,905	\$0	\$3,697,564	\$10,564,469	FTA 5311 Capital and Operating Program, Other
Other	2028	\$7,004,243	\$0	\$3,771,516	\$10,775,759	FTA 5311 Capital and Operating Program, Other
		\$32,968,164	\$0	\$17,752,088	\$50,720,252	

Regionally Significant: No Managed By: DOT CAA Code: E-21 RPC: CNHRPC, LRPC, NCC, SWRPC, UVLSRPC

Proposed Dollars

PROGRAM (FTA5339)

All Project Cost: \$147,035,648

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$7,434,742	\$929,343	\$929,343	\$9,293,428	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2026	\$4,740,170	\$592,521	\$592,521	\$5,925,213	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2027	\$4,834,974	\$604,372	\$604,372	\$6,043,718	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2028	\$4,931,674	\$616,459	\$616,459	\$6,164,592	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$21,941,561	\$2,742,695	\$2,742,695	\$27,426,951	

Regionally Significant: No Managed By: DOT CAA Code: E-30 RPC: Undetermined

Proposed Dollars

PROGRAM (GRR)

All Project Cost: \$37,810,909

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$150,000	\$0	\$0	\$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	\$5,000	\$0	\$0	\$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	\$1,880,000	\$0	\$0	\$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$8,140,000	\$0	\$0	\$8,140,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-9

RPC: Undetermined

Proposed Dollars

PROGRAM (HSIP)

All Project Cost: \$260,992,509

Route/Road/Entity: Various

Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$2,000,000	\$0	\$0	\$2,000,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2026	\$350,000	\$0	\$0	\$350,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2027	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2028	\$500,000	\$0	\$0	\$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2025	\$440,540	\$0	\$0	\$440,540	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2026	\$50,000	\$0	\$0	\$50,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2027	\$54,730	\$0	\$0	\$54,730	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2028	\$54,730	\$0	\$0	\$54,730	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2025	\$6,989,669	\$0	\$0	\$6,989,669	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2026	\$9,556,020	\$0	\$0	\$9,556,020	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2027	\$9,623,931	\$0	\$0	\$9,623,931	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2028	\$11,379,350	\$0	\$0	\$11,379,350	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2025	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2026	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2027	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2028	\$150,000	\$0	\$0	\$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
		\$42,098,970	\$0	\$0	\$42,098,970	

Regionally Significant: No

Managed By: DOT

CAA Code: E-6

RPC: Undetermined

Proposed Dollars

PROGRAM (LTAP)

All Project Cost: \$3,505,000

Route/Road/Entity: Local Technology Assistance Program

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2026	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2027	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
Other	2028	\$183,000	\$0	\$0	\$183,000	Local Tech Assistance Program
		\$732,000	\$0	\$0	\$732,000	

Regionally Significant: No Managed By: DOT CAA Code: E-35 RPC: Undetermined

Proposed Dollars

PROGRAM (MOBIL)

All Project Cost: \$33,750,000

Route/Road/Entity: Various

Scope: Municipal Owned Bridge - Bipartisan Infrastructure Law 100% Rehabilitation and/or Replacement

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	\$28,485,347	\$0	\$0	\$28,485,347	MOBIL
Construction	2026	\$2,750,000	\$0	\$0	\$2,750,000	MOBIL
		\$31,235,347	\$0	\$0	\$31,235,347	

Regionally Significant: No Managed By: Muni/Local CAA Code: N/E RPC: Undetermined

Proposed Dollars

PROGRAM (PAVE-T1-RESURF)

All Project Cost: \$248,298,760

Route/Road/Entity: Tier 1 Highways

Scope: Preservation of Tier 1 Highways

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$225,000	\$0	\$0	\$225,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$12,250,000	\$0	\$0	\$12,250,000	Hwy Infrastructure, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$9,750,000	\$0	\$0	\$9,750,000	National Highway Performance, Toll Credit
Construction	2027	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	\$12,250,000	\$0	\$0	\$12,250,000	National Highway Performance, Toll Credit
		\$47,625,000	\$0	\$0	\$47,625,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Proposed Dollars

PROGRAM (PAVE-T2-REHAB)

All Project Cost: \$87,234,179

Route/Road/Entity: Tier 2 Highways

Scope: Rehab of Tier 2 roads.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$125,000	\$0	\$0	\$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$10,620,000	\$0	\$0	\$10,620,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Proposed Dollars

PROGRAM (PAVE-T2-RESURF)

All Project Cost: \$581,270,000

Route/Road/Entity: Tier 2 Highways

Scope: Resurfacing Tier 2 Roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$2,500,000	\$0	\$0	\$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$2,155,000	\$0	\$0	\$2,155,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$300,000	\$0	\$0	\$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	\$25,000	\$0	\$0	\$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$40,250,000	\$2,750,000	\$0	\$43,000,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$21,320,000	\$2,750,000	\$0	\$24,070,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	\$23,175,000	\$2,750,000	\$0	\$25,925,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	\$23,175,000	\$2,750,000	\$0	\$25,925,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		\$113,275,000	\$11,000,000	\$0	\$124,275,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-10

RPC: Undetermined

Proposed Dollars

PROGRAM (PVMRK)

All Project Cost: \$79,574,501

Route/Road/Entity: Various

Scope: Statewide Pavement Marking Annual Project

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2026	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2027	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
PE	2028	\$1,000	\$0	\$0	\$1,000	STBG-State Flexible, Toll Credit
Construction	2025	\$3,349,000	\$0	\$0	\$3,349,000	Highway Safety Improvement Program (HSIP), STBG-State Flexible, Toll Credit
Construction	2026	\$3,349,000	\$0	\$0	\$3,349,000	STBG-State Flexible, Toll Credit
Construction	2027	\$3,599,000	\$0	\$0	\$3,599,000	STBG-State Flexible, Toll Credit
Construction	2028	\$3,599,000	\$0	\$0	\$3,599,000	STBG-State Flexible, Toll Credit
		\$13,900,000	\$0	\$0	\$13,900,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-11

RPC: Undetermined

Proposed Dollars

PROGRAM (RCTRL)

All Project Cost: \$32,576,579

Route/Road/Entity: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2026	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2027	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
Other	2028	\$1,255,265	\$0	\$313,816	\$1,569,081	DNCR, Recreational Trails
		\$5,021,059	\$0	\$1,255,265	\$6,276,324	

Regionally Significant: No

Managed By: Other

CAA Code: E-33

RPC: Undetermined

Proposed Dollars

PROGRAM (RRRCS)

All Project Cost: \$30,476,261

Route/Road/Entity: Statewide Railroad Crossings

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2026	\$250,000	\$0	\$0	\$250,000	RL - Rail Highway, Toll Credit
PE	2027	\$125,000	\$0	\$0	\$125,000	RL - Rail Highway, Toll Credit
PE	2028	\$125,000	\$0	\$0	\$125,000	RL - Rail Highway, Toll Credit
ROW	2025	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2026	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2027	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
ROW	2028	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Construction	2025	\$4,596,338	\$0	\$0	\$4,596,338	RL - Rail Highway, Toll Credit
Construction	2026	\$24,000	\$0	\$0	\$24,000	RL - Rail Highway, Toll Credit
Construction	2028	\$25,000	\$0	\$0	\$25,000	RL - Rail Highway, Toll Credit
Other	2025	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2026	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2027	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
Other	2028	\$5,000	\$0	\$0	\$5,000	RL - Rail Highway, Toll Credit
		\$5,435,338	\$0	\$0	\$5,435,338	

Regionally Significant: No Managed By: DOT CAA Code: E-1 RPC: Undetermined

Proposed Dollars

PROGRAM (STBG-FTA)

All Project Cost: \$48,900,000

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2027	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2028	\$3,000,000	\$0	\$612,500	\$3,612,500	Other, STBG-State Flexible, Toll Credit
		\$12,000,000	\$0	\$2,450,000	\$14,450,000	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-21 RPC: Undetermined

Proposed Dollars

PROGRAM (TA)

All Project Cost: \$110,363,849

Route/Road/Entity: Various

Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$714,523	\$0	\$401,919	\$1,116,442	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Non Urban Areas Under 5K
PE	2026	\$722,846	\$0	\$200,712	\$923,558	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2027	\$800,000	\$0	\$220,000	\$1,020,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2028	\$800,000	\$0	\$220,000	\$1,020,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2025	\$120,000	\$0	\$40,000	\$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex
ROW	2026	\$120,000	\$0	\$40,000	\$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2027	\$120,000	\$0	\$40,000	\$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2028	\$120,000	\$0	\$40,000	\$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2025	\$3,358,554	\$0	\$2,089,187	\$5,447,741	Non Par Other, Other, TAP-50K to 200K, TAP-Areas Over 200K, TAP-Non Urban Areas Under 5K
Construction	2026	\$4,244,559	\$0	\$1,161,139	\$5,405,698	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2027	\$4,713,810	\$0	\$1,278,452	\$5,992,261	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2028	\$4,713,810	\$0	\$1,278,452	\$5,992,261	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
		\$20,548,102	\$0	\$7,009,860	\$27,557,961	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: E-33

RPC: Undetermined

Proposed Dollars

PROGRAM (TSMO)

All Project Cost: \$29,502,631

Route/Road/Entity: Transportation Systems Management and Operations

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$2,000,000	\$0	\$1,184,773	\$3,184,773	Maine, STBG-State Flexible, Toll Credit, Vermont
Other	2026	\$2,000,000	\$0	\$285,919	\$2,285,919	Maine, STBG-State Flexible, Toll Credit, Vermont
Other	2027	\$2,000,000	\$0	\$0	\$2,000,000	STBG-State Flexible, Toll Credit
Other	2028	\$1,150,000	\$0	\$0	\$1,150,000	STBG-State Flexible, Toll Credit
		\$7,150,000	\$0	\$1,470,692	\$8,620,692	

Regionally Significant: No

Managed By: DOT

CAA Code: E-7

RPC: Undetermined

Proposed Dollars

PROGRAM (UBI)

All Project Cost: \$1,585,500

Route/Road/Entity: Various

Scope: Underwater Bridge Inspection (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	\$64,000	\$0	\$0	\$64,000	STBG-State Flexible, Toll Credit
Other	2026	\$64,000	\$0	\$0	\$64,000	STBG-State Flexible, Toll Credit
Other	2027	\$68,000	\$0	\$0	\$68,000	STBG-State Flexible, Toll Credit
Other	2028	\$68,000	\$0	\$0	\$68,000	STBG-State Flexible, Toll Credit
		\$264,000	\$0	\$0	\$264,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-38

RPC: Undetermined

Proposed Dollars

PROGRAM (USSS)

All Project Cost: \$14,755,400

Route/Road/Entity: Various

Scope: Project to update signing on state system

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	\$30,000	\$0	\$0	\$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	\$540,000	\$0	\$0	\$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	\$580,000	\$0	\$0	\$580,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	\$580,000	\$0	\$0	\$580,000	National Highway Performance, STBG-State Flexible, Toll Credit
		\$2,360,000	\$0	\$0	\$2,360,000	

Regionally Significant: No

Managed By: DOT

CAA Code: E-44

RPC: Undetermined

Proposed Dollars

ROCHESTER (43552)

All Project Cost: \$4,262,664

Route/Road/Entity: NH 11

Scope: Widen `3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$161,055	\$0	\$40,264	\$201,319	STBG-50 to 200K, Towns
ROW	2025	\$65,792	\$0	\$16,448	\$82,240	STBG-50 to 200K, Towns
Construction	2026	\$2,818,599	\$0	\$704,650	\$3,523,249	STBG-50 to 200K, Towns
		\$3,045,447	\$0	\$761,362	\$3,806,808	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

ROCHESTER (42625)

Route/Road CHARLES ST/NH125/OLD DOVER RD

Category INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS-REASSESSMENT OF TURNING LANE ALIGNMENT&VEHICLE ACCESS. UPDATE SIDEWALK.

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2026	360,289	None-Other
Right of Way	2028	32,287	None-Other
Construction	2030	2,777,634	None-Other
Total		\$3,170,211	
			Previous Funding
			\$0
			Current TYP Funding
			\$3,170,211
			Future Funding Required
			\$0
			Total Project Cost
			\$3,170,211

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

Project is in the State 10-yr Plan and is being added to the TIP via public comment

Proposed Dollars

ROCHESTER (44408)

All Project Cost: \$11,022,050

Route/Road/Entity: NH 125

Scope: Address State Red List Bridge carrying NH 125 of Isinglass River (Br. No. 206/110)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$798,490	\$0	\$0	\$798,490	National Highway Performance, Toll Credit
PE	2028	\$636,030	\$0	\$0	\$636,030	National Highway Performance, Toll Credit
ROW	2028	\$508,824	\$0	\$0	\$508,824	National Highway Performance, Toll Credit
		\$1,943,344	\$0	\$0	\$1,943,344	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

ROLLINSFORD - DOVER (42578)

All Project Cost: \$3,628,057

Route/Road/Entity: Oak Street

Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$171,105	\$0	\$0	\$171,105	STBG-50 to 200K, Toll Credit
PE	2026	\$236,581	\$0	\$0	\$236,581	STBG-50 to 200K, Toll Credit
PE	2027	\$64,816	\$0	\$0	\$64,816	STBG-50 to 200K, Toll Credit
ROW	2027	\$64,816	\$0	\$0	\$64,816	STBG-50 to 200K, Toll Credit
Construction	2027	\$2,592,658	\$0	\$0	\$2,592,658	BRGBIL, Toll Credit
		\$3,129,977	\$0	\$0	\$3,129,977	

Regionally Significant: No Managed By: DOT CAA Code: ATT RPC: SRPC

Proposed Dollars

SOMERSWORTH (40646)

All Project Cost: \$4,318,725

Route/Road/Entity: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	\$375,430	\$0	\$93,858	\$469,288	STBG-50 to 200K, Towns
PE	2026	\$91,256	\$0	\$22,814	\$114,070	STBG-50 to 200K, Towns
PE	2027	\$94,632	\$0	\$23,658	\$118,291	STBG-50 to 200K, Towns
PE	2028	\$98,134	\$0	\$24,533	\$122,667	STBG-50 to 200K, Towns
ROW	2025	\$116,487	\$0	\$29,122	\$145,609	STBG-50 to 200K, Towns
ROW	2026	\$45,628	\$0	\$11,407	\$57,035	STBG-50 to 200K, Towns
ROW	2027	\$47,316	\$0	\$11,829	\$59,145	STBG-50 to 200K, Towns
ROW	2028	\$49,067	\$0	\$12,267	\$61,334	STBG-50 to 200K, Towns
Construction	2027	\$2,438,896	\$0	\$609,724	\$3,048,619	STBG-50 to 200K, Towns
Construction	2028	\$98,134	\$0	\$24,533	\$122,667	STBG-50 to 200K, Towns
		\$3,454,980	\$0	\$863,745	\$4,318,725	

Regionally Significant: No Managed By: DOT CAA Code: E-51 RPC: SRPC

Proposed Dollars

SOMERSWORTH (42627)

All Project Cost: \$1,558,364

Route/Road/Entity: High Street & West High Street

Scope: West High St (from Cemetery Rd to High St) & High St (to Memorial Dr) Pedestrian Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2028	\$116,749	\$0	\$29,187	\$145,937	STBG-50 to 200K, Towns
		\$116,749	\$0	\$29,187	\$145,937	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

SOMERSWORTH NH - BERWICK MAINE (44389)

All Project Cost: \$1,193,660

Route/Road/Entity: Salmon Falls Rd over Salmon Falls River

Scope: Rehabilitate Salmon Falls Rd bridge over Salmon Falls River Brg #078/124 Eddy Bridge Maine DOT Lead

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	\$0	\$43,015	\$64,522	\$107,537	Maine, SB367-4-Cents, Towns
ROW	2026	\$0	\$4,301	\$6,452	\$10,754	Maine, SB367-4-Cents, Towns
Construction	2026	\$430,148	\$0	\$645,221	\$1,075,369	Maine, STBG-50 to 200K, Towns
		\$430,148	\$47,316	\$716,196	\$1,193,660	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC

Proposed Dollars

SOMERSWORTH NH - BERWICK MAINE (44392)

All Project Cost: \$1,237,825

Route/Road/Entity: Buffumsville Rd over Salmon Falls River

Scope: Rehabilitate Buffumsvills Rd bridge over Salmon Falls River Brg#130/099 "New Dam" Brg MaineDOT lead

Phase	Year	Federal	State	Other	Total	Funding
PE	2027	\$0	\$44,606	\$66,909	\$111,516	Maine, SB367-4-Cents, Towns
ROW	2027	\$0	\$4,461	\$6,691	\$11,152	Maine, SB367-4-Cents, Towns
Construction	2027	\$446,063	\$0	\$669,095	\$1,115,158	Maine, STBG-Off System Bridge, Towns
		\$446,063	\$49,067	\$742,695	\$1,237,825	

Regionally Significant: No Managed By: Muni/Local CAA Code: ATT RPC: SRPC