

RPC Transportation Advisory Committee

January 25, 2024

12:00-2:00 PM **\*\*\*NOTE NEW TIME\*\*\***

**RPC Offices**

**156 Water Street, Exeter, NH**

Location: <https://goo.gl/maps/X9AvHrcfy2SivYDx7>

There is an elevator available via the Center Street entrance.

***Virtual Participation via Zoom***

<https://us02web.zoom.us/j/87679618928?pwd=YjNqT3NBak82dm4rWldYRzBka2tjdz09>

***The full zoom invitation is on page 2***

Agenda

1. Introductions
2. Minutes of 12/07/2023 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. Region 8 RCC First Year of Regional Mobility Management — Ben Herbert, Region 8 Mobility Manager (20 Minutes)
4. ACT/Region 10 RCC Coordination Update — Jeff Donald, Region 10 Mobility Manager (20 Minutes)
5. TIP Amendment #4 (**Attachment #2**) – [Motion Required] Dave Walker (15 minutes)
6. New Greenhouse Gas Emissions Performance Target Rules (**Attachment #3**) – Mikayla Jerominek (15 Minutes)
7. Plaistow Senior Transportation Survey & Volunteer Driver Program Efforts (**Attachment #4**) — Scott Bogle (10 Minutes)
8. Transportation Bills in the NH Legislature – S. Bogle (10 Minutes)
9. Agency and Community announcements and updates (20 minutes)
10. Open discussion/Comments

**TAC MEETING SCHEDULE For 2024 (Next meeting highlighted)**

January 25	April 25	July 25	October 24
<b>February 22</b>	May 23	August 22	December 5***
March 28	June 27	September 26	

\*\*\*Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: Transportation Advisory Committee Meeting

Time: Jan 25, 2024 12:00 PM Eastern Time (US and Canada)

Every month on the Fourth Thu, 10 occurrence(s)

Jan 25, 2024 12:00 PM

Feb 22, 2024 12:00 PM

Mar 28, 2024 12:00 PM

Apr 25, 2024 12:00 PM

May 23, 2024 12:00 PM

Jun 27, 2024 12:00 PM

Jul 25, 2024 12:00 PM

Aug 22, 2024 12:00 PM

Sep 26, 2024 12:00 PM

Oct 24, 2024 12:00 PM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: [https://us02web.zoom.us/meeting/tZMrcOCurzMjGNzkdtvdDW\\_Aiq-ZUY5fL\\_yD/ics?icsToken=98tyKuGvqDwjHNWduRuPRpwEBI\\_CXe7zmFxEjY1HlxvxFSR3VTzXP\\_MPCIdGRd78](https://us02web.zoom.us/meeting/tZMrcOCurzMjGNzkdtvdDW_Aiq-ZUY5fL_yD/ics?icsToken=98tyKuGvqDwjHNWduRuPRpwEBI_CXe7zmFxEjY1HlxvxFSR3VTzXP_MPCIdGRd78)

Join Zoom Meeting

<https://us02web.zoom.us/j/87679618928?pwd=YjNqT3NBak82dm4rWldYRzBka2tjdz09>

Meeting ID: 876 7961 8928

Passcode: 925821

One tap mobile

+16469313860,,87679618928#,,,,\*925821# US

+19292056099,,87679618928#,,,,\*925821# US (New York)

Dial by your location

- +1 646 931 3860 US
- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Washington DC)

Meeting ID: 876 7961 8928

Passcode: 925821

Find your local number: <https://us02web.zoom.us/u/kbayLFkiSk>

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**MINUTES**  
**Rockingham Planning Commission**  
**MPO Technical Advisory Committee**  
**RPC Offices, 156 Water Street, Exeter NH**  
**December 7, 2023**

**Members Present:** B. Dion (Greenland); C. Cross (Newington); D. Sharples (Exeter); J. Lynch (Hampton); P. Coffin (Kingston); E. Eby (Portsmouth); J. Lavacchia (Hampstead); V. Partington, (NHDES); L. St. John (NHDOT); L. Levine (FHWA).

**Staff:** D. Walker (Assistant Director); S. Bogle (Senior Transportation Planner)

**1. Introductions**

Roll call attendance was taken. Walker indicated that the chair was not attending and that he would run the meeting.

**2. Minutes of 4/27/23, 8/24/2023, and 10/26/2023 Meetings**

Minutes of the meetings were approved without discussion. Motion: P. Coffin. Seconded by E. Eby. Unanimous with no abstentions.

**3. Annual Highway Safety Performance Targets – D. Walker**

Walker provided an overview of the five Federally required annual Highway Safety Improvement Program Performance Targets. These cover fatalities, serious injuries, fatality rate, serious injury rate, and total non-motorized fatalities and serious injuries. In addition, the MPO considers an annual performance target for motorcycle fatalities in the region. Walker discussed the historic numbers for each and the current trends being observed in the state and the region. Also discussed that this will likely be the last year that the MPO supports the state targets instead of setting their own. The development of a Safety Action Plan for the region as part of the Safe Streets and Roads for All (SS4A) grant requires that declining targets be set for fatalities and serious injuries with a future goal of zero, so MPO annual targets will need to reflect that in the future. Motion to recommend that the MPO support the State HSIP targets for 2024 and set a motorcycle fatalities target was put forward by P. Coffin and seconded by B. Dion. Unanimous with no abstentions.

**4. Regional Transit Safety Targets – S. Bogle**

Bogle provided an overview of public transit safety measures defined by the Federal Transit Administration (FTA) that must be tracked by public transit agencies as well as private intercity transit operators if they receive federal operating assistance. Measures include both the absolute number of, and the rate per 500,000 vehicle revenue miles for, fatalities, serious injuries, safety events, and system reliability. Each of these measures must in turn be tracked

separately for fixed route bus service, demand response service and intercity bus service given the different characteristics of each service type. MPOs must adopt regional targets based on an aggregation of the targets set by transit operators in the region. In the RPC MPO region these operators include COAST, MTA/CART, and Boston Express Bus Service which received federal operating support for their intercity commuter service on the I93 corridor. Agency targets must be updated at least every three years, though agencies can update targets annually. In the MPO region COAST and Boston Express update their targets annually while MTA/CART updates theirs every three years. Bogle reviewed targets for each agency and a proposed set of combined regional targets and asked for a motion that the TAC recommend adoption of these targets to the MPO Policy Committee at their December meeting. Motion by P. Coffin. Seconded by D. Sharples. Unanimous with no abstentions.

#### **5. Regional Safety Action Plan Development**

Walker compared the HSIP performance targets with Safety Action Plans and discussed how the MPO will need to adjust the HSIP targets to meet Safety Action Plan requirements. One of the primary requirements is that Safety Action Plans include declining targets towards a future goal for zero roadway fatalities and serious injuries. This is compared to HSIP targets which look at historic performance and current trends to set targets. Walker showed examples of how the longer-term targets of zero fatalities and serious injuries might be reflected in the annual regional HSIP targets and how that may be different from the State targets for the year. As part of the Safety Action Plan development, the MPO will need to establish a goal year for zero fatalities and serious injuries. Examples included setting 2035, 2045, and 2050 as the goal year.

#### **6. Improving TAC Participation – S. Bogle**

Bogle reviewed recent staff work to improve participation in the TAC. We have regular, active participation from eleven of the 25 towns currently eligible for voting seats. Three towns currently have no appointee, while eleven towns have either an appointee or a contact for TAC mailings but have not participated in 2022-2023. Three of the eight agency members with voting seats have also not attended a meeting during 2022-2023. While the 11 active communities and the active agencies constitute a quorum for doing business, at times we've had difficulty getting enough members physically present as opposed to tuning in via Zoom. Staff are currently contacting TAC members who have not been active recently, and communities with no current appointee to ensure that inactive seats are filled. The group discussed providing food as an incentive to attend in person, including moving the meeting to lunchtime and serving pizza as NRPC does with their TAC. There was also brief discussion of adding more outside speakers, so meetings provide more opportunities to learn about transportation topics, beyond just managing the mechanics of the MPO process. Topic suggestions included EVs, the new Public Right of Way Accessibility Guidelines (PROWAG) that set new sidewalk and crossing accessibility requirements for municipalities, and traffic management/adaptive signal control.

#### **7. Agency Updates and Announcements – Multiple TAC Members**

Sharples described the Downtown Parking and Traffic Study currently being completed for Exeter by Stantec. Key recommendations include bringing back paid parking in the downtown to manage demand, and reconfiguring the intersection at the Bandstand into a four way stop with Water Street, Front Street and String Bridge. Some recommendations from the Stantec study will be integrated into the Bicycle and Pedestrian Master Plan that RPC is currently finishing for

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the Town. Cross shared discussions happening in Newington regarding a senior housing development proposed at Exit 4 on the Spaulding Turnpike, and work on trail building to provide non-motorized connections in the village. Eby discussed a recent Federal Rail Administration grant to address railroad crossings in Portsmouth as well as work to study options for the Bartlett Street bridge.

#### **8. Project Updates**

No project updates were provided due to lack of time

*Meeting adjourned at approximately 11:00 a.m.*

Respectfully submitted,  
David Walker, Recording Secretary

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## MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 1/19/2024

**RE: 2023 TIP Amendment #4**

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Attached is a report that lists the changes that Amendment #4 proposes to make to the 2023 Transportation Improvement Program (TIP) (covering fiscal years 2023-2026) within the Rockingham Planning Commission region. This information is also available on the RPC website ([www.therpc.org](http://www.therpc.org)), along with the full statewide revision report for those interested in the proposed changes to projects from other parts of the state.

Overall, there are eight requested changes (2 Statewide and 6 Regional projects) that RPC must address as part of Amendment #4, and these take the form of one project being removed from the TIP, four projects being added, and cost and/or schedule changes for the remaining three. The project listings in the Long Range Transportation Plan (LRTP) are being updated at the same time to maintain consistency between the two documents. As part of the public engagement process for Amendment #4, the MPO is conducting a public comment period between February 16, 2024 and February 27, 2024 and a public engagement portal will be established to collect any comments received. A final opportunity for comments will be during a public hearing at the **February 28, 2024 RPC Executive Committee Meeting**. Action will be taken on the amendment at the conclusion of the public hearing.

### Analysis

This amendment changes results in a net decrease in funding during the TIP years (2023-2026) of \$11,799,513 largely due to the removal of the MOBRR program from the STIP/TIP which decreases funding by almost \$23.6 million. This program is continuing however the individual municipal bridge projects will be listed in the STIP/TIP instead of the overall program. Offsetting some of the decrease from removing the MOBRR program is increased funding for three projects; Hampton 40797 (+\$2.5 million), Portsmouth 43760 (+7 million), and the Statewide CBI program (+\$930,000). There are four new projects added to the TIP which also offset some of the decrease from removing MOBRR. One new project (44493) is the beginning stages of the project to address sea-level rise and flooding concerns around the New Castle Causeway. This project is funded for approximately \$7.8 million however only \$234,000 is being added to the TIP to begin project engineering work. Construction is currently scheduled for 2033-2034 timeframe. The other three new projects in the TIP are CMAQ projects from the last funding round, and while the total cost for these projects is around \$4.5 million, just over \$1 million is being added to the TIP at this point to begin facilitating Preliminary Engineering (PE) and other early work. Construction for most of the projects is scheduled after 2026, although COAST 44367, which is not construction, will be fully implemented earlier.

**Table 1** provides a brief overview of the changes to each project, as well as the general reasoning for that change. There are two cost columns included. The first shows the net change in funding during the TIP years (2023-2026) while the second shows the total cost of the project, including years before and after the current TIP. Attached is the full report that provides the year-by-year cost and schedule details of each project within the TIP time frame and compares the existing status with the changes proposed in Amendment #4. The report also includes statewide fiscal constraint documentation for the revision.

### **Comments Received**

No comments have been received to date however the comment period for the changes will not begin until February 16, 2024. Comments discussed at the TAC meeting will be incorporated into this memo for the benefit of the Executive Committee when they meet to discuss and approve the Amendment on February 28, 2024.

### **Recommendation**

Based on the information provided regarding the movement of projects in time, and changes in scope and cost, staff concludes that:

- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation (attached) and included in the informational packet on the MPO Website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason, no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

### **Proposed Motion:**

*Endorse the changes included in TIP Amendment #4 and recommend that the RPC Executive Committee approve the proposed revisions as presented and submit to NHDOT for inclusion in the STIP.*

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**Table 1: Summary of Amendment #4 Revisions**


<b>Project #</b>	<b>Location</b>	<b>Scope</b>	<b>2023-2026 TIP Funding Change</b>	<b>Total Project Cost*</b>	<b>Reason for Change</b>
44367	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	\$751,825	\$751,825	New CMAQ project in the 2023 STIP
40797	HAMPTON	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	\$2,485,323	\$13,646,939	Added \$2,485,322 in Preliminary Engineering funds to FY24 and FY25
44355	LONDONDERRY- WINDHAM- SEABROOK	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	\$119,774	\$927,338	New CMAQ project in the 2023 STIP
44493	NEW CASTLE NH ROUTE 1B CAUSEWAY	Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island	\$234,135	\$7,826,935	New project in the 2023 STIP
43760	PORTSMOUTH	Soundwalls/privacy fence along I-95 in Portsmouth	\$7,076,823	\$18,499,721	Increased funds to support planned project scope and needs
44358	PORTSMOUTH	Remove traffic signal on US 1 Bypass, install median, const a connector Rd & Cons multi-use path to reduce emissions	\$165,607	\$2,792,653	New CMAQ project in the 2023 STIP
CBI	PROGRAM	Complex Bridge Inspection (Parent)	\$930,000	\$10,007,276	Increased Funding for Program
MOBRR	PROGRAM	Municipal Owned Bridge Rehabilitation & Replacement Projects	(\$23,563,000)	\$111,162,000	Program is being removed from the STIP/TIP and individual projects funded via the program will be included instead. Program is not going away.
<b>Total Net Change</b>			<b>\$11,763,487</b>		

\* Total Project Cost includes years before, during, and beyond those in the 2023-2026 STIP/TIP



# Reading the TIP Revision Report

- Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
- Description of Revision
- Approval Date
- Project Location – Will list “Program”, “Statewide”, or the community name(s)
- State Project Number
- Project Route/Location – specific roadway or facility where the project is occurring
- Project Scope – Short description of project
- Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
- Total Project Cost. Includes costs for years before and after TIP years.
- Currently approved version of project
- Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
- Cost and phase breakout by TIP year
- Cost and phase breakout by general source of funds
- TIP Total – Total funding for project in the TIP by phase
- Funding Programs – Specific Federal, state, and other funding programs used
- Regionally Significant – Is project considered “Regionally Significant”
- CAA Code – Clean Air Act Exemption Code



Revision: A03 **1**  
 Docket Detail: 2019 TIP Amendment 3 **2**  
 Approval Date: 2/12/2020 **3**

**4** **COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **5** **APPROVED**

Project Route/Location: **Various** **6**

**7** **Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N		CAA Code: E-30					<b>9</b> Total Project Cost:	\$14,542,336

**COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **PENDING**

Project Route/Location: **Various**

**Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$0		\$0			\$0	FTA5307
			\$0		\$0			\$0	
Regionally Significant:	N <b>16</b>		CAA Code: F-30 <b>17</b>					Total Project Cost:	\$13,415,974

**10**

**11**

**12**

**13**



Revision: A04Y23  
 Docket Detail: 2023 TIP Amendment 4  
 Approval Date: 2/28/2024

**COAST (44367)**

**PENDING**

Project Route/Location: **Cooperative Alliance for Seacoast Transportation (COAST)**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER			\$751,825		\$601,460		\$150,365	\$751,825	CMAQ, Towns
			\$751,825		\$601,460		\$150,365	\$751,825	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	RPC, SRPC	Total Project Cost:	\$751,825

**HAMPTON (40797)****APPROVED**Project Route/Location: **NH 1A (Ocean Boulevard)****Scope:** Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$431,902		\$319,677		\$751,579			\$751,579	STBG50to200K, Toll Credit
ROW			\$330,410		\$330,410			\$330,410	STBG50to200K, Toll Credit
CON				\$7,323,062	\$7,323,062			\$7,323,062	STBG-FLEX, Toll Credit
	\$431,902		\$650,087		\$8,405,051			\$8,405,051	
Regionally Significant:	N	CAA Code:	E-38	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$10,646,939

**HAMPTON (40797)****PENDING**Project Route/Location: **NH 1A (Ocean Boulevard)****Scope:** Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$431,902	\$880,000	\$1,925,000		\$3,236,902			\$3,236,902	Toll Credit, STBG50to200K
ROW			\$330,410		\$330,410			\$330,410	Toll Credit, STBG50to200K
CON				\$7,323,062	\$7,323,062			\$7,323,062	Toll Credit, STBG-FLEX
	\$431,902	\$880,000	\$2,255,410	\$880,000	\$10,890,374			\$10,890,374	
Regionally Significant:	N	CAA Code:	E-38	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$13,132,262

**LONDONDERRY-WINDHAM-SEABROOK (44355)****PENDING**Project Route/Location: **NH 102/NH 111/US 1****Scope:** Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$119,774		\$119,774			\$119,774	Toll Credit, CMAQ
			\$119,774		\$119,774			\$119,774	
Regionally Significant:	N	CAA Code: E-52	Managed By: DOT		RPCS: RPC, SNHPC			Total Project Cost:	\$927,338

**NEW CASTLE NH ROUTE 1B CAUSEWAY (44493)****PENDING**Project Route/Location: **NH Route 1B****Scope:** Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$234,135		\$234,135			\$234,135	Toll Credit, PROTECT
			\$234,135		\$234,135			\$234,135	
Regionally Significant:	N	CAA Code: ATT	Managed By: DOT		RPCS: RPC			Total Project Cost:	\$7,826,935

**PORTSMOUTH (43760)****APPROVED**Project Route/Location: **I-95****Scope:** Soundwalls/privacy fence along I-95 in Portsmouth

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$253,873	\$1,410,381				\$1,664,254		\$1,664,254	TPK-CAP
CON		\$6,809,339	\$2,943,838		\$9,753,176			\$9,753,176	NHPP, Toll Credit
	\$253,873	\$8,219,720	\$2,943,838	\$8,219,720	\$9,753,176	\$1,664,254		\$11,417,431	
Regionally Significant:	N	CAA Code: ATT		Managed By: DOT		RPCS: RPC		Total Project Cost:	\$11,422,898

**PORTSMOUTH (43760)****PENDING**Project Route/Location: **I-95****Scope:** Soundwalls/privacy fence along I-95 in Portsmouth

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$253,873	\$1,410,381				\$1,664,254		\$1,664,254	TPK-CAP
CON		\$7,490,273	\$9,339,727		\$16,830,000			\$16,830,000	NHPP, Toll Credit
	\$253,873	\$8,900,654	\$9,339,727	\$8,900,654	\$16,830,000	\$1,664,254		\$18,494,254	
Regionally Significant:	N	CAA Code: ATT		Managed By: DOT		RPCS: RPC		Total Project Cost:	\$18,499,721

**PORTSMOUTH (44358)****PENDING**Project Route/Location: **Rte1/Coakley Rd/Cottage St****Scope:** Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE				\$165,607	\$132,485		\$33,121	\$165,607	CMAQ, Towns
					\$132,485		\$33,121	\$165,607	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$2,792,653

**PROGRAM (CBI)****APPROVED**Project Route/Location: **Various****Scope:** Complex Bridge Inspection (PARENT)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000			\$1,080,000	STBG-FLEX, Toll Credit
	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000			\$1,080,000	
Regionally Significant:	N	CAA Code:	E-38	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$8,457,276

**PROGRAM (CBI)****PENDING**Project Route/Location: **Various****Scope:** Complex Bridge Inspection (PARENT)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$270,000	\$580,000	\$580,000	\$580,000	\$2,010,000			\$2,010,000	STBG-FLEX, Toll Credit
	\$270,000	\$580,000	\$580,000	\$580,000	\$2,010,000			\$2,010,000	
Regionally Significant:	N	CAA Code:	E-38	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$10,007,276

**PROGRAM (MOBRR)****APPROVED**Project Route/Location: **Various****Scope:** MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$600,000	\$300,000	\$100,000	\$10,000	\$808,000		\$202,000	\$1,010,000	Other, STBG-FLEX
ROW	\$50,000	\$1,000	\$1,000	\$1,000	\$42,400		\$10,600	\$53,000	Other, STBG-FLEX
CON	\$3,000,000	\$2,000,000	\$8,750,000	\$8,750,000	\$18,000,000		\$4,500,000	\$22,500,000	Other, STBG-FLEX
	\$3,650,000	\$2,301,000	\$8,851,000	\$2,301,000	\$18,850,400		\$4,712,600	\$23,563,000	
Regionally Significant:	N	CAA Code: ALL	Managed By: Muni/Local	RPCS: Statewide	Total Project Cost: \$109,162,000				

**PROGRAM (MOBRR)****PENDING**Project Route/Location: **Various****Scope:** MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$0	\$0	\$0		\$0	\$0	Other, STBG-FLEX
ROW	\$0	\$0	\$0	\$0	\$0		\$0	\$0	Other, STBG-FLEX
CON	\$0	\$0	\$0	\$0	\$0		\$0	\$0	Other, STBG-FLEX, NonPar-Other, STBG-BR
	\$0	\$0	\$0	\$0	\$0		\$0	\$0	
Regionally Significant:	N	CAA Code: ALL	Managed By: Muni/Local	RPCS: Statewide	Total Project Cost: \$111,162,000				

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>
Betterment	BET	Maine	Maine	State Aid Bridge	SAB
BRGBIL	BIL-BRG	Minimum Guarantee	Min Guar	State Aid Hwy	SAH
Bridge Off System	Bridge Off	MOBIL	MOBIL	State of New Hampshire	NH
Bridge On System	Bridge On	National Highway Freight	NHF	State Planning and Research	SPR
Bridge On/Off System	Bridge On/Off	National Highway Performance	NHPP	STBG-5 to 200K	STBG5-200K
Carbon Reduction Program 50k - 200k	CARBON50-200K	NEVI	NEVI	STBG-5 to 49,999	STBG<50K
Carbon Reduction Program Flex	CARBON-FLEX	NH Highway Fund	NHHF	STBG-50 to 200K	STBG50to200K
Congestion Mitigation and Air Quality Program	CMAQ	NHDOT Operating Budget	NHDOT Op	STBG-Areas Less Than 200K	STBG<200K
DBE	DBE	Non Par DOT	NonPar-DOT	STBG-Areas Over 200K	STBG>200K
DNCR	DNCR	Non Par Other	NonPar-Other	STBG-Non Urban Areas Under 5K	STBG<5K
Equity Bonus	Equity Bonus	Non Participating	NonPar	STBG-Off System Bridge	STBG-BR
Federal Transit Administration	FTA	NSTI National Summer Transportation Institute	NSTI	STBG-State Flexible	STBG-FLEX
FEMA	FEMA	Other	Other	STIC Funding	STIC
FHWA Earmarks	FHWA Earmarks	Other Fed	Other Fed	TAP-50K to 200K	TAP50-200K
Forest Highways	Forest Highways	PROTECT	PROTECT	TAP-5K to 49,999	TAP5-50K
FTA 5307 Capital and Operating Program	FTA5307	PROTECT Program	PROTECT	TAP-Areas Over 200K	TAP200K+
FTA 5310 Capital Program	FTA5310	RAISE GRANT	RAISE	TAP-Flex	TAP-Flex
FTA 5311 Capital and Operating Program	FTA5311	Recreational Trails	Rec Trails	TAP-Non Urban Areas Under 5K	TAP<5K
FTA 5339 Bus and Bus Facilities	FTA5339	Redistribution	Redistribution	TAP-Transportation Alternatives	TAP
General Fund	General Fund	Repurposed Earmarks Formula	REF	Tiger Grants	TIGER
Highway Safety Improvement Program (HSIP)	HSIP	Repurposed Earmarks Non-Fed-Aid	RENFA	Toll Credit	Toll Credit
Hwy Infrastructure	HWYINF	RL - Rail Highway	RL	Towns	Towns
Interstate Maintenance	IM	RZED Subsidy	RZED	Turnpike Capital	TPK-CAP
Local Tech Assistance Program	LTAP	Safe Routes to School	SRTS	Turnpike Renewal & Replacement	TRR
		SB367-4-Cents	SP367-4-Cents	Vermont	Vermont
		Skills Training	Skills Training		



## 2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction Program 50k - 200k	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,209,833	\$ 12,707,078	\$ 4,997,334
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 9,968,631
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ 50,000	\$ 117,753,157	\$ 67,886,978
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,218,022
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 556,081	\$ 4,445,361	\$ 2,294,723
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 126,567	\$ 6,168,637	\$ 4,846,621
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 115,000	\$ 6,682,496	\$ 2,161,101
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 13,626,372
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 412,933	\$ 5,310,056	\$ 4,526,280
STBG-State Flexible	\$ 19,420,794	\$ -	\$ 15,846,510	\$ 35,267,304	\$ 75,744,182
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 4,996,656
	\$ 226,055,872	\$ -	\$ 21,061,001	\$ 247,116,873	\$ 200,553,705
<b>Surplus/(Deficit)</b>					<b>\$ 46,563,168</b>

## 2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	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	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,348,085	\$ 13,075,275	\$ 4,997,334
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 9,968,631
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 1,408,665
National Highway Performance	\$ 120,057,220	\$ -	\$ 90,484	\$ 120,147,704	\$ 67,886,978
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,218,022
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 832,197	\$ 4,799,263	\$ 2,294,723
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 4,846,621
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 488,978	\$ 7,187,824	\$ 2,161,101
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 13,626,372
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 646,928	\$ 5,641,994	\$ 4,526,280
STBG-State Flexible	\$ 52,660,015	\$ -	\$ -	\$ 52,660,015	\$ -
TAP-50K to 200K	\$ 693,771	\$ -	\$ 192,491	\$ 886,262	\$ 754,866
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 327,763
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 757,469
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,379,578.56	\$ -	\$ 345,468	\$ 1,725,046.75	\$ 1,354,777
State Planning and Research	\$ 6,557,345.40	\$ -	\$ 390,000	\$ 6,947,345.40	\$ 4,996,656
	\$ 263,427,795	\$ -	\$ 6,336,964	\$ 269,764,758	\$ 126,218,188
<b>Surplus/Deficit</b>					<b>\$ 143,546,570</b>

## 2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 1,812,978	\$ 13,774,712	\$ -
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,826,415
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 14,466	\$ 122,472,830	\$ 65,526,433
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 4,539,428
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 508,426	\$ 6,794,596	\$ 7,921,484
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 5,757	\$ 6,838,580	\$ 2,940,347
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 263,001	\$ 12,763,174	\$ 8,470,080
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 602,207	\$ 5,697,173	\$ 5,982,954
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 119,199	\$ 54,582,414	\$ 48,112,528
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 5,386,277
	\$ 269,446,350	\$ -	\$ 5,866,960	\$ 275,313,310	\$ 167,211,521
<b>Surplus/Deficit</b>					<b>\$ 108,101,789</b>

### General Notes

Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

National Highway Performance include \$19M in Conway Buy Back funds

Return 1% RTP Admin & Redistribution Are Added to STBG State Flexible for Accounting

## Federal Highway Formula and Match Funding for 2024

### Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 362,354		\$ 689,737	\$ 1,052,091	\$ -	\$ -	\$ 1,052,091	\$ -	\$ 1,052,091
Carbon Reduction Program Under 5k	\$ 1,497,754		\$ 2,850,961	\$ 4,348,715	\$ -	\$ -	\$ 4,348,715	\$ -	\$ 4,348,715
Carbon Reduction Program >200k	\$ 837,408		\$ 1,593,998	\$ 2,431,406	\$ -	\$ -	\$ 2,431,406	\$ -	\$ 2,431,406
Carbon Reduction 50k- 200K	\$ 834,532		\$ 808,832	\$ 1,643,364	\$ -	\$ -	\$ 1,643,364	\$ -	\$ 1,643,364
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 8,605,990		\$ -	\$ 8,605,990	\$ -	\$ 1,205,674	\$ 9,811,664	\$ 6,707,697	\$ 3,103,967
Highway Safety Improvement Program (HSIP)	\$ 12,671,396		\$ 279,360	\$ 12,950,756	\$ -	\$ -	\$ 12,950,756	\$ 11,076,257	\$ 1,874,499
National Highway Freight	\$ 5,959,135		\$ 2	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 1,760,831	\$ 4,198,306
National Highway Performance ***	\$ 112,993,113	\$ (20,000,000)	\$ -	\$ 92,993,113	\$ -	\$ 50,000	\$ 93,043,113	\$ 80,248,138	\$ 12,794,975
PROTECT	\$ 6,055,179		\$ -	\$ 6,055,179	\$ -	\$ -	\$ 6,055,179	\$ 2,772,528	\$ 3,282,651
Recreational Trails	\$ 1,305,978		\$ 3,191,317	\$ 4,497,294	\$ -	\$ 313,816	\$ 4,811,111	\$ 1,255,265	\$ 3,555,846
RL - Rail Highway	\$ 1,274,490		\$ 3,340,104	\$ 4,614,594	\$ -	\$ -	\$ 4,614,594	\$ 685,000	\$ 3,929,594
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 2,983,725		\$ 52,406	\$ 3,036,130	\$ -	\$ 492,922	\$ 3,529,053	\$ 2,059,690	\$ 1,469,363
STBG-50 to 200K	\$ 6,871,776		\$ -	\$ 6,871,776	\$ -	\$ 126,567	\$ 6,998,344	\$ 6,140,235	\$ 858,109
STBG-Areas Over 200K	\$ 6,895,459		\$ 1,786,236	\$ 8,681,695	\$ -	\$ 600,200	\$ 9,281,895	\$ 6,046,176	\$ 3,235,720
STBG-Non Urban Areas Under 5K	\$ 12,332,935		\$ -	\$ 12,332,935	\$ -	\$ 676,997	\$ 13,009,932	\$ 11,765,459	\$ 1,244,474
STBG-Off System Bridge	\$ 5,094,967		\$ 10,997,339	\$ 16,092,306	\$ -	\$ 412,061	\$ 16,504,367	\$ 5,076,429	\$ 11,427,938
STBG-State Flexible	\$ 50,892,172	\$ 20,000,000	\$ 4,703,005	\$ 75,595,177	\$ -	\$ 15,814,310	\$ 91,409,487	\$ 90,994,133	\$ 415,354
TAP-50K to 200K	\$ 769,964		\$ 368,012	\$ 1,137,976	\$ -	\$ 188,717	\$ 1,326,692	\$ 754,866	\$ 571,826
TAP-5K to 49,999	\$ 334,318		\$ 355,626	\$ 689,944	\$ -	\$ 81,941	\$ 771,885	\$ 327,763	\$ 444,122
TAP-Areas Over 200K	\$ 772,618		\$ 1,810,371	\$ 2,582,989	\$ -	\$ 189,367	\$ 2,772,356	\$ 757,469	\$ 2,014,888
TAP-Flex	\$ 2,264,570		\$ 3,889,237	\$ 6,153,807	\$ -	\$ 555,042	\$ 6,708,849	\$ 2,220,166	\$ 4,488,683
TAP-Non Urban Areas Under 5K	\$ 1,381,873		\$ 2,282,293	\$ 3,664,166	\$ -	\$ 338,694	\$ 4,002,860	\$ 1,354,777	\$ 2,648,082
State Planning and Research	\$ 6,162,583		\$ 1,301,363	\$ 7,463,946	\$ -	\$ 390,000	\$ 7,853,946	\$ 6,043,865	\$ 1,810,081
Total	\$ 251,056,159	\$ -	\$ 40,300,200	\$ 291,356,359	\$ 0	\$ 21,436,309	\$ 312,792,668	\$ 238,046,742	\$ 74,745,926

\* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

\*\* Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

\*\*\* National Highway Performance include \$19M in Conway Buy Back funds

## Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 4,519,554	\$ -	\$ -	\$ 4,519,554	\$ 4,519,554
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 24,897,597	\$ -	\$ -	\$ 24,897,597	\$ 24,897,597
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
Scenic Byways (Enfield 44286)	\$ 734,417	\$ -	\$ 183,604	\$ 918,021	\$ 918,021
<b>TOTAL</b>	<b>\$ 43,011,751</b>	<b>\$ 25,000</b>	<b>\$ 1,315,361</b>	<b>\$ 45,270,134</b>	<b>\$ 44,352,112</b>
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 16,785,154	\$ -	\$ 1,254,712	\$ 18,039,866	\$ 18,039,866
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 5,190,937	\$ -	\$ 1,297,734	\$ 6,488,671	\$ 6,488,671
Forest Highways	\$ 917,000	\$ -	\$ -	\$ 917,000	\$ 917,000
Highway Infrastructure Exempt Funds	\$ 27,634,647	\$ -	\$ -	\$ 27,634,647	\$ 27,634,647
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 27,720,174	\$ -	\$ -	\$ 27,720,174	\$ 27,720,174
National Highway Performance Exempt	\$ 2,541,361	\$ -	\$ 50,000	\$ 2,591,361	\$ 2,591,361
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 85,574,752</b>	<b>\$ 25,000</b>	<b>\$ 2,992,446</b>	<b>\$ 85,132,198</b>	<b>\$ 85,132,198</b>
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 55,946,527	\$ -	\$ 2,919,940	\$ 58,866,467	\$ 58,866,467
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 2,594,975	\$ -	\$ 648,744	\$ 3,243,719	\$ 3,243,719
Forest Highways	\$ 1,149,610	\$ -	\$ -	\$ 1,149,610	\$ 1,149,610
Highway Infrastructure Exempt Funds	\$ 17,862,111	\$ -	\$ -	\$ 17,862,111	\$ 17,862,111
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 31,987,894	\$ -	\$ -	\$ 31,987,894	\$ 31,987,894
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 90,484	\$ 2,590,484	\$ 2,590,484
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	\$ 767,223	\$ -	\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 116,849,411</b>	<b>\$ 25,000</b>	<b>\$ 4,049,168</b>	<b>\$ 120,923,579</b>	<b>\$ 120,923,579</b>
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 50,989,031	\$ -	\$ 7,510,425	\$ 58,499,455	\$ 58,499,455
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 2,318,275	\$ -	\$ 579,569	\$ 2,897,844	\$ 2,897,844
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 4,773,629	\$ -	\$ -	\$ 4,773,629	\$ 4,773,629
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 14,466	\$ 2,514,466	\$ 2,514,466
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	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000
<b>TOTAL</b>	<b>\$ 65,446,527</b>	<b>\$ 25,000</b>	<b>\$ 8,566,517</b>	<b>\$ 74,038,044</b>	<b>\$ 74,038,044</b>

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 9,343,023	\$ -	\$ 6,547,137	\$ 15,890,160	\$ 15,890,160
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,419,527	\$ -	\$ 8,302,822	\$ 23,722,349	\$ 23,722,349
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ -	\$ 2,092,272	\$ 10,489,041	\$ 10,489,041
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 59,028,744	\$ 59,028,744
<b>2024</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,955,055	\$ -	\$ 4,994,469	\$ 12,949,524	\$ 12,949,524
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,684,005	\$ -	\$ 1,633,501	\$ 8,317,505	\$ 8,317,505
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,842,317	\$ -	\$ 7,369,786	\$ 21,212,103	\$ 21,212,103
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,660,922	\$ -	\$ 1,908,172	\$ 9,569,094	\$ 9,569,094
<b>TOTAL</b>	\$ 36,142,298	\$ -	\$ 15,905,928	\$ 52,048,227	\$ 52,048,227
<b>2025</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,183,501	\$ -	\$ 5,096,763	\$ 13,280,264	\$ 13,280,264
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,526,963	\$ -	\$ 1,592,853	\$ 8,119,816	\$ 8,119,816
FTA5311-Nonurbanized Area (Rural) formula program	\$ 14,396,953	\$ -	\$ 7,674,519	\$ 22,071,472	\$ 22,071,472
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,758,390	\$ -	\$ 1,932,398	\$ 9,690,788	\$ 9,690,788
<b>TOTAL</b>	\$ 36,865,807	\$ -	\$ 16,296,533	\$ 53,162,340	\$ 53,162,340
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,815,115	\$ -	\$ 5,201,166	\$ 13,016,281	\$ 13,016,281
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,824,722	\$ -	\$ 1,665,854	\$ 8,490,576	\$ 8,490,576
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,294,582	\$ -	\$ 7,087,934	\$ 20,382,516	\$ 20,382,516
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,071,200	\$ 4,086	\$ 1,260,310	\$ 6,335,595	\$ 6,335,595
<b>TOTAL</b>	\$ 33,005,618	\$ 4,086	\$ 15,215,265	\$ 48,224,969	\$ 48,224,969

## Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
BETTERMENT-State Funded	\$ -	\$ 45,416,875.89	\$ -	\$ 45,416,876	\$ 45,416,876
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,425,963.25	\$ -	\$ 1,043,578.75	\$ 6,469,542	\$ 6,469,542
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 45,458,341.41	\$ 3,612,930.86	\$ 49,071,272	\$ 49,071,272
Turnpike Capital	\$ -	\$ 44,485,556.25	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,795,246.22	\$ -	\$ 46,795,246	\$ 46,795,246
<b>TOTAL</b>	<b>\$ 5,425,963</b>	<b>\$ 182,156,020</b>	<b>\$ 4,656,510</b>	<b>\$ 192,238,493</b>	<b>\$ 192,238,493</b>
<b>2024</b>					
BETTERMENT-State Funded	\$ -	\$ 44,382,588.91	\$ -	\$ 44,382,589	\$ 44,382,589
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 10,724,586.15	\$ -	\$ 2,071,447.85	\$ 12,796,034	\$ 12,796,034
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,291.98	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224.00	\$ 2,056.00	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 70,667,057.72	\$ 7,891,799.25	\$ 78,558,857	\$ 78,558,857
Turnpike Capital	\$ -	\$ 40,634,015.55	\$ -	\$ 40,634,016	\$ 40,634,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,083,242.56	\$ -	\$ 52,083,243	\$ 52,083,243
<b>TOTAL</b>	<b>\$ 10,724,586</b>	<b>\$ 207,775,129</b>	<b>\$ 10,617,595</b>	<b>\$ 229,117,310</b>	<b>\$ 229,117,310</b>
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ 36,345,175.92	\$ -	\$ 36,345,176	\$ 36,345,176
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 4,823,206.35	\$ -	\$ 877,131.58	\$ 5,700,338	\$ 5,700,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,018.94	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,156,121.92	\$ 4,915,533.18	\$ 72,071,655	\$ 72,071,655
Turnpike Capital	\$ -	\$ 39,774,859.00	\$ -	\$ 39,774,859	\$ 39,774,859
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,653,613.79	\$ -	\$ 35,653,614	\$ 35,653,614
<b>TOTAL</b>	<b>\$ 4,823,206</b>	<b>\$ 178,929,771</b>	<b>\$ 6,129,684</b>	<b>\$ 189,882,661</b>	<b>\$ 189,882,661</b>
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ 30,336,971.54	\$ -	\$ 30,336,972	\$ 30,336,972
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 3,453,332.64	\$ -	\$ 634,974.60	\$ 4,088,307	\$ 4,088,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 37,207,010.83	\$ 3,037,600.21	\$ 40,244,611	\$ 40,244,611
Turnpike Capital	\$ -	\$ 51,274,092.64	\$ -	\$ 51,274,093	\$ 51,274,093
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 36,770,919.24	\$ -	\$ 36,770,919	\$ 36,770,919
<b>TOTAL</b>	<b>\$ 3,453,333</b>	<b>\$ 155,588,994</b>	<b>\$ 3,672,575</b>	<b>\$ 162,714,902</b>	<b>\$ 162,714,902</b>

## GHG Emissions Final Rule Summary

**To:** Transportation Advisory Committee Members  
**From:** Mikayla Jerominek, Regional Planner, RPC  
**Subject:** GHG Emissions Performance Reporting  
**Date:** January 18, 2024

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### Greenhouse Gas Emissions Final Rule Summary

The Federal Highway Administration has issued a final rule regarding the role of State DOT's and MPO's in reducing greenhouse gas emissions. Performance measures and targets will be set forth by DOT's and MPO's at varying levels. MPO's are expected to collaborate with the other organizations in their UZA (Urbanized Area) designations.

FHWA has ruled that state DOT's and MPO's are free to set whatever targets are appropriate for their communities if the reduction supports the national target of reducing emissions 50-52% below 2005 levels in 2030 + net-zero emissions economy-wide by 2050.

In the case of Rockingham Planning Commission MPO, we will set 4-year emissions reductions targets in coordination with the Portsmouth UZA (Strafford Regional Planning Commission, Kittery Area Comprehensive Transportation System) and the Boston UZA (Boston Region MPO, Northern Middlesex MPO, Merrimack Valley MPO, Southern New Hampshire Planning Commission, Nashua Regional planning Commission, Montachusett MPO, Central Massachusetts MPO, Southeastern Massachusetts MPO, and Old Colony MPO.)

Other key details:

- There are no penalties or punitive actions for not adhering to the final rule.
- Greenhouse Gas Reductions reporting only applies to the National Highway System (NHS).
- The final rule does not overlap with existing CMAQ regulations. It instead aims to compound goals and benefits with the existing CMAQ program.
- **By February 1, 2024:** State DOT's must establish and report statewide targets to FHWA.
- **By October 1, 2026:** Subsequent targets to be established and reported.
- **Biennially/Every 2 years after October 1, 2026:** Reports are required of State DOTs thereafter.



## MEMORANDUM

To: MPO Transportation Advisory Committee  
From: Scott Bogle, Senior Transportation Planner  
Date: 1/19/2024

**RE: Plaistow Senior Transportation Survey**

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RPC Staff recently completed a senior transportation survey for the town of Plaistow, at the request of Plaistow's Human Services Department and in collaboration with the Rockingham Nutrition Meals on Wheels Program. Key findings and recommendations from the survey are summarized below. At the TAC meeting on January 25<sup>th</sup> we'll discuss these and proposed next steps for improving transportation access for older adults and residents with disabilities in Plaistow.

Expanding volunteer driver program (VDP) coverage to include every town in the RPC region has been a goal of the MPO for a number of years. Most of the eastern part of the RPC region is covered by Transportation Assistance for Seacoast Citizens (TASC), the volunteer driver program based in Hampton that RPC helped establish in 2006. Danville, Sandown, and Hampstead are covered by Community Caregivers of Greater Derry. Greater Salem Caregivers serves Salem, while the Ready Rides volunteer program, which is mainly focused on towns in the SRPC region, recently expanded their service area to include Epping. RPC towns without a volunteer driver program include Raymond, Fremont, Kingston, Newton, Plaistow, Atkinson and Portsmouth. While they lack VDPs, Portsmouth and Atkinson each have strong locally based senior transportation programs using paid drivers.

Plaistow was originally a participant in the regional CART transit system, though dropped out in 2008. Plaistow received volunteer driver services from Greater Salem Caregivers until 2020 when Caregivers pulled out as they couldn't recruit enough volunteers locally. Plaistow residents are eligible for rides on a van operated by Rockingham Nutrition Meals on Wheels Program (RNMOW) out of the Vic Geary Senior Center which brings older adults from eight towns to the senior center for congregate meals and social activities. When not on the road serving the Vic Geary Center, the van also provides rides on a space available basis for medical appointments and grocery shopping, but this capacity is limited.

In August, Plaistow Human Services Director Lori Sadewicz approached RPC in search of ideas for expanding transportation options in town, having observed significant unmet need - especially among older residents. RPC staff organized a meeting with RNMOW Director Tim

Diaz to discuss service options, and assisted the Town in redesigning a survey of older residents to identify transportation needs and interest in different service types. Key findings and recommendations from the survey are included below. The full survey is available on the RPC website at: [http://www.therpc.org/download\\_file/view/2995](http://www.therpc.org/download_file/view/2995)

### **Findings:**

- Almost all respondents hold a valid license - Ninety eight percent of survey respondents indicated that they hold a valid New Hampshire Driver's license.
  - Holding a valid license doesn't mean you can always drive yourself - It is common for older adults to maintain valid licenses for years after they stop driving regularly. While almost all respondents held valid licenses, 5% said that they never drive themselves for medical appointments, grocery shopping or other needs. Another 10% indicated they rarely or sometimes drive themselves.
  - Time of day and weather conditions limit driving for older residents – Sixty four percent of respondents said that they avoid driving in icy conditions, while 35% avoid driving after dark and 12% avoid driving in rainy/wet conditions.
  - Almost half of respondents reported getting rides from friends or relatives to medical appointments, grocery shopping or other trips at least periodically. Five percent said they always depend on this, while 22% said they sometimes get rides.
  - Exeter, Plaistow and Haverhill Massachusetts are the three most common destinations for medical trips for respondents, cited by 28%, 23% and 22% respectively. Another 13% noted Salem NH as a destination and 10% noted Boston. Thirty-six additional cities and towns in New Hampshire and Massachusetts were noted as destinations as well.
  - Few respondents have used private transportation services for trips in Plaistow or surrounding communities. Uber was most common, cited by seven individuals (4%). Several respondents noted the high cost of private services including \$40 for a 2.5 mile trip and \$250 for another trip within Plaistow.
  - Many respondents (53%) were unfamiliar with Rockingham Nutrition Meals on Wheels Program which provides home meal delivery to Plaistow residents, congregate meals at the Vic Geary Senior Center, and rides to the Vic Geary Center and some medical and shopping destination. Plaistow supports the RNMOV meal service though is not asked to contribute to the transportation service.
  - Over half of respondents said they would use a volunteer driver or shared ride senior shuttle service if it was available in town. Twenty four percent said they would be very likely to use a volunteer driver service while 31% said they would be somewhat likely. Twenty two percent said they would be very likely to use a wheelchair accessible van and 28% said they'd be somewhat likely.
  - Of those interested in transportation services, 37% anticipated using it at least monthly while 63% anticipated needing rides a few times a year. Six percent thought they would use services weekly.
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### **Suggested Next Steps**

- Promote the Vic Geary Center shuttle and other available services to Plaistow seniors through the Human Services Department, the Public Library, the Town Clerk, Parks and Recreation and the Police Department. Recent Age Friendly Community Assessments in eight communities by the Rockingham Planning Commission found that older residents are often unaware of services that are available to them through their town or area nonprofits. While this van serves seven communities it is an option for Plaistow residents, especially if reservation requests are made well in advance.

The Southern New Hampshire Regional Coordinating Council for Community Transportation (Region 8 RCC) has produced a transportation resource guide for the region with individual posters for each community showing ride services available in that community. Beyond RNMO, other statewide organizations provide limited transportation services for specific populations including veterans, people undergoing cancer treatment, and people with vision and mobility impairments.

- Participate in the Region 8 RCC. The RCC is a collaborative group of transportation providers and organizations with clients who need rides (municipalities, healthcare service providers) that meets every other month in Manchester to expand access to and better coordinate provision of transportation services in the Greater Manchester-Derry-Salem region.
  - Develop or joining a volunteer driver program. Six survey respondents provided email addresses and said they would be willing to serve as volunteer drivers for older residents in town. Starting a stand-alone volunteer driver program is resource intensive. Approaching Greater Salem Caregivers about Plaistow rejoining the organization would be a more cost-effective alternative. Six expressions of volunteer interest is not enough to reestablish service, but these six individuals should be contacted to further gauge their interest. If Salem Caregivers is amenable to resuming Plaistow service, then additional volunteer recruitment work can be done in town. A municipal contribution would be needed for this, but of a scale much lower than the cost to maintain a stand-alone program.
  - Evaluate a local senior van service providing weekly shopping days and access to in-town medical appointments. Such a van might operate one or two days a week and provide access for residents who use wheelchairs who would not be able to use a volunteer driver service. Longer trips to medical destinations outside of Plaistow can be most effectively handled by a volunteer driver program given the challenge of coordinating multiple medical appointments to share a van trip.
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