

RPC Transportation Advisory Committee
October 24, 2024
12:00-2:00 PM

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 9/26/2024 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. 2023-2026 TIP Amendment #7 (**Attachment #2**) – Dave Walker (15 minutes)
4. 2025 Ten Year Plan Project Selection (**Attachment #3**) – Dave Walker (60 minutes)
5. Draft Title VI Plan (**Attachment #4**) – Scott Bogle (10 minutes)
6. East Coast Greenway Update – Scott Bogle (10 minutes)
7. Agency and Community announcements and updates (20 minutes)
8. Open discussion/Comments

TAC MEETING SCHEDULE For 2024 (Next meeting highlighted)

January 25	April 25	July 25	October 24
February 22	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/tZMrcOCurzMjGNzkdtdDW_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>

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
RPC Offices, 156 Water Street, Exeter NH
September 26, 2024, 12:00 PM-2:00 PM

Members Present: S. Kizza (Brentwood); L. O’Neil (East Kingston); B. Dion (Greenland); J. Lynch (Hampton); J. Lavacchia (Hampstead); P. Coffin (Kingston); C. Papachristos (Newton); T. Moore (Plaistow); E. Eby (Portsmouth); J. Harris (Portsmouth); M. Connors (Stratham); M. Williams (COAST); J. Wade (NHDES); L. St. John (NHDOT); L. Levine (FHWA).

Non-Members Present: F. Koczalka (VHB); D. Schandel (VHB)

Staff: D. Walker (Assistant Director); M. Jerominek (Regional Planner); T. Roache (Executive Director).

1. Introductions

Roll call attendance was taken.

2. Minutes of 6/27/2024 Meetings

Minutes of the meetings were approved without discussion. **Motion: P. Coffin; Seconded by B. Dion. Approved with L. St. John, J. Wade, and M. Williams abstaining.**

3. Regional Safety Action Plan Presentation – F. Koczalka

Koczalka presented on VHB’s work to date regarding the NH MPO Safety Action Plan. The Action Plan will be completed by the end of calendar year 2024 and is funded in part by the USDOT Safe Streets and Roads for All (SS4A) planning grant. The Action Plan being developed also aligns with NHDOT’s 2022-26 Strategic Highway Safety Plan and is guided by a steering committee. To date, VHB has surveyed over 1,000 road users in addition to completing a crash analysis measuring crash severity, location, demographics, time of day, season, and other metrics for the plan area. Stakeholder engagement meetings with underrepresented groups in the Portsmouth area are set to take place in the coming weeks. Koczalka shared that the main concerns identified through engagement with the public have been distracted driving, speeding, and aggressive driving. Following the presentation of collected crash and public involvement data, Koczalka opened discussion up to the TAC to identify the most significant transportation safety risks or concerns in MPO communities. TAC also discussed strategies and projects that have been or would potentially be beneficial to communities.

4. FHWA Case Study: Promising Practices for People Experiencing Homelessness – M. Jerominek

Jerominek presented on FHWA’s September 2024 Case Study, *Promising practices to Address Road Safety among People Experiencing Homelessness*. The case study highlights how State and local transportation agencies are using alternative, more dignified strategies than traditional displacement to provide people experiencing homelessness with resources to seek social support and long-term housing. Jerominek shared updated figures on national and state counts recording

homelessness, including New Hampshire's 2023 PIT (Point in Time) count showing an estimated 52.08% increase in the number of people experiencing homelessness since 2022 while the more accurate and comprehensive HMIS (Homelessness Management Information Systems) shows the 2022 statewide counts at 6,031 people in New Hampshire experiencing homelessness. Jerominek also shared how factors like unemployment during Covid-19's onset in 2020 and traditional approaches for clearing the row through displacements can push people from ROW to ROW at increased numbers than prior years. The presentation concluded with Jerominek sharing the promising practices from the case study, including making sure transportation planning decisions involve people experiencing homelessness and their safety needs as well as ensuring people are reached out to with options for safe shelter or one-time transportation vouchers for reconnecting with support networks.

5. 2025 Project Selection Progress Report – D. Walker

Walker shared updated on the project selection process as follows:

- **Raymond 638001 – NH 102/Blueberry Hill Rd** was removed from getting an updated cost estimate as it's in the queue for a Road Safety Audit.
- **Portsmouth 6379021 – Portsmouth Traffic Circle Improvements** was removed from getting an updated cost estimate as the project is in the Ten Year Plan.
- **Rye-New Castle 6397006/6323003 – Address low spots on NH1B based on analysis in**
- **New Castle Causeway Feasibility Study** was removed from getting an updated cost estimate as the improvements are being included in New Castle 42517 and New Castle-Rye 41713 which will be making shoulder bike lane and sidewalk improvements along NH 1B.
- The following projects are slated to receive updated costs: **Portsmouth 6379005 – Maplewood Ave Culvert; Stratham 6431007 – Stratham Gateway Bike/Ped Improvements; Stratham 6431001 – Stratham Circle Improvements; and Brentwood 6055004 – NH 125/South Road Roundabout from 2024 Road Safety Audit.**
- Walker also shared out projects for which new scope and cost estimates are being developed. These projects include **Plaistow 6375004 – Main Street/North Avenue intersection improvements; Greenland 6187003 – NH 33/Bayside/Winnicut Road intersection improvements; Epping 61470011 – Epping 5 corners (NH27/Blake Rd/Friend St/Depot St) safety and operational improvements; Hampton 6197021 – NH 101 eastbound/I-95 interchange safety and operational improvements.**
- **Seabrook 6409006 - NH1A Bicycle and Pedestrian Improvements** - Walker shared that the scope of this project was expanded to become a traffic calming project which would reduce the number of lanes to 1 in each direction with turn lanes and intersection improvements in addition to the bicycle and pedestrian accommodations.
- **Coastal Communities 6001018 – Route 1A Evacuation ITS Improvements** will be scoped as a study as there is no clear indication of exactly what is needed.

Walker also shared that the engineering team has begun work on the above projects and will have results to RPC on time for the October TAC meeting. There is a meeting scheduled with NHDOT District 6 to discuss the scope of the NH 101/I-95 project and once that is set, a list of projects with proposed scope descriptions will be sent to NHDOT in Concord to provide comments before the work is finalized. The MPO Policy commission will make a draft decision on Project Selection to put forward to DOT for scope and cost review. The draft selected

projects will be reviewed with feedback from DOT likely returning to the MPO by February's TAC meeting. Project Selection will be formally voted on by the MPO in March as to provide a final decision by the end of CY March 2025.

6. Agency Updates and Announcements

- L. St. John (NHDOT) brought up that she sent the NHDOT NOFO (Notice of Funding Opportunity) for the National Scenic Byways Program to all NH RPC executive directors. The grant is due Dec 16, 2024.
- Any other updates?

Meeting adjourned at approximately 2:00 p.m.

Respectfully submitted,
David Walker, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 10/18/2024

RE: 2023 TIP Amendment #7

Attached is a report that lists the changes that Amendment #7 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), 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 eleven requested changes (2 Statewide and 9 Regional projects) that RPC must address as part of Amendment #7. One project is a new addition to the TIP, two are being removed (delayed beyond 2026), and the remainder are changes to funding and schedules. 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 #7, the MPO is conducting a public comment period between November 1, 2024 and November 12, 2024 and a public engagement portal will be made available to collect any comments received (<https://publicinput.com/rpc2023tipamendments>). A final opportunity for comments will be during a public hearing at the **November 13, 2024 MPO Policy Committee Meeting**. Action will be taken on the amendment at the conclusion of the public hearing.

Analysis

This amendment changes results in a net increase in funding during the TIP years (2023-2026) of just over \$10.5 million. There is an infusion of new funds in the TIP (\$40.1 million) for North Hampton-Rye 42312, Portsmouth 20258, FTA5307, Salem 44309, and Seabrook 41712. This is offset by decreases in TIP funding (\$29.6 million) for Candia-Raymond 43839, Epping 29608, North Hampton-Rye 42312A and 42312B, and FLAP that are largely driven by construction delays that push funding beyond FY26.

Additionally, staff is working with COAST, NHDOT, FHWA, and FTA to include Dover 44367 (CommuteSMART project) and a grant of FTA 5339 funds awarded to COAST for bus replacement in this amendment. Those conversations are still ongoing.

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 funding during the TIP years (2023-2026) with the funding change in parentheses. The second column shows the total cost of the project, including years before and after the current TIP, along with the total cost change in parentheses. 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 #7. The report also includes statewide fiscal constraint documentation for the revision.

Comments Received

No comments have been received to date as the public comment period will begin on November 1, 2024.

Recommendation

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

- A comment period will begin on November 1, 2024 and conclude on November 12, 2024. Any public comments and proposed changes will be discussed at the public hearing and MPO Policy Committee on November 13, 2024.
- The fiscal constraint of the TIP/STIP is maintained per the attached DOT fiscal constraint documentation 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:

Recommend the MPO Policy Committee approve TIP Amendment #7


Table 1: Summary of Amendment #6 Revisions

Project #	Location	Scope	2023-2026 TIP Funding (Change)	Total Project Cost (Change)*	Reason for Change
43839	CANDIA - RAYMOND	Rehabilitation/Reconstruction of a section NH Route 101	\$7,078,500 (-\$11,000,000)	\$24,414,922 (+\$1,021,636)	Construction delayed beyond STIP/TIP Years
29608	EPPING	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$3,706,079 (\$5,135,238)	\$27,369,249 (+\$11,975,629)	Construction delayed beyond STIP/TIP Years
41436	NEWTON	Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)	\$0 (-\$264,383)	\$2,258,131 (+\$686,070)	Project delayed beyond STIP/TIP Years
42312	NORTH HAMPTON - RYE	Reconstruct NHDOT Stone Revetment seawalls/Berms	\$31,355,946 (+\$23,740,946)	\$31,475,946 (+\$23,740,946)	Addition of PROTECT grant funds.
42312A	NORTH HAMPTON-RYE	Reconstruction of revetment sea walls	\$834,420 (-\$11,960,086)	\$20,392,694 (+\$7,598,188)	Construction delayed beyond STIP/TIP Years
42312B	NORTH HAMPTON-RYE	Reconstruction of revetment sea walls	\$0 (-\$561,880)	\$14,571,081 (-\$5,506,058)	Project delayed beyond STIP/TIP Years
20258	PORTSMOUTH	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$7,350,000 (+\$4,761,800)	\$7,831,635 (-\$386,744)	Construction consolidated in FY26
FLAP	PROGRAM	Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)	\$1,691,000 (-\$720,000)	\$8,430,000 (\$0)	Some Construction delayed beyond STIP/TIP Years
FTA5307	PROGRAM	FTA Section 5307 apportioned funds for NHDOT-programmed projects only.	\$8,561,945 (+\$6,377,945)	\$104,995,462 (+\$19,541,771)	Includes FY25 and FY26 Apportionments
44309	SALEM	Replace Bridge St Bridge over Spicket River (Brg #115/097)	\$4,925,000	\$4,925,000	New Project in the STIP/TIP
41712	SEABROOK	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	\$978,354 (+\$342,210)	\$5,382,207 (+\$1,065,083)	Additional funds to support project needs and schedule
Total Net Change			\$10,506,314		

* Total Project Cost includes years before, during, and beyond those in the 2023-2026 STIP/TIP. Total cost change for the project is included in parentheses except for projects new to the TIP/STIP

Reading the TIP Revision Report

1. Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
2. Description of Revision
3. Approval Date
4. Project Location – Will list “Program”, “Statewide”, or the community name(s)
5. State Project Number
6. Project Route/Location – specific roadway or facility where the project is occurring
7. Project Scope – Short description of project
8. Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
9. Total Project Cost. Includes costs for years before and after TIP years.
10. Currently approved version of project
11. Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
12. Cost and phase breakout by TIP year
13. Cost and phase breakout by general source of funds
14. TIP Total – Total funding for project in the TIP by phase
15. Funding Programs – Specific Federal, state, and other funding programs used
16. Regionally Significant – Is project considered “Regionally Significant”
17. 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			14	15
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
8 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					9 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:	16 N		17 CAA Code: F-30					Total Project Cost:	\$13,415,974

10

11

12

13



Revision: A07Y23
 Docket Detail: 2023 TIP Amendment 7
 Approval Date: 11/13/2024

CANDIA - RAYMOND (43839)

APPROVED

Project Route/Location: **NH Route 101**

Scope: Rehabilitation/Reconstruction of a section NH Route 101

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$550,000	\$770,000			\$1,320,000			\$1,320,000	STBG-FLEX, Toll Credit
ROW			\$55,000		\$55,000			\$55,000	STBG-FLEX, Toll Credit
CON			\$11,000,000	\$5,703,500	\$16,703,500			\$16,703,500	STBG-FLEX, Toll Credit
	\$550,000	\$770,000	\$11,055,000	\$770,000	\$18,078,500			\$18,078,500	

Regionally Significant: N CAA Code: E-10 Managed By: DOT RPCS: RPC, SNHPC Total Project Cost: \$23,393,286

CANDIA - RAYMOND (43839)

PENDING

Project Route/Location: **NH Route 101**

Scope: Rehabilitation/Reconstruction of a section NH Route 101

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$550,000	\$770,000			\$1,320,000			\$1,320,000	STBG-FLEX, Toll Credit
ROW			\$55,000		\$55,000			\$55,000	STBG-FLEX, Toll Credit
CON				\$5,703,500	\$5,703,500			\$5,703,500	STBG-FLEX, Toll Credit
	\$550,000	\$770,000	\$55,000	\$770,000	\$7,078,500			\$7,078,500	

Regionally Significant: N CAA Code: E-10 Managed By: DOT RPCS: RPC, SNHPC Total Project Cost: \$24,414,922

EPPING (29608)**APPROVED**Project Route/Location: **NH 125****Scope:** NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
ROW			\$736,079		\$736,079			\$736,079	NHPP, Toll Credit
CON			\$3,266,077	\$4,839,162	\$8,105,238			\$8,105,238	NHPP, Toll Credit
			\$4,002,156		\$8,841,317			\$8,841,317	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$15,393,620

EPPING (29608)**PENDING**Project Route/Location: **NH 125****Scope:** NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$1,210,000	\$1,210,000	\$2,420,000			\$2,420,000	Toll Credit, NHPP
ROW			\$736,079	\$550,000	\$1,286,079			\$1,286,079	Toll Credit, NHPP
			\$1,946,079		\$3,706,079			\$3,706,079	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$27,369,249

NEWTON (41436)**APPROVED**Project Route/Location: **Pond Street****Scope:** Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$142,780	\$121,603	\$264,383			\$264,383	STBG-BR, Toll Credit
			\$142,780		\$264,383			\$264,383	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$1,572,061

NEWTON (41436)**PENDING**Project Route/Location: **Pond Street****Scope:** Address the Red List bridge carrying Pond Street over CSX in the Town of Newton (064/107)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$0	\$0	\$0			\$0	STBG-BR
			\$0		\$0			\$0	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$2,258,131

NORTH HAMPTON - RYE (42312)

APPROVED

Project Route/Location: **NH 1A**

Scope: Reconstruct NHDOT Stone Revetment seawalls/Berms

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$2,200,000	\$180,000			\$2,200,000	\$180,000		\$2,380,000	STBG50to200K, Toll Credit, NonPar-DOT
ROW			\$50,000			\$50,000		\$50,000	NonPar-DOT
CON				\$5,185,000			\$5,185,000	\$5,185,000	NonPar-Other
	\$2,200,000	\$180,000	\$50,000	\$180,000	\$2,200,000	\$230,000	\$5,185,000	\$7,615,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$7,735,000

NORTH HAMPTON - RYE (42312)

PENDING

Project Route/Location: **NH 1A**

Scope: Reconstruct NHDOT Stone Revetment seawalls/Berms

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$2,200,000		\$220,000		\$2,420,000			\$2,420,000	STBG50to200K, Toll Credit
ROW			\$50,000			\$50,000		\$50,000	NonPar-DOT
CON				\$28,885,946	\$28,885,946			\$28,885,946	PROTECT, STBG50to200K, Toll Credit
	\$2,200,000		\$270,000		\$31,305,946	\$50,000		\$31,355,946	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$31,475,946

NORTH HAMPTON-RYE (42312A)**APPROVED**Project Route/Location: **NH 1A****Scope:** Reconstruction of revetment sea walls

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$399,245		\$399,245			\$399,245	STBG50to200K, Toll Credit
ROW			\$28,518		\$28,518			\$28,518	STBG50to200K, Toll Credit
CON				\$12,366,744		\$3,091,686	\$9,275,058	\$12,366,744	FEMA, NonPar-DOT
			\$427,763		\$427,763	\$3,091,686	\$9,275,058	\$12,794,506	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$12,794,506

NORTH HAMPTON-RYE (42312A)**PENDING**Project Route/Location: **NH 1A****Scope:** Reconstruction of revetment sea walls

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$150,000	\$684,420	\$684,420	\$150,000		\$834,420	BET, STBG50to200K, Toll Credit
			\$150,000		\$684,420	\$150,000		\$834,420	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$20,392,694

NORTH HAMPTON-RYE (42312B)

APPROVED

Project Route/Location: **NH 1A**

Scope: Reconstruction of revetment sea walls
Reconstruction of revetment sea walls

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE				\$532,308	\$532,308			\$532,308	STBG50to200K, Toll Credit
ROW				\$29,573	\$29,573			\$29,573	STBG50to200K, Toll Credit
					\$561,880			\$561,880	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$20,077,139

NORTH HAMPTON-RYE (42312B)

PENDING

Project Route/Location: **NH 1A**

Scope: Reconstruction of revetment sea walls
Reconstruction of revetment sea walls

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$0		\$0			\$0	STBG50to200K
ROW				\$0	\$0			\$0	STBG50to200K
					\$0			\$0	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$14,571,081

PORTSMOUTH (20258)**APPROVED**Project Route/Location: **Peverly Hill Rd.****Scope:** Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$150,000	\$30,000	\$100,000		\$224,000		\$56,000	\$280,000	CMAQ, Towns, STBG50to200K
ROW	\$100,000	\$150,000			\$200,000		\$50,000	\$250,000	CMAQ, Towns, STBG50to200K
CON			\$2,058,200		\$358,560		\$1,699,640	\$2,058,200	TAP50-200K, Towns, NonPar-Other
	\$250,000	\$180,000	\$2,158,200	\$180,000	\$782,560		\$1,805,640	\$2,588,200	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$8,218,379				

PORTSMOUTH (20258)**PENDING**Project Route/Location: **Peverly Hill Rd.****Scope:** Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$150,000	\$30,000	\$100,000		\$224,000		\$56,000	\$280,000	CMAQ, Towns, STBG50to200K
ROW	\$100,000	\$150,000			\$200,000		\$50,000	\$250,000	CMAQ, Towns, STBG50to200K
CON				\$6,820,000	\$4,168,000		\$2,652,000	\$6,820,000	CMAQ, Towns, STBG50to200K, NonPar-Other
	\$250,000	\$180,000	\$100,000	\$180,000	\$4,592,000		\$2,758,000	\$7,350,000	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$7,831,635				

PROGRAM (FLAP)**APPROVED**Project Route/Location: **Various****Scope:** Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$50,000	\$120,000	\$110,000	\$50,000	\$330,000			\$330,000	Forest Highways
ROW	\$25,000	\$25,000	\$30,000	\$25,000	\$105,000			\$105,000	Forest Highways
CON	\$352,000	\$352,000		\$1,072,000	\$1,776,000			\$1,776,000	Forest Highways
OTHER		\$200,000			\$200,000			\$200,000	Forest Highways
	\$427,000	\$697,000	\$140,000	\$697,000	\$2,411,000			\$2,411,000	

Regionally Significant: N CAA Code: ALL Managed By: DOT RPCS: Statewide Total Project Cost: \$8,430,000

PROGRAM (FLAP)**PENDING**Project Route/Location: **Various****Scope:** Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$50,000	\$120,000	\$50,000	\$110,000	\$330,000			\$330,000	Forest Highways
ROW	\$25,000	\$25,000	\$20,000	\$35,000	\$105,000			\$105,000	Forest Highways
CON	\$352,000	\$352,000		\$352,000	\$1,056,000			\$1,056,000	Forest Highways
OTHER		\$200,000			\$200,000			\$200,000	Forest Highways
	\$427,000	\$697,000	\$70,000	\$697,000	\$1,691,000			\$1,691,000	

Regionally Significant: N CAA Code: ALL Managed By: DOT RPCS: Statewide Total Project Cost: \$8,430,000

PROGRAM (FTA5307)**APPROVED**Project Route/Location: **Various****Scope:** FTA Section 5307 apportioned funds for NHDOT-programmed projects only.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER		\$2,184,000			\$1,747,200		\$436,800	\$2,184,000	FTA5307, Other
		\$2,184,000		\$2,184,000	\$1,747,200		\$436,800	\$2,184,000	
Regionally Significant:	N	CAA Code: E-21		Managed By: DOT		RPCS: CNHRPC, NRPC, RPC, SNHPC, S		Total Project Cost:	\$85,453,691

PROGRAM (FTA5307)**PENDING**Project Route/Location: **Various****Scope:** FTA Section 5307 apportioned funds for NHDOT-programmed projects only.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER		\$2,801,693	\$2,225,316	\$3,534,936	\$6,849,556		\$1,712,389	\$8,561,945	FTA5307, Other
		\$2,801,693	\$2,225,316	\$2,801,693	\$6,849,556		\$1,712,389	\$8,561,945	
Regionally Significant:	N	CAA Code: E-21		Managed By: DOT		RPCS: CNHRPC, NRPC, RPC, SNHPC, S		Total Project Cost:	\$104,995,462

SALEM (44309)**PENDING**Project Route/Location: **Bridge Street****Scope:** Replace Bridge St Bridge over Spicket River (Brg #115/097)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$80,000			\$64,000	\$16,000	\$80,000	SP367-4-Cents, Towns
ROW			\$5,000			\$4,000	\$1,000	\$5,000	SP367-4-Cents, Towns
CON			\$4,840,000		\$3,872,000		\$968,000	\$4,840,000	HWYINF, Towns
			\$4,925,000		\$3,872,000	\$68,000	\$985,000	\$4,925,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$4,925,000

SEABROOK (41712)**APPROVED**Project Route/Location: **US 1****Scope:** Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$385,521		\$192,761		\$192,761	\$385,521	NonPar-Other, STBG-FLEX, Toll Credit
ROW			\$250,623		\$125,312		\$125,312	\$250,623	NonPar-Other, STBG-FLEX, Toll Credit
			\$636,144		\$318,072		\$318,072	\$636,144	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$4,317,124

SEABROOK (41712)**PENDING**Project Route/Location: **US 1****Scope:** Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$385,521	\$228,140	\$306,831		\$306,831	\$613,661	NonPar-Other, STBG-FLEX, Toll Credit, STBG>200K
ROW			\$250,623	\$114,070	\$182,347		\$182,347	\$364,693	NonPar-Other, STBG-FLEX, Toll Credit
			\$636,144		\$489,177		\$489,177	\$978,354	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$5,382,207

Funding Program	Abbreviation	Funding Program	Abbreviation	Funding Program	Abbreviation
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		

2023 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	\$ 355,249	\$ -	\$ -	\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -	\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -	\$ 820,988	\$ -
Carbon Reduction Program 50k - 200k	\$ 818,169	\$ -	\$ -	\$ 818,169	\$ 779,692
Carbon Reduction Program Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ 1,828,020
Congestion Mitigation and Air Quality Program	\$ 8,437,245	\$ -	\$ 858,754	\$ 9,295,999	\$ 11,017,965
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -	\$ 12,422,937	\$ 15,970,000
National Highway Freight	\$ 5,842,290	\$ -	\$ -	\$ 5,842,290	\$ 5,727,733
National Highway Performance	\$ 92,150,111	\$ -	\$ 165,321	\$ 92,315,432	\$ 78,905,140
PROTECT	\$ 5,936,450	\$ -	\$ -	\$ 5,936,450	\$ 8,999,790
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 1,280,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 25,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 665,611	\$ 3,590,831	\$ 2,838,444
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 107,000	\$ 6,844,036	\$ 5,483,099
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 57,131	\$ 6,817,385	\$ 4,877,539
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 126,000	\$ 12,217,113	\$ 8,083,892
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 16,527	\$ 5,011,592	\$ 917,066
STBG-State Flexible	\$ 49,355,070	\$ -	\$ 747,290	\$ 50,102,360	\$ 104,873,899
TAP-50K to 200K	\$ 754,866	\$ -	\$ 185,016	\$ 939,883	\$ 740,065
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 80,334	\$ 408,097	\$ 321,336
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 185,654	\$ 943,122	\$ 742,616
TAP-Flex	\$ 2,220,167	\$ -	\$ 544,159	\$ 2,764,325	\$ 2,176,634
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 332,053	\$ 1,686,830	\$ 1,328,213
State Planning and Research	\$ 6,041,748	\$ -	\$ 390,000	\$ 6,431,748	\$ 6,058,614
Total	\$ 226,966,822	\$ -	\$ 4,774,666	\$ 231,741,488	\$ 264,230,022
Surplus/Deficit					

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 50k- 200K	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 15,825,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ -	\$ 117,703,157	\$ 75,677,953
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 8,616,152
Recreational Trails	\$ 1,255,265	\$ -	\$ 354,792	\$ 1,610,057	\$ 1,419,169
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 648,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 679,423	\$ 4,568,703	\$ 3,001,493
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 401,500	\$ 6,968,996	\$ 7,685,299
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 251,691	\$ 5,148,814	\$ 14,780,245
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 535,842	\$ 18,968,046	\$ 57,266,143
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	\$ 6,043,865
	\$ 225,104,574	\$ -	\$ 21,467,186	\$ 246,571,760	\$ 234,428,007
Surplus/(Deficit)					\$ 12,143,754

1. Newton-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.

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	\$ 1,488,297	\$ -	\$ -	\$ 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	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,191	\$ -	\$ 1,089,732	\$ 12,816,923	\$ 7,478,442
Highway Safety Improvement Program (HSIP)	\$ 12,720,472	\$ -	\$ -	\$ 12,720,472	\$ 10,388,611
National Highway Freight	\$ 5,959,136	\$ -	\$ -	\$ 5,959,136	\$ -
National Highway Performance	\$ 120,110,265	\$ -	\$ 10,000	\$ 120,120,265	\$ 99,722,261
PROTECT	\$ 6,178,755	\$ -	\$ -	\$ 6,178,755	\$ 454,135
Recreational Trails	\$ 1,267,944	\$ -	\$ 313,816	\$ 1,581,760	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 3,890,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,065	\$ -	\$ 899,838	\$ 4,866,903	\$ 5,340,004
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 190,747	\$ 6,353,658	\$ 7,787,008
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 527,000	\$ 7,225,846	\$ 9,736,639
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 15,963,436
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 414,000	\$ 5,311,123	\$ 5,132,577
STBG-State Flexible	\$ 18,898,790	\$ -	\$ 1,971,025	\$ 20,869,815	\$ 56,237,045
TAP-50K to 200K	\$ 696,942	\$ -	\$ 192,491	\$ 889,433	\$ 680,324
TAP-5K to 49,999	\$ 448,621	\$ -	\$ 83,579	\$ 532,200	\$ 334,318
TAP-Areas Over 200K	\$ 757,549	\$ -	\$ 193,154	\$ 950,703	\$ 772,617
TAP-Flex	\$ 3,052,510	\$ -	\$ 367,543	\$ 3,420,053	\$ 1,470,170
TAP-Non Urban Areas Under 5K	\$ 1,385,883	\$ -	\$ 345,468	\$ 1,731,351	\$ 3,961,873
State Planning and Research	\$ 6,557,841	\$ -	\$ 390,000	\$ 6,947,841	\$ 6,028,821
	\$ 230,401,834	\$ -	\$ 7,039,351	\$ 237,441,185	\$ 236,633,545
Surplus/Deficit					\$ 807,640

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	\$ 1,518,063	\$ -	\$ -	\$ 1,518,063	\$ -
Carbon Reduction Program>200k	\$ 829,802	\$ -	\$ -	\$ 829,802	\$ -
Carbon Reduction 50k- 200K	\$ 763,414	\$ -	\$ -	\$ 763,414	\$ -
Carbon Reduction Program Flex	\$ 1,939,908	\$ -	\$ -	\$ 1,939,908	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,735	\$ -	\$ 1,653,833	\$ 13,615,567	\$ 6,615,330
Highway Safety Improvement Program (HSIP)	\$ 12,974,881	\$ -	\$ -	\$ 12,974,881	\$ 10,629,350
National Highway Freight	\$ 6,078,319	\$ -	\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,512,470	\$ -	\$ 54,465	\$ 122,566,935	\$ 81,886,124
PROTECT Program	\$ 6,302,330	\$ -	\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,293,303	\$ -	\$ 313,816	\$ 1,607,119	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 584,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,406	\$ -	\$ 1,771,823	\$ 5,818,229	\$ 8,380,881
STBG-50 to 200K	\$ 6,286,169	\$ -	\$ 1,062,188	\$ 7,348,357	\$ 15,830,887
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 33,475	\$ 6,866,298	\$ 4,050,279
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 31,729	\$ 12,531,902	\$ 18,894,992
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 738,779	\$ 5,733,844	\$ 14,572,964
STBG-State Flexible	\$ 19,276,766	\$ -	\$ 148,394	\$ 19,425,159	\$ 70,898,388
TAP-50K to 200K	\$ 710,881	\$ -	\$ 196,341	\$ 907,222	\$ 785,363
TAP-5K to 49,999	\$ 457,593	\$ -	\$ 85,251	\$ 542,845	\$ 341,004
TAP-Areas Over 200K	\$ 772,700	\$ -	\$ 197,018	\$ 969,718	\$ 788,070
TAP-Flex	\$ 3,113,560	\$ -	\$ 577,465	\$ 3,691,026	\$ -
TAP-Non Urban Areas Under 5K	\$ 1,413,601	\$ -	\$ 352,378	\$ 1,765,978	\$ -
State Planning and Research	\$ 6,688,998	\$ -	\$ 462,058	\$ 7,151,056	\$ 6,433,486
	\$ 235,009,871	\$ -	\$ 7,679,011	\$ 242,688,882	\$ 241,946,384
Surplus/Deficit					\$ 742,498

Federal Highway Formula and Match Funding for 2025
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	\$ 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	\$ (950,935.50)	\$ -	\$ 950,936	\$ -	\$ -	\$ 950,936	\$ -	\$ 950,936
Congestion Mitigation and Air Quality Program	\$ 11,727,191	\$ (5,863,596)	\$ 7,363,424	\$ 13,227,020	\$ -	\$ 1,089,732	\$ 14,316,752	\$ 7,478,442	\$ 6,838,310
Highway Safety Improvement Program (HSIP)	\$ 12,720,472	\$ (2,331,000)	\$ -	\$ 10,389,472	\$ -	\$ -	\$ 10,389,472	\$ 10,388,611	\$ 861
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)	\$ -	\$ 100,110,265	\$ -	\$ 10,000	\$ 100,120,265	\$ 99,722,261	\$ 398,004
PROTECT	\$ 6,178,755	\$ -	\$ 191,377	\$ 6,370,132	\$ -	\$ -	\$ 6,370,132	\$ 454,135	\$ 5,915,997
Recreational Trails	\$ 1,267,944		\$ 3,167,209	\$ 4,435,153	\$ -	\$ 313,816	\$ 4,748,969	\$ 1,255,265	\$ 3,493,704
RL - Rail Highway	\$ 1,225,000		\$ 3,675,000	\$ 4,900,000	\$ -	\$ -	\$ 4,900,000	\$ 3,890,000	\$ 1,010,000
Safe Routes to School	\$ -		\$ 63,016	\$ 63,016	\$ -	\$ -	\$ 63,016	\$ -	\$ 63,016
STBG-5 to 49,999	\$ 3,967,065		\$ 904,604	\$ 4,871,669	\$ -	\$ 899,838	\$ 5,771,507	\$ 5,340,004	\$ 431,503
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ -	\$ 6,162,911	\$ -	\$ 190,747	\$ 6,353,658	\$ 6,287,008	\$ 66,651
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 383,770	\$ 7,082,616	\$ -	\$ 527,000	\$ 7,609,616	\$ 7,486,639	\$ 122,978
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ -	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 12,303,436	\$ 2,594
STBG-Off System Bridge	\$ 4,897,123		\$ 2,384,483	\$ 7,281,606	\$ -	\$ 414,000	\$ 7,695,606	\$ 5,132,577	\$ 2,563,029
STBG-State Flexible	\$ 19,665,728	\$ 32,125,099	\$ 3,337,070	\$ 55,127,897	\$ -	\$ 1,971,025	\$ 57,098,923	\$ 56,237,045	\$ 861,878
TAP-50K to 200K	\$ 696,942		\$ -	\$ 696,942	\$ -	\$ 192,491	\$ 889,433	\$ 680,324	\$ 209,109
TAP-5K to 49,999	\$ 448,621		\$ -	\$ 448,621	\$ -	\$ 83,579	\$ 532,200	\$ 334,318	\$ 197,883
TAP-Areas Over 200K	\$ 757,549		\$ 2,245,891	\$ 3,003,440	\$ -	\$ 193,154	\$ 3,196,594	\$ 772,617	\$ 2,423,977
TAP-Flex	\$ 2,285,572	\$ -	\$ 3,717,692	\$ 6,003,264	\$ -	\$ 367,543	\$ 6,370,807	\$ 1,515,170	\$ 4,855,637
TAP-Non Urban Areas Under 5K	\$ 1,385,883	\$ -	\$ 2,186,739	\$ 3,572,622	\$ -	\$ 345,468	\$ 3,918,091	\$ 3,916,873	\$ 1,218
State Planning and Research	\$ 6,557,841		\$ 2,207,123	\$ 8,764,964	\$ -	\$ 390,000	\$ 9,154,964	\$ 6,028,821	\$ 3,126,143
Total	\$ 230,401,834	\$ -	\$ 40,624,480	\$271,026,314	\$0	\$7,039,351	\$ 278,065,666	\$ 229,223,545	\$ 48,842,120

Federal apportionment is based on FFY 2025 Apportionment (SOF 9/19/2024)

Federal Available is based on unobligated balances shown in the 9/19/2024 SOF

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
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 45,270,134
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 21,305,311	\$ -	\$ 897,830	\$ 22,203,141	\$ 22,203,141
Disadvantaged Business Enterprise (DBE)	\$ 158,558	\$ -	\$ -	\$ 158,558	\$ 158,558
Federal Highway Administration (FHWA) Earmarks	\$ 714,245	\$ -	\$ 178,561	\$ 892,806	\$ 892,806
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 62,734,722	\$ -	\$ -	\$ 62,734,722	\$ 62,734,722
Local Tech Assistance Program	\$ 364,821	\$ -	\$ -	\$ 364,821	\$ 364,821
MOBIL	\$ 17,514,653	\$ -	\$ -	\$ 17,514,653	\$ 17,514,653
National Highway Performance Exempt	\$ 7,541,379	\$ -	\$ -	\$ 7,541,379	\$ 7,541,379
National Electric Vehical Infrastructure (NEVI)	\$ 428,358	\$ -	\$ 15,520	\$ 443,878	\$ 443,878
National Summer Transportation Institute (NSTI)	\$ 110,997	\$ -	\$ -	\$ 110,997	\$ 110,997
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 878,314	\$ 1,630,493	\$ 1,630,493
State Transportation Innovation Council (STIC) Funding	\$ 187,520	\$ 46,880	\$ -	\$ 234,400	\$ 234,400
TOTAL	\$ 112,829,742	\$ 46,880	\$ 1,970,225	\$ 114,846,847	\$ 114,846,847
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 75,552,388	\$ -	\$ 4,275,100	\$ 79,827,488	\$ 79,827,488
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,694,346	\$ -	\$ 815,336	\$ 4,509,682	\$ 4,509,682
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 6,153,400	\$ -	\$ 968,000	\$ 7,121,400	\$ 7,121,400
Local Tech Assistance Program	\$ 301,179	\$ -	\$ -	\$ 301,179	\$ 301,179
MOBIL	\$ 41,315,131	\$ -	\$ -	\$ 41,315,131	\$ 41,315,131
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 50,000	\$ 2,550,000	\$ 2,550,000
National Electric Vehical Infrastructure (NEVI)	\$ 14,444,412	\$ -	\$ -	\$ 14,444,412	\$ 14,444,412
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 567,512	\$ 1,334,736	\$ 1,334,736
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 145,180,600	\$ 25,000	\$ 6,675,949	\$ 151,881,548	\$ 151,881,548
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 40,800,801	\$ -	\$ 5,511,365	\$ 46,312,166	\$ 46,312,166
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,927,557	\$ -	\$ 1,721,519	\$ 8,649,077	\$ 8,649,077
Forest Highways	\$ 1,173,640	\$ -	\$ -	\$ 1,173,640	\$ 1,173,640
Highway Infrastructure Exempt Funds	\$ 1,708,900	\$ -	\$ -	\$ 1,708,900	\$ 1,708,900
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 5,053,395	\$ -	\$ -	\$ 5,053,395	\$ 5,053,395
National Highway Performance Exempt	\$ -	\$ -	\$ 104,950	\$ 104,950	\$ 104,950
National Electric Vehical Infrastructure (NEVI)	\$ 2,768,000	\$ -	\$ -	\$ 2,768,000	\$ 2,768,000
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	\$ 59,510,886	\$ 25,000	\$ 7,799,892	\$ 67,335,778	\$ 67,335,778

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,887,811	\$ -	\$ 5,427,344	\$ 13,315,155	\$ 13,315,155
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,049,500	\$ -	\$ 3,257,423	\$ 9,306,923	\$ 9,306,923
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 8,396,768	\$ 3,774	\$ 2,092,272	\$ 10,492,815	\$ 10,492,815
TOTAL	\$ 29,505,834	\$ 3,774	\$ 12,532,478	\$ 42,042,087	\$ 42,042,087
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 12,673,841	\$ -	\$ 5,649,914	\$ 18,323,755	\$ 18,323,755
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 7,177,447	\$ -	\$ 1,748,462	\$ 8,925,909	\$ 8,925,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 18,829,071	\$ -	\$ 10,054,961	\$ 28,884,032	\$ 28,884,032
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 10,301,382	\$ 3,850	\$ 2,568,287	\$ 12,873,519	\$ 12,873,519
TOTAL	\$ 48,981,740	\$ 3,850	\$ 20,021,625	\$ 69,007,215	\$ 69,007,215
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,214,041	\$ -	\$ 6,036,860	\$ 17,250,901	\$ 17,250,901
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 5,671,103	\$ -	\$ 1,342,888	\$ 7,013,991	\$ 7,013,991
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,958,726	\$ -	\$ 8,515,473	\$ 24,474,199	\$ 24,474,199
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 24,933,768	\$ 3,927	\$ 6,226,243	\$ 31,163,937	\$ 31,163,937
FTA5339b- Discretionary Funds	\$ 19,922,891	\$ -	\$ 4,980,723	\$ 24,903,614	\$ 24,903,614
TOTAL	\$ 77,700,528	\$ 3,927	\$ 27,102,187	\$ 104,806,642	\$ 104,806,642
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 13,601,297	\$ -	\$ 6,604,028	\$ 20,205,325	\$ 20,205,325
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disability:	\$ 5,473,012	\$ -	\$ 1,288,106	\$ 6,761,117	\$ 6,761,117
FTA5311-Nonurbanized Area (Rural) formula program	\$ 16,554,963	\$ -	\$ 8,843,524	\$ 25,398,486	\$ 25,398,486
FTA5339- Capital bus and bus facilities for statewide public transportator	\$ 4,918,201	\$ 4,086	\$ 1,222,060	\$ 6,144,347	\$ 6,144,347
TOTAL	\$ 40,547,473	\$ 4,086	\$ 17,957,718	\$ 58,509,276	\$ 58,509,276

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 43,855,016	\$ -	\$ 43,855,016	\$ 43,855,016
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,683,487	\$ -	\$ 25,000	\$ 1,708,486	\$ 1,708,486
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 44,570,837	\$ 3,366,110	\$ 47,936,947	\$ 47,936,947
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 47,040,102	\$ -	\$ 47,040,102	\$ 47,040,102
TOTAL	\$ 1,683,487	\$ 179,951,511	\$ 3,391,110	\$ 185,026,107	\$ 185,026,107
2024					
BETTERMENT-State Funded	\$ -	\$ 51,983,513	\$ -	\$ 51,983,513	\$ 51,983,513
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,776,181	\$ -	\$ 25,000	\$ 5,801,181	\$ 5,801,181
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 667,074	\$ 667,074	\$ 667,074
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,824,937	\$ 8,144,854	\$ 75,969,791	\$ 75,969,791
Turnpike Capital	\$ -	\$ 32,334,016	\$ -	\$ 32,334,016	\$ 32,334,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 51,845,225	\$ -	\$ 51,845,225	\$ 51,845,225
TOTAL	\$ 5,776,181	\$ 203,995,915	\$ 8,838,985	\$ 218,611,080	\$ 218,611,080
2025					
BETTERMENT-State Funded	\$ -	\$ 46,865,898	\$ -	\$ 46,865,898	\$ 46,865,898
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,802,349	\$ -	\$ -	\$ 18,802,349	\$ 18,802,349
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 69,721,889	\$ 5,350,656	\$ 75,072,545	\$ 75,072,545
Turnpike Capital	\$ -	\$ 38,473,364	\$ -	\$ 38,473,364	\$ 38,473,364
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,700,028	\$ -	\$ 42,700,028	\$ 42,700,028
TOTAL	\$ 18,802,349	\$ 197,761,180	\$ 5,672,892	\$ 222,236,421	\$ 222,236,421
2026					
BETTERMENT-State Funded	\$ -	\$ 36,076,818	\$ -	\$ 36,076,818	\$ 36,076,818
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)	\$ -	\$ 41,419,631	\$ 4,090,755	\$ 45,510,386	\$ 45,510,386
Turnpike Capital	\$ -	\$ 57,568,008	\$ -	\$ 57,568,008	\$ 57,568,008
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,561,966	\$ -	\$ 42,561,966	\$ 42,561,966
TOTAL	\$ 278,307	\$ 177,626,423	\$ 4,090,755	\$ 181,995,485	\$ 181,995,485

Memorandum

DATE: October 18, 2024
TO: MPO Transportation Advisory Committee
FROM: David Walker, Assistant Director
RE: Project Selection for the Ten Year Plan

The next phase in the Ten Year Plan project prioritization process is for the MPO to identify a fiscally constrained list of candidate projects to be submitted to NHDOT for engineering and cost review prior to the MPO setting final priorities in February/March next year.

Prioritizing projects for the Ten Year Plan involves determining feasibility, ensuring projects are supported locally and regionally, checking eligibility for federal funding, and applying the project selection criteria to rank those projects that are feasible, supported, and eligible. The MPO Long Range Transportation Plan contains 169 total projects including those submitted by communities this summer. Of these projects, 50 are already included in the State Ten Year Plan or Transportation Improvement Program and don't need to be included in this process. Checking eligibility, support, and feasibility identified 20 projects that are ineligible for federal funding, lack community support, are being funded via other methods, or are simply not needed in the next ten years. As shown in **Table 1** below, this leaves 99 projects, distributed into three groups based on scale (Local, Regional, Inter-Regional), to be ranked and considered for the Ten Year Plan. Each of those projects has been scored against the statewide project selection criteria using the weights set by the TAC on June 22, 2022.

Table 1: RPC Long Range Transportation Projects

Total Projects	169		
Already in the Ten Year Plan	52		
Not eligible/feasible/Needed	10		
Scored for Ten Year Plan	107		
			Inter-
	Local	Regional	Regional
Categorized	44	36	27

The top ten projects from each category were included in the **Preliminary Candidate Project List** worksheet discussed by TAC at the June 27, 2024 meeting and those projects were reduced to a list of thirteen for either an update to an existing scope and cost estimate or the development of a new one by RPC's engineering consultants. Since that time, a number

of changes have been made and several projects removed from consideration largely due to limitations in the funding available to do the engineering work:

- Raymond 6383001 – NH 102/Blueberry Hill Rd Safety Improvements. This project remains in the queue for a Road Safety Audit and updated costs is a low priority.
- Portsmouth 6379021 – Portsmouth Traffic Circle Improvements. No need to develop a scope and cost estimate as this project is in the Ten Year Plan as a study. Suggest advocating to advance this study as much as possible.
- Rye-New Castle 6397006/6323003 – Address low spots on NH1B based on analysis in New Castle Causeway Feasibility Study. There is no need to acquire a cost estimate as the improvements are being included in New Castle 42517 and New Castle-Rye 41713 which will be making shoulder bike lane and sidewalk improvements along NH 1B.
- Portsmouth 6379005 – Maplewood Avenue Culvert. The site is currently under construction and what was originally a repair project has grown into more of a rehabilitation of the structure. Based on the work being done, it is expected that the life of the current bridge will be extended by 40-50 years and, barring the need to address sea-level rise concerns, no substantial work should be needed until well beyond the horizon year of the Long Range Transportation Plan.

In addition, the following additional changes were made:

- Seabrook 6409006 - NH1A Bicycle and Pedestrian Improvements. The scope of this project was expanded to become a traffic calming project which would reduce the number of lanes to 1 in each direction with turn lanes and intersection improvements in addition to bicycle and pedestrian accommodations.
- Coastal Communities 6001018 – Route 1A Evacuation ITS Improvements. This project will be scoped as a study as there is no clear indication of exactly what is needed for improvements.

The engineers have recently completed draft scope and cost estimates for the nine remaining projects and the results are summarized in the table below with the more detailed estimates attached. The final page of each estimate includes the list of assumptions that form the basis of the costs and scope. The detailed estimates do not include the 10% NHDOT Indirect Costs, however, that is included in the costs shown in the table below.

Other important considerations:

- The inflated costs still need to be adjusted to some degree. All costs are currently inflated to 2035 but NHDOT review usually indicates a year that they would program construction and engineering and inflation will be adjusted accordingly at that time. This will likely reduce project costs slightly.
 - Before being constructed, each project will go through an alternatives analysis and design process that will refine the scope and costs. Scopes listed could change considerably over the course of implementation and those listed are a starting point.
 - Portsmouth Avenue in Stratham may be an eligible CMAQ program project as it will likely result in some reduced auto trips that are replaced with bike/pedestrian trips. Combining that with some traffic signal improvements may make it a more robust project as well.
 - South Road/NH 125 in Brentwood is in the HSIP Program however the long-term improvements (what is scoped here) are not included in the Ten Year Plan.
-

- The NH 101 Eastbound Exit Ramp to I-95 project could potentially be a turnpike funded project. NHDOT GIS information indicates that the Turnpikes Bureau has jurisdiction on the ramp but not the NH 101 mainline. RPC has not had any conversations regarding this project with the Turnpikes Bureau and this would expect to be clarified as part of NHDOT review.
- With indirect costs and inflation included, five of the nine proposals are greater in cost than the regional target allocation of roughly \$8.1 million. It is possible that some of the projects could be phased and funded in smaller pieces over time or through multiple programs and staff and HTA are looking into those options as well.

Group	Project	Est. Base Cost (Inc 10% DOT Indirect)	Est. Inflated Cost (2035)
Local			
	Plaistow NH121A (Main St)/North Ave Intersection	\$2,730,000	\$4,100,000
	Portsmouth Avenue Bike/Ped (NH 108) in Stratham	\$4,110,000	\$6,100,000
	<i>Local Sub-total</i>	<i>\$6,840,000</i>	<i>\$10,200,000</i>
Regional			
	Epping 5 Corners Intersection Improvements (NH 27/ Blake/ Depot/ School/ Friend Streets)	\$5,850,000	\$8,700,000
	Greenland NH 33/ Winnicut Rd./Bayside Rd. Intersection	\$10,400,000	\$15,500,000
	Seabrook NH 1A Traffic Calming and bike/ped Improve	\$11,480,000	\$17,100,000
	Stratham Circle Reconfiguration (NH 108/NH 33)	\$12,520,000	\$18,700,000
	<i>Regional Sub-total</i>	<i>\$40,250,000</i>	<i>\$60,000,000</i>
Inter-Regional			
	Brentwood – NH 125/South Road RSA Long-Term Improve	\$2,810,000	\$4,200,000
	Hampton NH 101 Eastbound ramp to I-95 Improvements	\$6,00,000	\$8,900,000
	Coastal Communities Evacuation ITS Improvements	\$220,000	\$340,000
	<i>Inter-Regional Sub-total</i>	<i>9,030,000</i>	<i>\$13,440,000</i>
	Total	\$56,120,000	\$83,640,000

The TAC needs to determine a group of projects to be forwarded to NHDOT for review. According to guidance, we can submit projects up to the region’s allocation total (roughly \$8,100,000) plus two additional projects. Staff will come to the meeting with a draft recommendation as a starting point for discussion.

Recommended Action: Consider the draft Candidate Project List from staff and establish a TAC recommendation regarding the list of priority Ten Year Plan projects to submit to NHDOT for scope and cost review.

This recommendation will go the MPO Policy Committee for final approval at the November 13, 2024 meeting and will be submitted to NHDOT by November 15, 2024.



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 07 Plaistow @ NH121A
 Task: Conceptual Estimate
 Calculated By: MAP Date: 10/10/2024
 Checked By: JFMS Date: 10/17/2024

CONCEPTUAL ESTIMATE

NH 121A / North Avenue Proposed Roundabout

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201.1	CLEARING AND GRUBBING (F)	A	0.40	\$ 30,000	\$ 12,000.00
203.1	COMMON EXCAVATION	CY	4500	\$ 18.00	\$ 81,000.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	350	\$ 14.00	\$ 4,900.00
304.1	SAND (F)	CY	1250	\$ 38.00	\$ 47,500.00
304.2	GRAVEL (F)	CY	1250	\$ 45.00	\$ 56,250.00
304.3	CRUSHED GRAVEL (F)	CY	1350	\$ 55.00	\$ 74,250.00
403.11###	HBP-VARIOUS	TON	880	\$ 115.00	\$ 101,200.00
403.12	HBP-HAND METHOD	TON	210	\$ 220.00	\$ 46,200.00
417	COLDPLANING BITUMINOUS SURFACES	SY	18	\$ 6.00	\$ 108.00
608.26	6" CONCRETE SIDEWALK (F)	SY	280	\$ 65.00	\$ 18,200.00
608.38	8" REINFORCED CONCRETE SIDEWALK (F)	SY	330	\$ 100.00	\$ 33,000.00
609.01	STRAIGHT GRANITE CURB	LF	1750	\$ 47.00	\$ 82,250.00
609.01187	STRAIGHT GRANITE CURB, 18" HIGH WITH 3" ROUNDED EDGE	LF	480	\$ 100.00	\$ 48,000.00
	MISCELLANEOUS ROADWAY		10% OF ABOVE TOTAL	\$	\$ 60,485.80
			SUBTOTAL A	\$	665,343.80

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	15%	\$	99,801.57
	SUBTOTAL B	\$	765,145.37

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	25%	\$	191,286.34
	SUBTOTAL C	\$	956,431.71

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	-	\$ 1.00	\$ -
618.7	FLAGGERS	HR	2800	\$ 50.00	\$ 140,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$125,000.00	\$ 125,000.00
	MISCELLANEOUS TRAFFIC CONTROL		10% OF ABOVE TOTAL	\$	\$ 26,500.00
			SUBTOTAL D	\$	1,247,931.71

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$	57,385.90
	SUBTOTAL E	\$	1,305,317.62



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 07 Plaistow @ NH121A
 Task: Conceptual Estimate
 Calculated By: MAP Date: 10/10/2024
 Checked By: JFMS Date: 10/17/2024

CONCEPTUAL ESTIMATE

NH 121A / North Avenue Proposed Roundabout

SECTION F - ADDITIONAL ITEMS

BMP's		\$	150,000.00
Landscaping		\$	20,000.00
	SUBTOTAL F	\$	1,475,317.62

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	147,531.76
	SUBTOTAL G	\$	1,622,849.38
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	1,623,000.00
	CONTINGENCY 15%	\$	244,000.00
	ROUNDED CONSTRUCTION TOTAL:	\$	1,870,000.00
	CONSTRUCTION ENGINEERING:	10% \$	187,000.00
	DESIGN ENGINEERING:	15% \$	281,000.00
	RIGHT OF WAY ACQUISITION	\$	140,000.00
	INFLATION (11 YEARS)	3.7% \$	1,217,452.48
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)		\$ 3,700,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Full depth reconstruction within project limits consisting of: 6" HBP, 12" Cr Grav, 12" Grav, 12" Sand
2. Pedestrian sidewalks are not included; Sidewalk items used for estimate are for concrete medians
3. Utility pole relocation (by others) will be required
4. Driveway reconstruction, where necessary, will consist of 3" HBP hand method & 8" crushed gravel
5. Stormwater BMP(s) will be required to comply with current AoT regulations
6. Construction duration is one season - no winter shutdown
7. No utility work is included in the project



CONCEPTUAL ESTIMATE

NH 108 (Portsmouth Avenue) Sidewalk and Side Path Construction

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	3900	\$ 18.00	\$ 70,200.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	1850	\$ 14.00	\$ 25,900.00
304.3	CRUSHED GRAVEL (F)	CY	2700	\$ 55.00	\$ 148,500.00
403.12	HBP-HAND METHOD	TON	220	\$ 220.00	\$ 48,400.00
403.16	PAVEMENT JOINT ADHESIVE	LF	3200	\$ 1.00	\$ 3,200.00
606.1455	BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT, TL 2) (STEEL POST)	U	2	\$ 4,500.00	\$ 9,000.00
606.18001	31" W-BEAM GUARDRAIL W/8" OFFSET BLOCK (STEEL POST)	LF	600	\$ 35.00	\$ 21,000.00
608.12	2" BITUMINOUS SIDEWALK (F)	SY	6500	\$ 35.00	\$ 227,500.00
608.24	4" CONCRETE SIDEWALK (F)	SY	1950	\$ 60.00	\$ 117,000.00
608.54	DETECTABLE WARNING DEVICES, CAST IRON	SY	35	\$ 500.00	\$ 17,500.00
609.01	STRAIGHT GRANITE CURB	LF	3200	\$ 47.00	\$ 150,400.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	3200	\$ 5.00	\$ 16,000.00
	MISCELLANEOUS ROADWAY			10% OF ABOVE TOTAL	\$ 85,460.00
				SUBTOTAL A	\$ 940,060.00

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	15%	\$ 141,009.00
	SUBTOTAL B	\$ 1,081,069.00

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	45%	\$ 486,481.05
	SUBTOTAL C	\$ 1,567,550.05

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	8000	\$ 1.00	\$ 8,000.00
618.7	FLAGGERS	HR	1000	\$ 50.00	\$ 50,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 25,000.00	\$ 25,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 8,300.00
				SUBTOTAL D	\$ 1,658,850.05

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 145,944.32
	SUBTOTAL E	\$ 1,804,794.37



**HOYLE
TANNER**

Project:	Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimates		
Project No.:	22.144401.02		
Location:	02 NH 108 (Portsmouth Ave), Stratham NH		
Task:	Conceptual Estimate - Sidewalk and Side Path Construction		
Calculated By:	MAP	Date:	9/17/2024
Checked By:	JFMS	Date:	10/18/2024

CONCEPTUAL ESTIMATE

NH 108 (Portsmouth Avenue) Sidewalk and Side Path Construction

SECTION F - ADDITIONAL ITEMS

Midblock Crossing RRFB's (x3)		\$	75,000.00
Signal Modifications & Timing(x2)		\$	80,000.00
Landscaping (Commercial Sites)		\$	50,000.00
BMP		\$	320,000.00
	SUBTOTAL F	\$	2,329,794.37

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	232,979.44
	SUBTOTAL G	\$	2,562,773.80
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	2,563,000.00
	CONTINGENCY 15%	\$	385,000.00
	ROUNDED CONSTRUCTION TOTAL	\$	2,950,000.00
	CONSTRUCTION ENGINEERING	10%	\$ 295,000.00
	DESIGN ENGINEERING	15%	\$ 443,000.00
	RIGHT OF WAY ACQUISITION		\$ 50,000.00
	INFLATION (11 YEARS)	3.7%	\$ 1,836,496.12
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)		\$ 5,580,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Approximately 3,050' of sidewalk construction along NH 108 SB from Shaw's intersection northward to Scamman's Home & Garden with the exception of previously constructed sidewalk along dermatologist office and Exter Subaru parcels, as depicted in 2008 Gateway District Master Plan
2. Approximately 5,600' of side path construction along NH 108 NB from from Shaw's intersection northward to Bunker Hill Road and along Bunker Hill Road to the Town Hall, including reconstruction of previously constructed sidewalk along Audi/Porsche Stratham and Parkman Brook Shopping Center parcels, as depicted in 2008 Gateway District Master Plan
3. Typical section for sidewalk is 5.5' wide from face of curb to back of sidewalk
[7" reveal granite curb, 4" concrete sidewalk surface, 6" crushed gravel subbase]
4. Typical section for side path is 10' wide with no curb and avg 5' wide grass buffer to EP
[2" bituminous sidewalk, 12" crushed gravel subbase]
5. All existing curb in proposed sidewalk areas will be removed and discarded; Curb cannot be reused
6. Existing side slopes in curbed areas are 5%; Proposed side slopes in these areas will not exceed 6:1
7. Existing side slopes in uncurbed areas without guardrail are 8:1; Proposed slopes will be 6:1
8. Existing side slopes behind guardrail are 3:1 and approximately 10' tall;
Proposed slopes behind guardrail will be 2:1
9. Driveways are anticipated to be milled and overlaid to 12' from existing EP
10. No impacts to natural or cultural resources
11. Temporary and permanent R.O.W. impacts are anticipated; Anticipated costs are included
12. Existing closed drainage system will require modification as a result of new sidewalk curb
13. Utility pole relocation is anticipated; To be performed by others, no costs included
14. Two existing traffic signals within project limits will require modification for pedestrian crossings
[Signal timing design; Curb ramps; Markings]
15. A midblock crosswalk will be installed near the River Road intersection, Anticipate needing RRFB
16. A midblock crosswalk will be installed near the Raeder Drive intersection, Anticipate needing RRFB
17. A midblock crosswalk will be installed near the northern sidewalk terminus (Scamman Home & Garden);
Anticipate needing RRFB
18. No impacts to water are anticipated
19. Minimal traffic impact; Sidewalk and side path can be constructed with daily shoulder/lane closures
20. Existing guardrail along southbound EP will be replaced at back of sidewalk and extended as needed
21. ADA curb ramps/landings will be installed at the two existing traffic signals, at the three anticipated midblock crossings, at crosswalks on River Road and Frying Pan Lane, and additional areas where the fog line (white stripe) is broken accross a drive or side road
22. Topographic survey of the project limits will be required
23. ROW Impacts have the following costs: Takings = \$10/SF, Perm Ease = \$5/SF, Temp Ease = \$1/SF
24. Stormwater BMP(s) will be required to comply with current AoT regulations



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 09 Epping @ NH27
 Task: Conceptual Estimate
 Calculated By: MAP
 Checked By: JFMS

SHEET 1 OF 3

Date: 10/11/2024
 Date: 10/17/2024

CONCEPTUAL ESTIMATE

NH 27 / Blake Rd / Friend St / Depot Rd / School St - Proposed Roundabout

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201.1	CLEARING AND GRUBBING (F)	A	1.00	\$ 30,000	\$ 30,000.00
203.1	COMMON EXCAVATION	CY	14300	\$ 18.00	\$ 257,400.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	700	\$ 14.00	\$ 9,800.00
304.1	SAND (F)	CY	3900	\$ 38.00	\$ 148,200.00
304.2	GRAVEL (F)	CY	4000	\$ 45.00	\$ 180,000.00
304.3	CRUSHED GRAVEL (F)	CY	4100	\$ 55.00	\$ 225,500.00
403.11###	HBP-VARIOUS	TON	3000	\$ 115.00	\$ 345,000.00
403.12	HBP-HAND METHOD	TON	450	\$ 220.00	\$ 99,000.00
417	COLDPLANING BITUMINOUS SURFACES	SY	35	\$ 6.00	\$ 210.00
606.1454	BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT, TL 3) (STEEL POST)	U	4	\$ 4,500.00	\$ 18,000.00
606.1455	BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT, TL 2) (STEEL POST)	U	3	\$ 4,500.00	\$ 13,500.00
606.18001	31" W-BEAM GUARDRAIL W/8" OFFSET BLOCK (STEEL POST)	LF	525	\$ 35.00	\$ 18,375.00
608.26	6" CONCRETE SIDEWALK (F)	SY	900	\$ 65.00	\$ 58,500.00
608.38	8" REINFORCED CONCRETE SIDEWALK (F)	SY	530	\$ 100.00	\$ 53,000.00
609.01	STRAIGHT GRANITE CURB	LF	5100	\$ 47.00	\$ 239,700.00
609.01187	STRAIGHT GRANITE CURB, 18" HIGH WITH 3" ROUNDED EDGE	LF	800	\$ 100.00	\$ 80,000.00
	MISCELLANEOUS ROADWAY			10% OF ABOVE TOTAL	\$ 177,618.50
				SUBTOTAL A	\$ 1,953,803.50

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$ 195,380.35
	SUBTOTAL B	\$ 2,149,183.85

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	8%	\$ 171,934.71
	SUBTOTAL C	\$ 2,321,118.56

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
606.417	PORTABLE CONCRETE BARRIER FOR TRAFFIC CONTROL	LF	1550	\$ 50.00	\$ 77,500.00
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	\$ 75,000.00	\$ 1.00	\$ 75,000.00
618.7	FLAGGERS	HR	3500	\$ 50.00	\$ 175,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 125,000.00	\$ 125,000.00
670.046##	CONSTRUCT AND REMOVE TEMPORARY WIDENING	U	1	\$ 125,000.00	\$ 125,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 57,750.00
				SUBTOTAL D	\$ 2,956,368.56

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 51,580.41
	SUBTOTAL E	\$ 3,007,948.97



**HOYLE
TANNER**

Project: Rockingham Planning Commission: NHDOT Ten Year Plan
Project No. 22.144401.02
Location: 09 Epping @ NH27
Task: Conceptual Estimate
Calculated By: MAP
Checked By: JFMS

Date: 10/11/2024
Date: 10/17/2024

SHEET 2 OF 3
Conceptual Estimate

CONCEPTUAL ESTIMATE

NH 27 / Blake Rd / Friend St / Depot Rd / School St - Proposed Roundabout

SECTION F - ADDITIONAL ITEMS

BMP's		\$	150,000.00
Landscaping		\$	20,000.00
	SUBTOTAL F	\$	3,177,948.97

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	317,794.90
	SUBTOTAL G	\$	3,325,743.87
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	3,326,000.00
	CONTINGENCY 15%	\$	499,000.00
	ROUNDED CONSTRUCTION TOTAL:	\$	3,825,000.00
	CONSTRUCTION ENGINEERING:	10% \$	383,000.00
	DESIGN ENGINEERING:	15% \$	574,000.00
	RIGHT OF WAY ACQUISITION	\$	540,000.00
	INFLATION (11 YEARS)	3.7% \$	2,614,722.40
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)	\$	8,000,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Full depth reconstruction within project limits consisting of: 6" HBP, 12" Cr Grav, 12" Grav, 12" Sand
2. Pedestrian sidewalks are not included; Sidewalk items used for estimate are for concrete medians
3. Utility pole relocation (by others) will be required
4. Driveway reconstruction, where necessary, will consist of 3" HBP hand method & 8" crushed gravel
5. Stormwater BMP(s) will be required to comply with current AoT regulations
6. Construction duration is one season - no winter shutdown
7. No utility work is included in the project
8. Minimal change in profile grade required
9. 5-leg roundabout with 180' ICD
10. Upstream dam to south of intersection will not be impacted; outlet will remain a closed conduit culvert



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 05 Greenland @ NH33
 Task: Conceptual Estimate
 Calculated By: MAP
 Checked By: JFMS

SHEET 1 OF 3

Date: 9/23/2024
 Date: 10/18/2024

CONCEPTUAL ESTIMATE

NH 33 / Bayside Rd / Winnicut Road Intersection Improvements

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201.1	CLEARING AND GRUBBING (F)	A	0.6	\$ 30,000	\$ 18,000.00
203.1	COMMON EXCAVATION	CY	3500	\$ 18.00	\$ 63,000.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	1500	\$ 14.00	\$ 21,000.00
304.1	SAND (F)	CY	3500	\$ 38.00	\$ 133,000.00
304.4	CRUSHED STONE (FINE GRADATION) (F)	CY	1330	\$ 45.00	\$ 59,850.00
304.5	CRUSHED STONE (COARSE GRADATION) (F)	CY	875	\$ 42.00	\$ 36,750.00
403.11###	HBP-VARIOUS, MACHINE METHOD	TON	3850	\$ 115.00	\$ 442,750.00
417	COLD PLANING BITUMINOUS SURFACES	SY	10800	\$ 6.00	\$ 64,800.00
606.1454	BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT, TL 3) (STEEL P)	UNIT	4	\$ 4,500.00	\$ 18,000.00
606.18001	31" W-BEAM GUARDRAIL W/8" OFFSET BLOCK (STEEL POST)	LF	675	\$ 35.00	\$ 23,625.00
608.12	2" BITUMINOUS SIDEWALK (F)	SY	2070	\$ 35.00	\$ 72,450.00
609.01	STRAIGHT GRANITE CURB	LF	3775	\$ 47.00	\$ 177,425.00
	MISCELLANEOUS ROADWAY			10% OF ABOVE TOTAL	\$ 113,065.00
				SUBTOTAL A	\$ 1,243,715.00

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$ 124,371.50
	SUBTOTAL B	\$ 1,368,086.50

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	30%	\$ 410,425.95
	SUBTOTAL C	\$ 1,778,512.45

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
606.417	PORTABLE CONCRETE BARRIER FOR TRAFFIC CONTROL				
618.61	UNIFORMED OFFICERS WITH VEHICLE				
618.7	FLAGGERS				
619.1	MAINTENANCE OF TRAFFIC				\$ 400,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 40,000.00
				SUBTOTAL D	\$ 2,218,512.45

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 123,127.79
	SUBTOTAL E	\$ 2,341,640.24



**HOYLE
TANNER**

Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
Project No. 22.144401.02
Location: 05 Greenland @ NH33
Task: Conceptual Estimate
Calculated By: MAP
Checked By: JFMS

SHEET 2 OF 3

Date: 9/23/2024
Date: 10/18/2024

CONCEPTUAL ESTIMATE

NH 33 / Bayside Rd / Winnicut Road Intersection Improvements

SECTION F - ADDITIONAL ITEMS

Bridge Reconstruction	\$	3,387,000.00
Traffic Signals	\$	220,000.00
SUBTOTAL F	\$	5,948,640.24

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	594,864.02
SUBTOTAL G		\$	6,543,504.26

ROUNDED ROADWAY SUBTOTAL:	\$	6,544,000.00
CONTINGENCY: 15%	\$	982,000.00

ROUNDED CONSTRUCTION TOTAL \$ 7,526,000.00

CONSTRUCTION ENGINEERING: 10% \$ 753,000.00

DESIGN ENGINEERING: 15% \$ 1,129,000.00

RIGHT OF WAY ACQUISITION: \$ 50,000.00

INFLATION (11 YEARS) 3.7% \$ 4,646,757.70

ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE) \$ 14,110,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Quantities taken from cost estimate for 5-lane traffic signal alternative prepared by VAI in October 2020.
2. Quantities for Sand & Crushed Stone based on VAI full depth pavement area at noted depth.
3. Maintenance of Traffic item includes cost for flaggers, officers, and general MOT.
4. Section C Drainage Item includes anticipated cost for Stormwater BMPs.



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 08 Seabrook @ NH1A
 Task: Conceptual Estimate
 Calculated By: MAP
 Checked By: JFMS

SHEET 1 OF 3
 Date: 9/30/2024
 Date: 10/16/2024

CONCEPTUAL ESTIMATE

NH 1A Sidewalks and Bicycle Shoulders

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	3450	\$ 18.00	\$ 62,100.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	2600	\$ 14.00	\$ 36,400.00
304.3	CRUSHED GRAVEL (F)	CY	1950	\$ 55.00	\$ 107,250.00
403.11###	HBP-VARIOUS, MACHINE METHOD	TON	3950	\$ 115.00	\$ 454,250.00
403.12	HBP-HAND METHOD	TON	3100	\$ 220.00	\$ 682,000.00
403.18	HBP-LEVELING COURSE	TON	1830	\$ 125.00	\$ 228,750.00
417	COLD PLANING BITUMINOUS SURFACES	SY	24000	\$ 6.00	\$ 144,000.00
608.24	4" CONCRETE SIDEWALK (F)	SY	5600	\$ 60.00	\$ 336,000.00
609.01	STRAIGHT GRANITE CURB	LF	9200	\$ 47.00	\$ 432,400.00
628.2	SAWED BITUMINOUS PAVEMENT MISCELLANEOUS ROADWAY	LF	12000	\$ 5.00	\$ 60,000.00
				10% OF ABOVE TOTAL	\$ 254,315.00
				SUBTOTAL A	\$ 2,797,465.00

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$ 279,746.50
	SUBTOTAL B	\$ 3,077,211.50

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	50%	\$ 1,538,605.75
	SUBTOTAL C	\$ 4,615,817.25

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	\$7,000.00	\$ 1.00	\$ 7,000.00
618.7	FLAGGERS	HR	1700	\$ 50.00	\$ 85,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 80,000.00	\$ 80,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 17,200.00
				SUBTOTAL D	\$ 4,805,017.25

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 461,581.73
	SUBTOTAL E	\$ 5,266,598.98



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 08 Seabrook @ NH1A
 Task: Conceptual Estimate
 Calculated By: MAP Date: 9/30/2024
 Checked By: JFMS Date: 10/16/2024

CONCEPTUAL ESTIMATE

NH 1A Sidewalks and Bicycle Shoulders

SECTION F - ADDITIONAL ITEMS

BMP's		\$	1,200,000.00
RRFB (Two midblock crossings)		\$	50,000.00
Signal Modifications		\$	35,000.00
	SUBTOTAL G	\$	6,551,598.98

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	655,159.90
	SUBTOTAL G	\$	7,206,758.87
		ROUNDED ROADWAY SUBTOTAL:	\$ 7,207,000.00
		CONTINGENCY: 15%	\$ 1,082,000.00
		ROUNDED CONSTRUCTION TOTAL:	\$ 8,290,000.00
	CONSTRUCTION ENGINEERING:	10%	\$ 829,000.00
	DESIGN ENGINEERING:	15%	\$ 1,244,000.00
	RIGHT OF WAY ACQUISITION		\$ 70,000.00
	INFLATION (11 YEARS)	3.7%	\$ 5,125,779.56
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)		\$ 15,600,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. In order construct sidewalk within existing edges of pavement, a reduction to 3-lanes is assumed.
2. Southbound sidewalk will be constructed from the pedestrian boardwalk at Campton Street south to the north side of Cross Beach Road; South of Cross Beach Road, with a 3-lane section and no sidewalk on the SB side, there is an excess 6 ft of pavement width - this width will be included in the cold plane and overlay work of NH1A given the SB drop lane requirements are unknown
3. Northbound sidewalk will be constructed from the pedestrian boardwalk at Campton Street south to the north side of New Hampshire Street
4. Proposed sidewalk will be 6' wide (curb inclusive) consisting of 4" concrete with 6" crushed gravel base
5. Sidewalk will not be constructed across driveways or side roads
6. Work on NH1A and side roads will be limited to cold plane and overlay
7. Driveways will be reconstructed to incorporate sidewalk panels; Driveway reconstruction assumed to be 25 ft wide x 10 ft long and include 3" of hand method paving and 8" of crushed gravel
8. Wide open driveways and parking areas will be reconfigured to use consolidated driveway entrances
9. Roadway crown will be shifted approximately 6 ft west such that proposed crown will align with edge of proposed TWLTL; Crown shift will be accomplished by cold planing and inlaying NB side of the road, and shimming & overlaying the SB side (no cold plane).
10. Slopes behind sidewalks assumed at 6:1, tying in ~6 ft behind back of sidewalk
11. No utility work is included in project
12. Utility pole relocation will not be required
13. Stormwater BMP(s) will be required to comply with current AoT regulations.
Type (underground infiltration) and cost for BMP(s) is based on bids prices for Hampton Harbor bridge reconstruction, extrapolated to account for the larger project footprint for the sidewalk project.



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimates
 Project No. 22.144401.02
 Location: 03 NH 108 @ NH 33, Stratham NH
 Task: Conceptual Estimate - Intersection Reconfiguration to Remove Traffic Circle
 Calculated By: MAP Date: 9/17/2024
 Checked By: JFMS Date: 10/18/2024

CONCEPTUAL ESTIMATE

NH 108 @ NH 33 Intersection Reconfiguration to Remove Traffic Circle

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTIT	UNIT COST	COST
201.1	CLEARING AND GRUBBING (F)	A	1.25	\$ 30,000.00	\$ 37,500.00
203.1	COMMON EXCAVATION	CY	13900	\$ 18.00	\$ 250,200.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	6550	\$ 14.00	\$ 91,700.00
304.1	SAND (F)	CY	3450	\$ 38.00	\$ 131,100.00
304.2	GRAVEL (F)	CY	3750	\$ 45.00	\$ 168,750.00
304.3	CRUSHED GRAVEL (F)	CY	5600	\$ 55.00	\$ 308,000.00
403.11###	HBP-VARIOUS, MACHINE METHOD, HIGH STRENGTH, QC/QA TIER 2	TON	4550	\$ 115.00	\$ 523,250.00
403.12	HBP-HAND METHOD (DRIVEWAYS)	TON	890	\$ 220.00	\$ 195,800.00
403.16	PAVEMENT JOINT ADHESIVE	LF	21000	\$ 1.00	\$ 21,000.00
410.22	ASPHALT EMULSION FOR TACK COAT	GAL	1300	\$ 8.00	\$ 10,400.00
417	COLD PLANING BITUMINOUS SURFACES	SY	17000	\$ 6.00	\$ 102,000.00
606.1455	BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT, TL 2) (STEEL POST)	U	8	\$ 4,500.00	\$ 36,000.00
606.18001	31" W-BEAM GUARDRAIL W/8" OFFSET BLOCK (STEEL POST)	LF	900	\$ 35.00	\$ 31,500.00
608.24	4" CONCRETE SIDEWALK (F)	SY	7600	\$ 60.00	\$ 456,000.00
608.26	6" CONCRETE SIDEWALK (F)	SY	165	\$ 65.00	\$ 10,725.00
608.38	8" REINFORCED CONCRETE SIDEWALK	SY	275	\$ 100.00	\$ 27,500.00
609.01	STRAIGHT GRANITE CURB	LF	8475	\$ 47.00	\$ 398,325.00
609.01187	STRAIGHT GRANITE CURB, 18" HIGH WITH 3" ROUNDED EDGE	LF	665	\$ 100.00	\$ 66,500.00
609.216	STRAIGHT GRANITE SLOPE CURB 6" HIGH	LF	1600	\$ 45.00	\$ 72,000.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	14850	\$ 5.00	\$ 74,250.00
	MISCELLANEOUS ROADWAY			10% OF ABOVE TOTAL	\$ 301,250.00
				SUBTOTAL A	\$ 3,313,750.00

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$ 331,375.00
	SUBTOTAL B	\$ 3,645,125.00

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	25%	\$ 911,281.25
	SUBTOTAL C	\$ 4,556,406.25

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTIT	UNIT COST	COST
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	200000	\$ 1.00	\$ 200,000.00
618.7	FLAGGERS	HR	3000	\$ 50.00	\$ 150,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$120,000.00	\$ 120,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 47,000.00
				SUBTOTAL D	\$ 5,073,406.25

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 273,384.38
	SUBTOTAL E	\$ 5,346,790.63



**HOYLE
TANNER**

Project:	Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimates
Project No.:	22.144401.02
Location:	03 NH 108 @ NH 33, Stratham NH
Task:	Conceptual Estimate - Intersection Reconfiguration to Remove Traffic Circle
Calculated By:	MAP
Checked By:	JFMS
Date:	9/17/2024
Date:	10/18/2024

CONCEPTUAL ESTIMATE

NH 108 @ NH 33 Intersection Reconfiguration to Remove Traffic Circle

SECTION F - ADDITIONAL ITEMS

Landscaping (Commercial / Residential Sites)		\$	55,000.00
Landscaping (Roundabout)		\$	15,000.00
Demo 7' x 7' x 50' box culvert under NH 108 SB		\$	55,000.00
Demo 9' x 8' x 64' box culvert under NH 33 WB		\$	55,000.00
Dam Replacement & Relocation		\$	260,000.00
Install 19' x 8' x 150' box culvert or rigid frame under southern approach to proposed roundabout		\$	830,160.00
BMP's		\$	550,000.00
	SUBTOTAL F	\$	7,166,950.63

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	716,695.06
	SUBTOTAL G	\$	7,883,645.69
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	7,884,000.00
	CONTINGENCY 15%	\$	1,183,000.00
	ROUNDED CONSTRUCTION TOTAL	\$	9,070,000.00
	CONSTRUCTION ENGINEERING	10%	\$ 907,000.00
	DESIGN ENGINEERING	15%	\$ 1,361,000.00
	RIGHT OF WAY ACQUISITION		\$ 40,000.00
	INFLATION (11 YEARS)	3.7%	\$ 5,590,062.29
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)		\$ 17,000,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Layout will match layout for Alternative #2 from 2010 Stratham Town Center District Study by GPI
Limits of work along NH 108 are anticipated to be from 350' north of Millbrook Drive to 400' south of French Lane (total 2000'); Limits of work along NH 33 are anticipated to be from 350' north of Millbrook Drive to 500' west of Winnicutt Road; The Winnicutt Road intersection shown in the Alternative 2 will not be included
1. Full depth construction will be required for the roundabout and for approach work within 100' of it
2. Typical section for circulatory roadway and full depth approaches will be:
 - 1.5" High Strength Surface, QC/QA Tier 2
 - 2.5" High Strength Binder, QC/QA Tier 2
 - 2.5" Base, QC/QA Tier 2
 - 12" Crushed Gravel, 12" Gravel, 12" Sand
3. Truck apron will be 8" Reinforced Concrete Sidewalk
4. Center island will be landscaped
5. Center island and approach curbing will be straight granite curb;
Circulatory roadway curbing will have rounded edge
6. Splitter islands will be raised using 6" high slope curb and will be surfaced with 6" Concrete Sidewalk
7. Step-Box Widening will be used to widen pavement as needed outside of full depth limits
Step box materials for NH 108 & NH 33 will follow NHDOT 12'-4" typical
[1.5" Surface Pave, 4.5" Binder Pave, 12" Crushed Gravel, 12" Gravel, 12" Sand]
Step box materials for dead-end cul-de-sac will follow Stratham Road Cross Section
[1.5" Surface Pave, 2.5" Binder Pave, 6" Crushed Gravel, 12" Gravel]
Step Box will begin 3' in from existing EP
8. Minimal change in profile grade for existing road surfaces; Anticipate roundabout circulatory roadway will be average 1' above existing grade
9. Anticipate removal of two box culverts under roadway and existing dam in northern quadrant;
New box culvert (19' x 8' x ~150' long) just south of roundabout and new dam
The existing culvert on the southeast leg is anticipated to remain.
10. Existing asphalt not already being excavated for roundabout construction (including discontinued roadway) will be removed, and revegetated with loam and turf establishment; aggregate subbase will remain
11. Cold plane & overlay 1.5" existing pavement to remain to revise striping
12. New 8' curbed concrete sidewalk (4" concrete w/ 6" crushed gravel) will be installed along both sides of road within project limits including dead-end road
13. Environmental permitting is anticipated for impacts to Mill Brook and dam
14. Temporary and permanent R.O.W. impacts are anticipated; Anticipated costs are included
15. Topographic survey of the project limits will be required
16. Traffic cannot be detoured; Construction will be phased to maintain traffic throughout duration
No temporary signal anticipated
17. No utility (water/sewer/gas) adjustments or relocations are anticipated; No costs have been included
18. Utility pole relocation is anticipated; To be performed by others, no costs included
19. Intersection of NH 108 and dead-ended street will be stop-controlled, not signalized
20. Impacts to driveways are anticipated to be limited to 10'
[Residential Drives 3" hand method, 8" crushed gravel]
[Commercial Drives 3" hand method, 12" crushed gravel]
21. ROW Impacts have the following costs: Takings = \$10/SF, Perm Ease = \$5/SF, Temp Ease = \$3/SF



Project: Brentwood RSA
 Project No. 22.144401.02
 Location: 04 Intersection of NH 125 @ South Road
 Task: Quantity Calculations
 Calculated By: MAP
 Checked By: JFMS

Date: 9/17/2024
 Date: 10/18/2024

CONCEPTUAL ESTIMATE

NH 125 @ South Road Roundabout

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	4500	\$ 18.00	\$ 81,000.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	1450	\$ 14.00	\$ 20,300.00
304.1	SAND (F)	CY	1900	\$ 38.00	\$ 72,200.00
304.2	GRAVEL (F)	CY	1600	\$ 45.00	\$ 72,000.00
304.3	CRUSHED GRAVEL (F)	CY	1500	\$ 55.00	\$ 82,500.00
403.11###	HOT BITUMINOUS PAVEMENT, MACHINE METHOD	TON	1400	\$ 115.00	\$ 161,000.00
417	COLD PLANING BITUMINOUS SURFACES	SY	3000	\$ 6.00	\$ 18,000.00
608.26	6" CONCRETE SIDEWALK (F)	SY	500	\$ 65.00	\$ 32,500.00
608.38	8" REINFORCED CONCRETE SIDEWALK (F)	SY	700	\$ 100.00	\$ 70,000.00
609.01	STRAIGHT GRANITE CURB	LF	1500	\$ 47.00	\$ 70,500.00
609.01187	STRAIGHT GRANITE CURB, 18" HIGH WITH 3" ROUNDED EDGE	LF	380	\$ 100.00	\$ 38,000.00
	MISCELLANEOUS ROADWAY		10% OF ABOVE TOTAL	\$	71,800.00
			SUBTOTAL A	\$	789,800.00

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$	78,980.00
	SUBTOTAL B	\$	868,780.00

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	15%	\$	130,317.00
	SUBTOTAL C	\$	999,097.00

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
606.417	PORTABLE CONCRETE BARRIER FOR TRAFFIC CONTROL	LF	600	\$ 30.00	\$ 18,000.00
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	\$ 93,000.00	\$ 1.00	\$ 93,000.00
618.7	FLAGGERS	HR	2100	\$ 50.00	\$ 105,000.00
619.1	MAINTENANCE OF TRAFFIC	LS	1	\$ 100,000.00	\$ 100,000.00
	MISCELLANEOUS TRAFFIC CONTROL		10% OF ABOVE TOTAL	\$	31,600.00
			SUBTOTAL D	\$	1,346,697.00

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$	39,095.10
	SUBTOTAL E	\$	1,385,792.10



CONCEPTUAL ESTIMATE

NH 125 @ South Road Roundabout

SECTION F - ADDITIONAL ITEMS

BMP's		\$	150,000.00
	SUBTOTAL F	\$	1,535,792.10

SECTION G - MOBILIZATION

ROADWAY MOBILIZATION	10%	\$	153,579.21
	SUBTOTAL G	\$	1,689,371.31
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	1,690,000.00
	CONTINGENCY	15% \$	254,000.00
	ROUNDED CONSTRUCTION TOTAL	\$	1,945,000.00
	CONSTRUCTION ENGINEERING	10% \$	195,000.00
	DESIGN ENGINEERING	20% \$	389,000.00
	RIGHT OF WAY ACQUISTION	\$	30,000.00
	INFLATION (11 YEARS)	3.7% \$	1,257,248.14
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)	\$	3,900,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. NH 125 Roundabout, NB approach, and SB approach comprised of 6" HBP, 12" Cr Gravel, 12" Gravel, 18" Sand
2. South Road EB approach and WB approach comprised of 4" HBP, 8" Cr Gravel, 12" Gravel
3. NH 125 north and south of roundabout to tie into previously constructed three lane roadway section
5. Any one-way alternating operations will be limited to work hours; two travel lanes will be provided outside of Contractor working hours
6. No permanent easements or property takings will be required
7. No profile adjustments on NH 125
8. Roundabout layout is based on conceptual alternative prepared in 2/24 Road Safety Audit prepared by Hoyle Tanner.



Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
 Project No. 22.144401.02
 Location: 10 Hampton @NH 101
 Task: Conceptual Estimate
 Calculated By: MAP
 Checked By: JFMS

SHEET 1 OF 3

Date: 10/7/2024
 Date: 10/18/2024

CONCEPTUAL ESTIMATE

NH 101 Eastbound Off Ramp / I-95 Interchange

SECTION A - MAJOR ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
201.1	CLEARING AND GRUBBING (F)	A	1.50	\$ 30,000	\$ 45,000.00
203.1	COMMON EXCAVATION	CY	23200	\$ 18.00	\$ 417,600.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	2100	\$ 14.00	\$ 29,400.00
304.1	SAND (F)	CY	3950	\$ 38.00	\$ 150,100.00
304.2	GRAVEL (F)	CY	4700	\$ 45.00	\$ 211,500.00
304.3	CRUSHED GRAVEL (F)	CY	4700	\$ 55.00	\$ 258,500.00
403.11###	HBP-VARIOUS, MACHINE METHOD	TON	4900	\$ 115.00	\$ 563,500.00
417	COLD PLANING BITUMINOUS SURFACES	SY	1650	\$ 6.00	\$ 9,900.00
606.1454	BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT, TL 3)	U	3	\$ 4,500.00	\$ 13,500.00
606.18001	31" W-BEAM GUARDRAIL W/8" OFFSET BLOCK (STEEL POST)	LF	1600	\$ 35.00	\$ 56,000.00
608.26	6" CONCRETE SIDEWALK (F)	SY	80	\$ 65.00	\$ 5,200.00
608.28	8" CONCRETE SIDEWALK (F)	SY	34	\$ 70.00	\$ 2,380.00
609.216	STRAIGHT GRANITE SLOPE CURB 6" HIGH	LF	2900	\$ 45.00	\$ 130,500.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	4200	\$ 5.00	\$ 21,000.00
	MISCELLANEOUS ROADWAY			10% OF ABOVE TOTAL	\$ 191,408.00
				SUBTOTAL A	\$ 2,105,488.00

SECTION B - MISCELLANEOUS ITEMS

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	10%	\$ 210,548.80
	SUBTOTAL B	\$ 2,316,036.80

SECTION C - DRAINAGE ITEMS

PIPES, UNDERDRAIN, CB's, MH's, ETC.	10%	\$ 231,603.68
	SUBTOTAL C	\$ 2,547,640.48

SECTION D - TRAFFIC CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
606.417	PORTABLE CONCRETE BARRIER FOR TRAFFIC CONTROL	LF	1750	\$ 50.00	\$ 87,500.00
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	\$ 162,000.00	\$ 1.00	\$ 162,000.00
618.7	FLAGGERS	HR	200	\$ 50.00	\$ 10,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 220,000.00	\$ 220,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 47,950.00
				SUBTOTAL D	\$ 3,075,090.48

SECTION E - EROSION AND SEDIMENT CONTROL

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 69,481.10
	SUBTOTAL E	\$ 3,144,571.58



**HOYLE
TANNER**

Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimate
Project No. 22.144401.02
Location: 10 Hampton @NH 101
Task: Conceptual Estimate
Calculated By: MAP
Checked By: JFMS

Date: 10/7/2024
Date: 10/18/2024

CONCEPTUAL ESTIMATE

NH 101 Eastbound Off Ramp / I-95 Interchange

SECTION F - ADDITIONAL ITEMS

BMP's		\$	300,000.00
	SUBTOTAL F	\$	3,444,571.58

SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%	\$	344,457.16
	SUBTOTAL G	\$	3,789,028.74
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	3,790,000.00
	CONTINGENCY 15%	\$	569,000.00
	ROUNDED CONSTRUCTION TOTAL:	\$	4,360,000.00
	CONSTRUCTION ENGINEERING:	10% \$	436,000.00
	DESIGN ENGINEERING:	15% \$	654,000.00
	RIGHT OF WAY ACQUISITION	\$	-
	INFLATION (11 YEARS)	3.7% \$	2,677,609.37
	ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)	\$	8,200,000.00



CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. NH 101 widened using 1.5" wearing, 2.5" binder, 4" base, and 12" each crushed gravel, gravel, & sand
2. NH 101 box widening begins at existing EP and starts approx. 100' east of overhead sign structure
3. NH 101 existing shoulder will be reconstructed with 8" HBP & 6" Crushed Gravel shim
4. Off-Ramp typical section assumed to be 1.5" wearing, 2.5" binder, 3" base, and 12" each crushed gravel, gravel, and sand.
5. Off-Ramp will be box widened, using above typical, beginning at existing EP
6. Where proposed off-ramp alignment differs from existing off-ramp alignment, existing pavement will be completely removed and ramp will be repaved with 7" HBP & 6" Crushed Gravel
7. Where proposed off-ramp alignment matches existing off-ramp alignment, existing pavement will be cold planed and overlaid
8. Off-Ramp limit of work approx. 225' before southern bridge abutment.
9. This estimate assumes no R.O.W. impacts
10. For earthwork and select material quantities, flatter side slopes of 4:1 to 6:1 were assumed, however assumed guardrail lengths account for potential steepening of side slopes to limit wetland impacts.
11. Construction duration is one season - no winter shutdown
12. Stormwater BMP(s) will be required to comply with current AoT regulations
13. Modifications to ramp bridge overpass, abutments, and wing walls are not required.
14. Cold plane and overlay of NH 101 EB travel lanes adjacent to ramp widening will not be required at this time.

MEMORANDUM

TO: RPC MPO Technical Advisory Committee
FROM: Scott Bogle, Principal Transportation Planner
DATE: October 18, 2024
RE: Draft Title VI Civil Rights Plan

As a recipient of Federal funding, the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO) has a responsibility under the Title VI of the Civil Rights Act of 1964 to ensure that no person shall, on the grounds of race, color or national origin be denied the benefits of, or otherwise be subjected to discrimination in any program or activity carried out by the MPO. Subsequent federal legislation and MPO policy extend these protections on the basis of sex, age, religion and disability.

The MPO signs Certifications and Assurances to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) confirming its policy of non-discrimination biennially as part of our Unified Planning Work Program (UPWP) contract with the NH Department of Transportation. Staff follow the provisions of these Assurances in hiring, contracting, public participation, analysis for the Long Range Transportation Plan, and other aspects of MPO operations.

The MPO adopted its current Title VI Civil Rights/Non-Discrimination Plan in 2021 and completed an update over the last several months. We are bringing the draft Plan to the TAC at the October meeting and will start a 45 day public comment period on October 25th to complete it prior to the December 11th MPO Policy Committee meeting.

The Objectives of the Title VI Non-Discrimination Plan are as follows.

- A. To ensure that the level and quality of transportation service is provided without regard to race, color, or national origin;
- B. To identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- C. To promote the full and fair participation of all affected populations in transportation decision-making;
- D. To prevent the denial, reduction or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- E. To ensure meaningful access to programs and activities by persons with limited English proficiency.

The Title VI Plan is structured around the Civil Rights requirements for Federal funding recipients – identifying each requirement in turn and documenting how the MPO responds to it. The key documents related to Title VI requirements, beyond the Title VI Plan itself, are: 1) Certifications and Assurances the MPO signs as part of its UPWP contract; 2) the Title VI Notice to the Public regarding non-discrimination; and 3) Title VI Complaint Procedures & Complaint Form, for individuals who believe they have been discriminated against by MPO decisions or programs.

Beyond these elements, which are included as appendices, the other major components of the Title VI Plan include documenting public outreach efforts to identify the transportation needs of minority and low-income residents of the MPO planning region; and a demographic analysis of minority and low-income populations in the region as well as individuals with Limited English Proficiency (LEP). This analysis made use of data from the 2020 decennial Census and the American Community Survey (ACS) 2022 five year data compilation. Data on income and English proficiency are not covered in the decennial Census so must be drawn from the ACS.

Perhaps the most significant finding from the analysis is the continued growth of the Hispanic population in the region since the 2010 Census, and also since the analysis for the last Title VI plan. The Hispanic population in the MPO region has increased from 3,914 in 2010 to 5,355 in 2018 to 6,283 in 2022. This growth has been particularly concentrated in Salem. This growth is also reflected in the number of individuals identified as having Limited English Proficiency (LEP), which is operationalized as respondents to the ACS survey who respond that they “speak English ‘less than well’”. For the MPO region as it is currently configured, the LEP population includes to an estimated 2,673 individuals, or 1.4% of the total population. This is down slightly from 2,926 individuals identified from 2015 ACS data.

This is most significant in the number of Spanish speakers who are LEP in the region. The Census Bureau estimates this population currently at 1054 individuals, or 0.6% of the total population. FHWA and FTA regard a population of 1,000 LEP individuals within one language group as a threshold above which agencies are required to provide key documents in translation. Below this threshold Federal funding recipients do still have responsibilities to provide language interpretation assistance for meetings and other accommodations if requested.

RPC already translates its MPO Title VI Notice to the Public, Title VI Complaint Procedures and Title VI Complaint Form into Spanish. The RPC/MPO website features the Google Translate plug-in providing automatic translation of website content. In 2023 staff contracted with Ascentria Language Bank for translation services for Spanish language versions of RPC’s MPO Overview brochure and a brochure explaining the transportation planning and project prioritization process. Staff will work with NHDOT, FHWA and FTA to identify what other measures will be appropriate over the next several years and further develop the MPO Language Implementation Plan.

Requested Action

Staff request that TAC members review the attached Draft Title VI Civil Rights Plan, recommend changes if needed, and, following discussion at the October 25th TAC meeting, vote to recommend adoption by the MPO Policy Committee.



***Title VI Civil Rights Program
& MPO Non-Discrimination Policies***

***FY2025-FY2027
DRAFT October 2024***

Rockingham Planning Commission
156 Water Street
Exeter, NH 03833

Table of Contents

I. TITLE VI POLICY STATEMENT	1
II. OBJECTIVES	2
III. GENERAL REQUIREMENTS OF ALL RECIPIENTS	2
1. Requirement to Provide Title VI Assurances	2
2. Requirement to Prepare and Submit a Title VI Program	3
3. Requirement to Notify Beneficiaries of Protection under Title VI	3
4. Requirement to Develop Title VI Complaint Procedures and Complaint Form	4
5. Requirement to Record and Report Title VI Investigations, Complaints, and Lawsuits .	4
6. Promoting Inclusive Public Participation	4
7. Requirement to Develop a Demographic Profile of the MPO Region	7
8. Requirement to Provide Meaningful Access to LEP Persons.....	15
9. Minority Representation on Planning and Advisory Bodies	19
10. Providing Assistance to Subrecipients	19
11. Monitoring Subrecipients	20
12. Determination of Site or Location of Facilities	20
13. Requirement to Provide Additional Information Upon Request	21
IV. REQUIREMENTS SPECIFIC TO METROPOLITAN PLANNING ORGANIZATIONS	21
14. Requirement that Metropolitan Planning Activities Comply with Title VI	21
15. Program Administration Requirements.....	22

APPENDICES

Appendix A – Federal Certifications & Assurances	
Appendix B – Title VI/Non-Discrimination Notice to the Public	
Appendix C – Civil Rights Complaint Procedure,	
Appendix D – Civil Rights Complaint Form	
Appendix E – Record Form for Civil Rights Complaints and Follow-Up	
Appendix F - MPO TAC & Policy Committee Makeup	

LIST OF ABBREVIATIONS

ACS	American Community Survey (U.S. Census Bureau)
ADA	Americans with Disabilities Act of 1990
CART	Greater Derry-Salem Cooperative Alliance for Regional Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation/Air Quality Program
COAST	Cooperative Alliance for Seacoast Transportation
FAST Act.....	Fixing America’s Surface Transportation Act (2015)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
	<i>FTA Section 5305 – Metropolitan Transit Planning Grants</i>
	<i>FTA Section 5307 – Urban Formula Transit Grants</i>
	<i>FTA Section 5310 – Capital Grants for Elderly and Disabled Transit</i>
IJA.....	Infrastructure Investment and Jobs Act (2022)
LEP	Limited English Proficiency
MPO	Metropolitan Planning Organization
MTA	Manchester Transit Authority
NHDHHS	New Hampshire Department of Health and Human Services
NHDOT	New Hampshire Department of Transportation
RCC	Regional Coordinating Council for Community Transportation
RNMOW	Rockingham Nutrition Meals on Wheels Program
RPC	Rockingham Planning Commission
RSA	New Hampshire Revised Statutes Annotated (state law reference)
RTAP	Rural Technical Assistance Program
SAFETEA-LU.....	Safe, Accountable Flexible Efficient Transportation Equity Act (2005)
SCC	State Coordinating Council for Community Transportation
TAC	Technical Advisory Committee
TASC.....	Transportation Assistance for Seacoast Citizens
TIP	Transportation Improvement Program
UNH	University of New Hampshire
USC	United States Code (federal law reference)
USDOT.....	United States Department of Transportation
UZA.....	Urbanized Area

I. TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO) to effectuate Title VI of the Civil Rights Act of 1964, as amended, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all Federal programs and activities. Pursuant to this obligation and MPO commitment, no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity carried out by the MPO. Further, it is the policy of the MPO to go beyond the basic requirements of Title VI and ensure that transportation planning services are provided without regard to sex, age, or disability status. The MPO will monitor and enforce statutory requirements imposed on its sub-recipients and participants of Federally assisted programs and projects. MPO further assures that every effort will be made to ensure nondiscrimination in all of its programs and operations, regardless of funding source.

MPO meetings are held in accessible locations, and reasonable accommodations are made for individuals with disabilities upon request within a reasonable advance notice period (usually two weeks or 10 business days). If you would like accessibility or language accommodation for any RPC MPO meeting, please contact the RPC Business Manager at 603-658-0517 or by email: apettengill@therpc.org.

If you feel you have been discriminated against based on your race, color, national origin, sex, age, or disability status, you may file a complaint following the RPC MPO Title VI Complaint Form. If you cannot download the document or need additional information, please feel free to contact the Rockingham Planning Commission at 603-778-0885.

Tim Roache
Executive Director

Date

I. OBJECTIVES

The Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO) has in place a Program based on Title VI of the Civil Rights Act of 1964 (42 U.S.C Section 2000d) and U.S.D.O.T. Regulation 49 CFR Part 21 “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation”. The Program is based on Federal Transit Administration Circular FTA C 4702.1A, “Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients”, May 13, 2007.

The objectives of the program are as follows:

- A. To ensure that the level and quality of regional and transportation planning services are provided without regard to race, color, or national origin. It is the policy of the MPO to go beyond the basic requirements of Title VI and ensure that transportation planning services are provided without regard to sex, age, or disability status;
- B. To identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- C. To promote the full and fair participation of all affected populations in transportation decision-making;
- D. To prevent the denial, reduction or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- E. To ensure meaningful access to programs and activities for persons with limited English proficiency.

III. GENERAL REQUIREMENTS

As part of the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO) Title VI Program, the MPO maintains certain reporting requirements and provides the New Hampshire Department of Transportation (NHDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) the following information regarding these reporting requirements. In addition to the first 12 General Requirements below, mandatory for all recipients of Federal aid, Metropolitan Planning Organizations must respond to additional requirements related to planning of federally funded transportation projects, and program administration, addressed at the end of this section.

1. Requirement to Provide Title VI Assurances

The MPO will submit its Title VI Assurance as part of its Certifications and Assurances submission to NHDOT, FHWA and FTA. The MPO will also collect Title VI Assurances from sub-recipients prior to passing through FHWA or FTA funds.

A copy of the Title VI Assurance included in the Annual Certifications and Assurances submission to NHDOT, FHWA and FTA is included in Appendix A.

2. Requirement to Prepare and Submit a Title VI Program

This document constitutes the Title VI Program Plan for the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO).

3. Requirement to Notify Beneficiaries of Protection Under Title VI

The RPC MPO has established methods for notification to the public regarding its Title VI obligations, how to get more information regarding the MPO's non-discrimination obligations, and procedures for filing a discrimination complaint against the MPO. The public notice is included in Appendix B.

The public notice is posted at the MPO offices, and is accessible on the MPO website at www.therpc.org/commission/civil-rights. Below are English and Spanish versions of the RPC MPO's Notification of Protection:

English

The RPC MPO operates without regard to race, color, national origin, sex, age, or disability. MPO meetings are held in accessible locations, and reasonable accommodations are made for individuals with disabilities upon request within a reasonable advance notice period (usually two weeks or 10 business days). If you would like accessibility or language accommodation for any RPC MPO meeting, please contact the RPC Business Manager at 603-658-0517 or by email: apettengill@therpc.org

If you feel you have been discriminated against based on your race, color, national origin, sex, age, or disability, you may file a complaint following the RPC MPO Title VI Complaint Form. If you cannot download the document or need additional information, please feel free to contact the Rockingham Planning Commission at 603-778-0885.

Spanish

La RPC MPO opera sin distinción de raza, color, origen nacional, sexo, edad o discapacidad. MPO reuniones se llevan a cabo en lugares accesibles y razonables se hacen para las personas con discapacidad que lo soliciten dentro de un plazo de preaviso razonable (generalmente dos semanas o 10 días hábiles). Si desea alojamiento accesibilidad o el idioma para las reuniones MPO RPC, por favor póngase en contacto con la gerente de negocios de RPC en 603-658-0517 o por correo electrónico: apettengill@therpc.org

Si cree que ha sido discriminado por su raza, color, origen nacional, sexo, edad o discapacidad, puede presentar una queja siguiendo el Formulario de queja del Título VI de RPC MPO. Si usted no puede descargar el documento o necesita información adicional, por

favor no dude en ponerse en contacto con la Comisión de Planificación en Rockingham 603-778-0885.

4. Requirement to Develop Title VI Complaint Procedures and Complaint Form

The RPC MPO has developed procedures for investigating and tracking Title VI complaints that may be filed against the MPO and for making these procedures available to members of the public upon request. Should the RPC MPO have any sub-recipients in the future, sub-recipients shall be required to have such procedures and shall be encouraged to adopt the MPO's complaint investigation and tracking procedures.

Copies of the RPC MPO's Title VI Complaint and Investigation Procedures and Complaint Forms are included in Appendix C and posted on the MPO website in English and Spanish translation at: www.therpc.org/commission/civil-rights.

The Title VI complaint procedures were adopted by the RPC MPO Policy Committee on January 9, 2013; and reviewed and readopted in September 2021. The RPC MPO Title VI Coordinator is Scott Bogle, Senior Transportation Planner, Rockingham Planning Commission, 156 Water Street, Exeter, NH 03833.

5. Requirement to Record and Report Title VI Investigations, Complaints, and Lawsuits

In compliance with 49 CFR Section 21.9(b), the RPC MPO (and any sub-recipient) shall prepare and maintain a list of any active investigations conducted by entities other than the FTA or FHWA, lawsuits, or complaints naming the RPC MPO (or sub-recipient) alleging discrimination on the basis of race, color, national origin, sex, or disability status. This list shall include the date the investigation, lawsuit, or complaint was filed and received by the MPO, a summary of the allegation(s), the status of the investigation, lawsuit or complaint, and actions taken by the MPO (or sub-recipient) in response to the investigation, lawsuit, or complaint.

The RPC MPO's form for recording this information is included in Appendix C. The list shall comprise all records of active investigations, lawsuits, and complaints recorded on these forms. During the processing of active investigations, lawsuits, or complaints, the Title VI Coordinator shall update the record form as necessary. Upon resolution and closure of an investigation, lawsuit or complaint, the Title VI Coordinator shall record such closure on this form.

The Rockingham Planning Commission Metropolitan Planning Organization (MPO) was designated by Governor John Lynch on July 21, 2007. Since the designation of the MPO there have been no Title VI complaints, investigations, or lawsuits filed against the MPO.

6. Requirement to Promote Inclusive Public Participation

The content and considerations of Title VI, the Executive Order on accommodation of

individuals with Limited English Proficiency (LEP), and the US Department of Transportation (USDOT) LEP Guidance are integrated into the Public Participation Plan for the RPC MPO, which was last updated in August 2020.

Public participation is vital to the RPC Commission MPO. It helps provide the MPO the broadest spectrum of relevant information available prior to its decision-making and offers the public an opportunity to raise concerns that can be considered along with discussion of technical, political and economic merit.

Of particular importance in the pursuit of public participation is the identification of audiences which would be affected by or have a business or other affinity with the issues under consideration. All views should be heard and broad participation likewise encouraged. In this context, minority views include not only communities of color but also others whose perspectives may not be fully reflected by larger segments of the public.

Through the regional planning process, the MPO and partner agencies will thoroughly analyze the three federally established fundamental environmental justice principles:

- To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, of programs, policies and activities on communities of color and low-income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction of, or significant delay in the receipt of transportation benefits by minority and low-income populations.

The MPO actively seeks to solicit the comments and engage the interests of the public through the participation process. It then is the responsibility of the MPO and the New Hampshire Department of Transportation to balance the public's needs and desires with resources available to address those needs and desires.

MPO Staff are directed to incorporate appropriate activities to make public communications and outreach a part of the agency's overall planning activities. In addition to required public hearings, such activities may include: representative task forces or advisory committees; public meetings and workshops, presentations and discussions with special interest organizations, forums or conferences that provide information about issues and processes and the opportunity for input from the public; opinion polls, surveys, focus groups and interviews to acquire information; and use of the media and reports to disseminate information.

Specific outreach efforts designed to gather input on the needs of underrepresented populations in the MPO region in recent years include, though are not limited to:

- Meetings with the boards of two organizations in the region focused on Diversity, Equity and Inclusion work, including the NAACP Seacoast Chapter and the Racial Unity Team, asking for assistance in designing MPO outreach efforts to reach communities of color in the region.
- Surveys of municipal human services directors regarding the transportation needs of community residents who have sought assistance, or other community members who may not seek assistance but nonetheless have unmet transportation needs.
- Surveys of non-profit Health & Human Service agencies working with populations likely to have unmet transportation needs, including older adults, individuals with disabilities and low-income residents.
- Surveys of riders of the COAST transit system serving communities in the eastern portion of the MPO region.
- Ongoing participation in and technical assistance to the two Regional Coordinating Councils for Community Transportation (RCCs) that serve portions of the MPO planning region. The first of these is the Southern New Hampshire RCC (Region 8), covering 20 communities in Hillsborough County and western Rockingham County and including 6 communities in the RPC MPO region. The second is the Southeast New Hampshire RCC (Region 10), covering 38 communities in Rockingham, Strafford and Carroll Counties, including 21 communities in the central and eastern part of the MPO region. These councils are made up of public and private organizations that provide transportation services for transit dependent populations, purchase these services, or otherwise work with populations likely to need these services. Each of these RCCs also engages citizen members, including individuals with disabilities who are regular users of public transit.
- Finally, as part of our joint work with the eight other RPCs around New Hampshire on the Granite State Future initiative, RPC partnered with New Hampshire Listens on a series of focus group meetings targeting underserved populations. These included individuals with disabilities, older adults, and youth. We also consulted with NH Catholic Charities and Ascentria Care Alliance, the two primary agencies that work with immigrant populations in the state, to enlist their assistance in outreach to engage minority and immigrant groups in the development of the MPO Metropolitan Long Range Transportation Plan. That said, the largest communities of color and immigrant populations in New Hampshire are concentrated in the cities of Nashua, Manchester and Concord.

The MPO seeks to reduce or eliminate language, mobility, temporal, and other obstacles that may prevent minority, disability, low-income and other under-represented populations from fully participating in the metropolitan planning process. It is the policy of the MPO to locate all public meetings in facilities that are structurally accessible. Meetings of the MPO Technical Advisory Committee (TAC) are held during the day at the Rockingham Planning Commission offices, which are wheelchair accessible as well as accessible by COAST regional

transit service. Meetings of the MPO Policy Committee are rotated around the MPO region and held mainly in town halls or public libraries. Given the limited nature of public transit in the region, the policy of the MPO to rotate meetings among member communities, and the fact that many municipally-appointed volunteer Commissioners hold day jobs unrelated to their MPO participation, some meetings of the MPO Policy Committee are held in locations or at times of day when they are not accessible by public transit. During the COVID-19 pandemic emergency modifications to NH RSA 91-A allowed TAC and Policy Committee meetings to be held via Zoom which improved accessibility for committee members and the public. With the end of the Governor’s emergency order allowing remote meetings the MPO has returned to in-person meetings with a hybrid option to connect remotely.

7. Requirement to Develop a Demographic Profile of the Metropolitan Area

The MPO has prepared a demographic analysis of minority and low income populations for the twenty-seven (27) communities that currently make up the MPO planning region. Data on the racial and ethnic makeup of the region were drawn from the 2020 Census 100% count, while data on low-income populations and English proficiency were drawn from the American Community Survey (ACS) 2018-2022 5-year data compilation.

Note that there are significant concerns regarding the ACS data, which represent a much smaller survey sample, even with a 5-year compilation, than the old Census Long Form, from which information on income and poverty have previously been drawn. While the ACS data provide useful annual snapshots at the national, state and county levels, they contain very high margins of error for small towns (in some cases exceeding 100%), and especially for small sub-populations within towns. That said, they represent the best data available for measures such as income and English proficiency not addressed in the 2020 Census.

Minority Population

Table 1 identifies population by racial and ethnic grouping for each municipality in the MPO region, including people of color as a percentage of overall population. Region-wide approximately 10% of the population is non-white or Hispanic. This average is matched or exceeded in three communities: Exeter (10%), Portsmouth (13%), and Salem (15%). Statewide, members of racial and ethnic minority groups make up 13% of the population. This is a significant increase since the 2000 census, when the non-white and Hispanic population made up only 5.6% of the population statewide, and 3.5% of the population in the MPO region.

Map 1 shows the minority population as a percentage of total population at the Census Tract level. The highest concentrations of non-white residents in the region are in south Salem along Route NH28, north Portsmouth along Woodbury Avenue and Gosling Road, and south Portsmouth along Route US1. Each of these locations host significant public housing developments. Other areas exceeding 10% minority population include Portsmouth’s West End, west Salem, the tract covering Portsmouth’s South End and New Castle, the tracts covering northwestern Exeter, the northern area of Plaistow, and Seabrook west of I95. Map 1

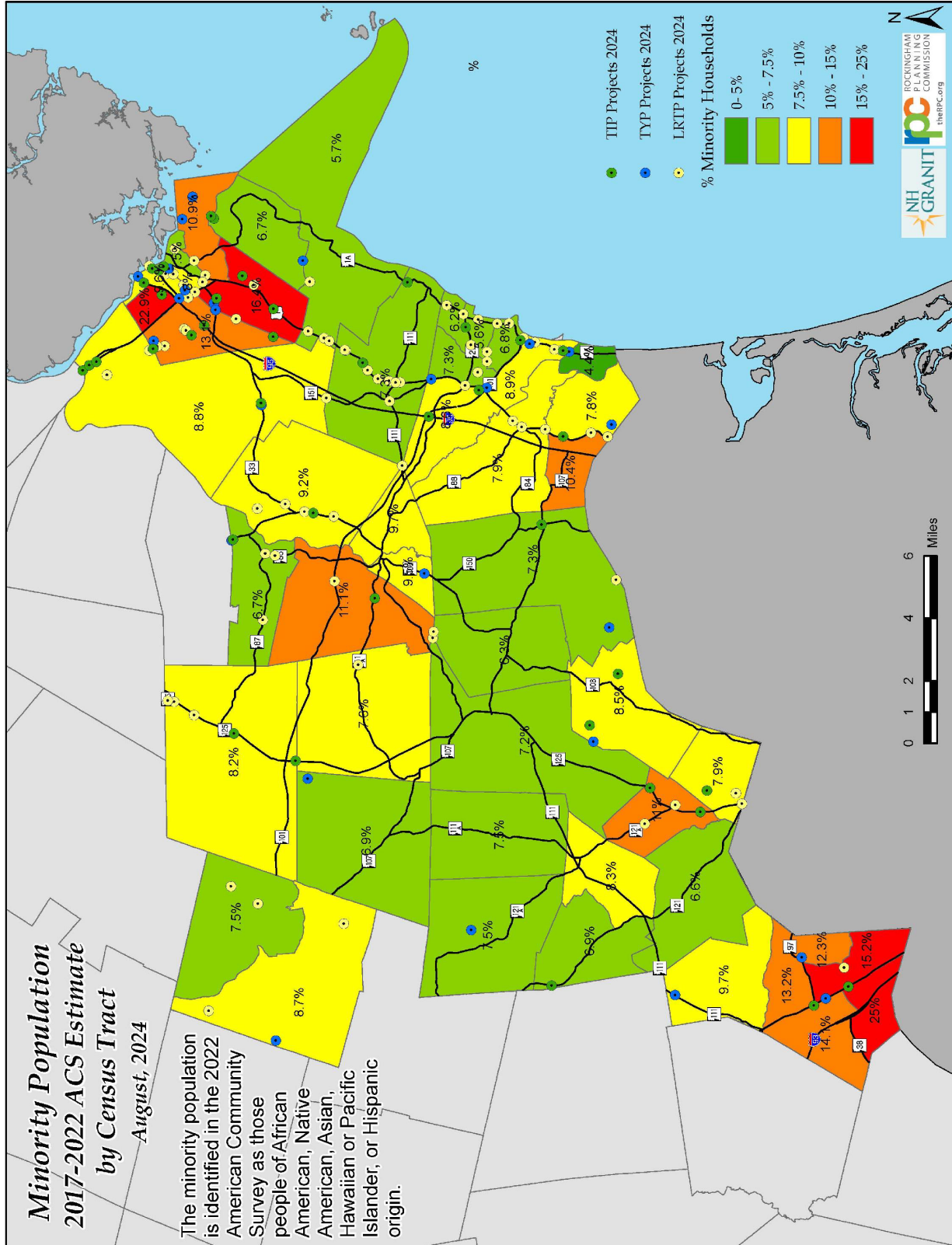
also shows the locations of transportation projects in the MPO Long Range Transportation Plan (yellow dots), NHDOT Ten Year Plan (blue dots) and MPO Transportation Improvement Program (green dots). The distribution of projects does not suggest that communities with larger minority populations are subject to a disproportionate share of either benefits or adverse impacts from transportation projects. While still limited, Salem and Portsmouth have the best public transit access in the region.

Table 1: RPC MPO Region Population by Town, Race and Ethnicity

Label	Total Pop	Hispanic / Latino	Non-Hispanic White	Black / African American	American Indian / Alaska Native	Asian	Hawaiian / Pacific Islander	Some Other Race	Two or more races:	Non-White / Non-Hispanic
Atkinson	7,087	199	6,617	25	0	96	0	17	133	7%
Brentwood	4,490	79	4,148	27	6	68	0	25	137	8%
Danville	4,408	106	4,076	28	10	28	1	7	152	8%
East Kingston	2,441	52	2,286	5	1	7	0	18	72	6%
Epping	7,125	131	6,539	25	13	82	0	35	300	8%
Exeter	16,049	409	14,406	118	16	414	5	41	640	10%
Fremont	4,739	108	4,411	17	7	18	3	25	150	7%
Greenland	4,067	90	3,709	36	0	89	4	13	126	9%
Hampstead	8,998	260	8,309	36	8	69	1	33	282	8%
Hampton	16,214	392	15,012	53	15	212	5	51	474	7%
Hampton Falls	2,403	36	2,214	13	2	43	2	8	85	8%
Kensington	2,095	33	1,953	6	1	17	0	9	76	7%
Kingston	6,202	146	5,757	32	12	22	2	27	204	7%
New Castle	1,000	27	942	3	0	9	0	0	19	6%
Newfields	1,769	28	1,651	1	1	23	0	7	58	7%
Newington	811	11	738	10	0	17	0	4	31	9%
Newton	4,820	148	4,408	28	6	33	0	26	171	9%
North Hampton	4,538	75	4,207	20	7	81	0	18	130	7%
Plaistow	7,830	327	7,120	54	7	72	0	30	220	9%
Portsmouth	21,956	749	19,085	225	36	1,001	7	78	775	13%
Raymond	10,684	243	9,811	56	24	71	0	26	453	8%
Rye	5,543	110	5,205	10	1	39	0	44	134	6%
Salem	30,089	1,954	25,721	297	37	1,068	5	111	896	15%
Sandown	6,548	185	6,060	20	4	34	4	35	206	7%
Seabrook	8,401	195	7,685	65	17	72	3	29	335	9%
South Hampton	894	21	819	5	0	12	0	6	31	8%
Stratham	7,669	169	6,961	16	4	237	0	32	250	9%
RPC MPO Region	198,870	6,283	179,850	1,231	235	3,934	42	755	6,540	10%
Rockingham Cty	314,176	10,257	283,099	2,076	342	6,247	79	1,236	10,840	10%
New Hampshire	1,377,529	59,454	1,200,649	18,655	2,299	35,604	388	5,916	54,564	13%

Source: 2020 Census

MAP 1 – Minority Households in MPO Region by Census Tract



Low Income Households

According to the U.S. Census Bureau, for 2022 the poverty threshold was approximately \$27,500 for a family of four. Table 2 uses the American Community Survey 2018-2022 5-year data compilation to show the number and percent of households in poverty by municipality in the Rockingham Planning Commission region. The mean percentage of households in poverty for the MPO region was 5.2%. Table 3 identifies nine communities where the percentage of households in poverty exceeds this regional mean: Danville (10.9%), Epping (7.7%), Raymond (5.7%), Portsmouth (6.0%), East Kingston (17%), Exeter (7%), North Hampton (5.5%), Rye (5.6%), Sandown (10.3%) and Seabrook (6.9%). Statewide, approximately 7.3% of the population falls below the federal poverty line, while nationally for 2022 an estimated 11.5% of the population lived in poverty.

This represents a slight change from the 2000 Census data, which showed 5.0% of residents in the region living in poverty. Three towns with above average populations in poverty in 2022 were below average in 2018. These include Danville, Rye and Sandown. This may reflect demographic shift or may to some degree reflect sampling anomalies in these small towns. Hampton traditionally shows a high population in poverty due to short term winter rental residents in the beach district but shows a below-average rate in this dataset. Portsmouth as the only city in the area, and a community with lots of students and retail workers, also traditionally shows above average poverty levels.

Map 2 shows the population at or below the poverty level as a percentage of total population at the Census Tract level. Of 51 Census Tracts in the MPO region, 19 exceed the region-wide average for population in poverty of 5.2%. The tract with the highest poverty level is East Kingston with 17% of residents estimated to be at or below 100% of the Federal poverty level. The Hampton Beach area includes 14.2% of households in poverty. As noted above, this reflects a seasonal population occupying winter rental units in the beach area. This is a known concentration of people underserved by the transportation system, and the MPO works with multiple partners on projects to improve mobility options in this area. East Kingston recently started receiving volunteer driver service for older adults and people with disabilities provided by Transportation Assistance for Seacoast Citizens (TASC), a nonprofit that the MPO helped launch in 2006. Other tracts identified in Map 2 with poverty rates exceeding 10% include southeastern Seabrook (12.3%), northwestern Portsmouth (12.1%) where there is a concentration of public housing; the town of Danville (10.9%), southern Exeter (10.9%) where there is a concentration of manufactured housing, and the town of Sandown. The distribution of projects does not suggest that areas within the region with a higher percentage of low-income residents are subject to a disproportionate share of either benefits or adverse impacts from highway projects.

MAP 2 – Households in MPO Region Below Poverty Line by Census Tract

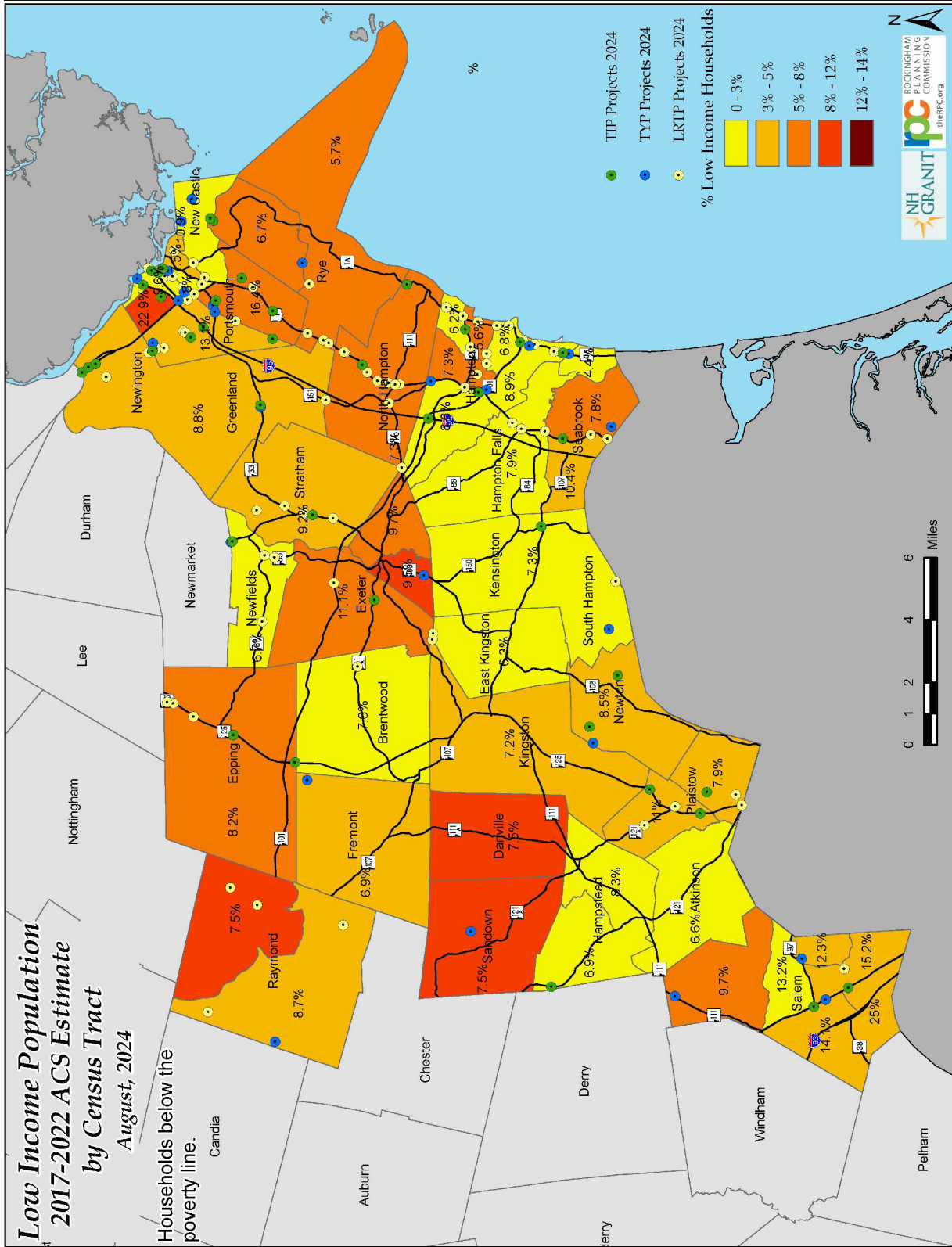


Table 2 – Population in Poverty in the MPO Region by Town

	Total Population	Below 50% of poverty level	Below 125% of poverty level	Below 150% of poverty level	Below 185% of poverty level	Below 100% of Poverty Level	Percent Below 100% of Poverty
Atkinson	7,095	77	230	293	315	144	2.0%
Brentwood	4,244	22	175	182	276	116	2.7%
Danville	4,465	210	531	566	654	485	10.9%
East Kingston	2,209	33	397	402	463	376	17.0%
Epping	7,168	527	777	893	1,280	555	7.7%
Exeter	15,831	565	1,373	1,649	2,237	1,106	7.0%
Fremont	4,689	77	247	324	475	189	4.0%
Greenland	4,030	150	207	285	309	158	3.9%
Hampstead	8,950	139	342	487	971	160	1.8%
Hampton	16,115	321	999	1,367	1,972	796	4.9%
Hampton Falls	2,375	30	57	69	165	57	2.4%
Kensington	1,979	19	47	55	124	30	1.5%
Kingston	6,226	62	638	706	1,067	314	5.0%
New Castle	904	4	34	37	52	32	3.5%
Newfields	1,985	11	26	85	85	23	1.2%
Newington	964	28	52	57	61	41	4.3%
Newton	4,808	36	205	242	281	156	3.2%
North Hampton	4,522	173	265	298	363	247	5.5%
Plaistow	7,786	305	398	549	659	339	4.4%
Portsmouth	21,689	767	1,818	2,077	2,648	1,295	6.0%
Raymond	10,700	214	1,123	1,803	2,027	612	5.7%
Rye	5,465	193	304	332	377	304	5.6%
Salem	30,151	612	1,587	2,274	3,392	1,315	4.4%
Sandown	6,536	278	676	886	971	676	10.3%
Seabrook	8,443	176	696	1,066	1,717	586	6.9%
South Hampton	972	14	39	61	61	39	4.0%
Stratham	7,715	162	322	357	423	238	3.1%
MPO Region	198,016	5,205	13,565	17,402	23,425	10,389	5.2%
Rockingham Cty	312,677	8,150	20,209	25,437	34,080	15,149	4.8%
New Hampshire	1,340,074	47,190	129,991	165,697	222,005	98,162	7.3%

Source: American Community Survey 2018-2022 5-year data compilation

8. Requirement to Provide Meaningful Access to LEP Persons

Consistent with Title VI of the Civil Rights Act of 1964, USDOT’s implementing regulations, and Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency” (65 FR 50121, Aug. 11, 2000), the RPC MPO will take responsible steps to ensure meaningful access to benefits, services, information, and other important portions of its programs and activities for individuals who have Limited English Proficiency (LEP).

The following pages describe the four-part analysis of LEP populations described in the Federal Transit Administration guidance entitled “Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers”, prepared by the FTA Office of Civil Rights. While not a public transit provider, the MPO has chosen this framework for clarity. These steps include: (1) identifying the number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee; (2) determining the frequency with which LEP individuals come in contact with the program; (3) defining the nature and importance of the program, activity, or service provided by the recipient to people’s lives; and (4) describing the resources available to the recipient and costs.

Identify the number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;

The RPC MPO has undertaken an analysis of the languages spoken in its twenty-seven (27) town planning region, and the estimated number of residents with Limited English Proficiency and their distribution by language group and municipality. A summary of these data is included in the following pages. Table 4 includes comprehensive data tables from the American Community Survey (ACS) 2018-2022 5-year data compilation regarding language spoken at home as well as Limited English Proficiency (LEP) for the 27 municipalities in the MPO planning region.

Table 3 shows data taken from the ACS 2018-2022 5-year data compilation for primary language spoken at home for the MPO planning region. This table summarizes the most common languages spoken at home in the region.

The ACS 2018-2022 five-year compilation data estimate that the percentage of people 5 years and over who speak a language other than English at home in New Hampshire is 7.9% and in the RPC MPO planning region is 6.3%. The percentage of people 5 years and over who speak English “less than very well” in New Hampshire is 2.4% and in the RPC MPO planning region is 1.4%. The percentage of people 5 years of age and over who speak Spanish at home in New Hampshire is 2.5% and in the RPC MPO planning region is 2.1%.

The federal interagency website on Limited English Proficiency (LEP) (www.lep.gov) states: Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled language assistance with respect to a particular type or service, benefit, or encounter.

Table 3 – Languages Spoken at Home in the RPC MPO Planning Region

Language Spoken at Home	MPO	MPO
	Region	Region Percent
English Only	179,559	93.7%
Spanish	4,140	2.2%
Other Indo-European languages	1,816	0.9%
French, Haitian, or Cajun	1,501	0.8%
Chinese (incl. Mandarin, Cantonese)	791	0.4%
German or other West Germanic languages	731	0.4%
Other Asian and Pacific Island languages	627	0.3%
Tagalog (incl. Filipino)	551	0.3%
Korean	522	0.3%
Russian, Polish, or other Slavic languages	477	0.2%
Arabic	444	0.2%
Other and unspecified languages	350	0.2%
Vietnamese	50	0.0%

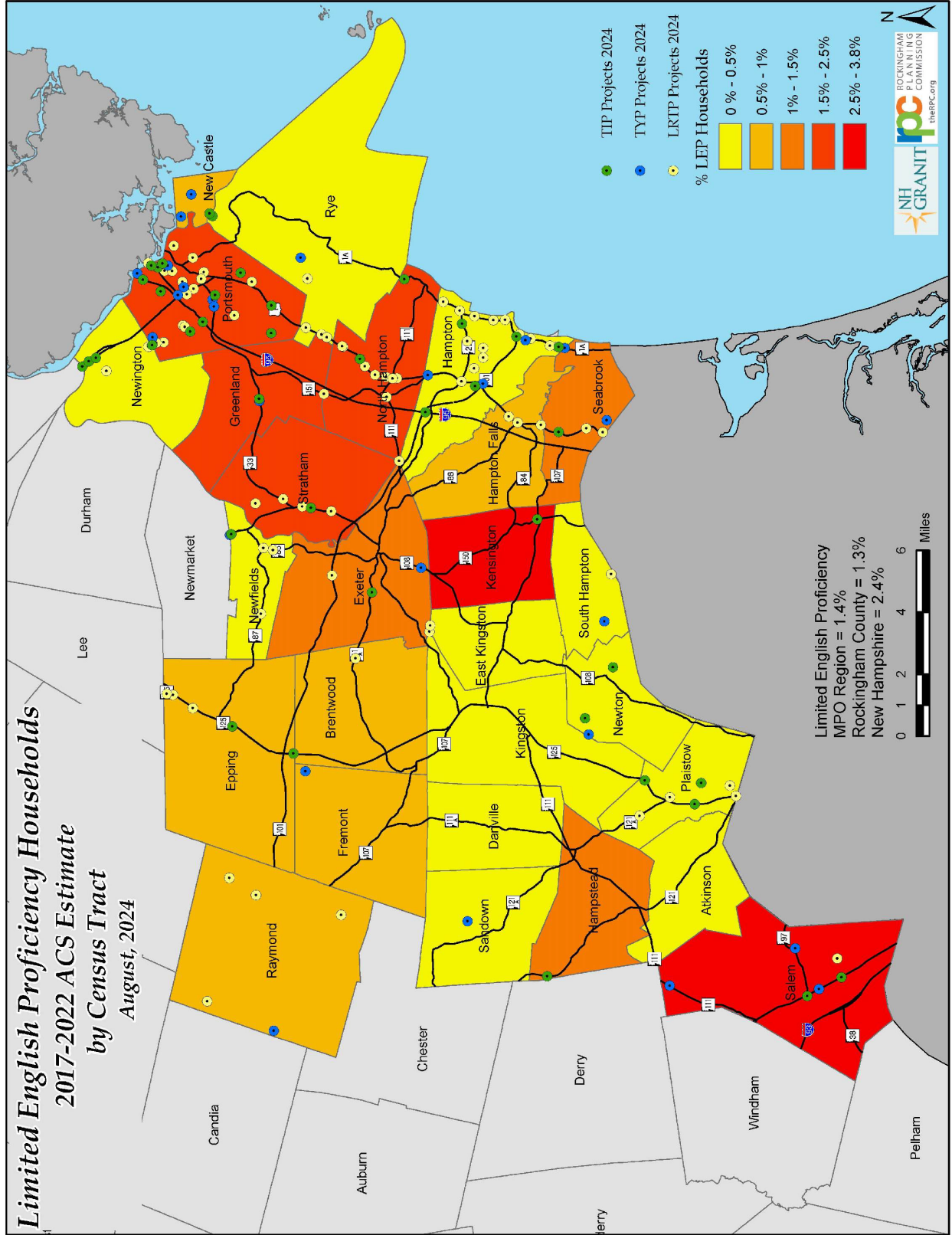
Source: American Community Survey 2018-2022 5-Year Data Compilation

A detailed analysis of English Proficiency data from the ACS 2018-2022 5-year data compilation is included in Table 4. Based on this definition, a total of 2,673 individuals in the RPC MPO planning region, or 1.4% of total population, would be identified as having Limited English Proficiency (LEP). Divided among language groups, this includes 1,054 Spanish speakers (0.6% of total population), 376 speakers of Other Indo-European Languages (0.2% of total population), 354 speakers of Chinese (0.2% of the population), 210 speakers of Other Asian and Pacific Languages (0.1% of total population), 180 speakers of Korean (0.1% of the total population), 175 speakers of French/Haitian Creole/Cajun (0.1% of the total population), and 100 speakers of Arabic (0.1% of total population). The highest concentration of Spanish and Arabic speakers is found in the Town of Salem, while concentrations of Chinese speakers are found in North Hampton, Portsmouth and Stratham. Notable concentrations of Korean speakers are found in Exeter and Portsmouth.

RPC Region Title VI Analysis - Population in Poverty
 Table 4 - Limited English Proficiency by Language Group and Town
 Source: American Community Survey 2018-2022 5-Year Data Compilation

Geography	Total Population	Speak only English	Percent English Only	Spanish		Chinese (ind. Mandarin, Cantonese)		Korean		French, Haitian, or Cajun		LEP French, Haitian or Cajun		LEP Arabic		Total LEP	Percent LEP			
				Spanish	LEP Spanish	Percent LEP Spanish	Chinese (ind. Mandarin, Cantonese)	LEP Chinese	Percent LEP Chinese	Korean	LEP Korean	Percent LEP Korean	French, Haitian, or Cajun	LEP French, Haitian or Cajun	Percent LEP French, Haitian or Cajun			Arabic	LEP Arabic	Percent LEP Arabic
Atkinson	6,967	6,672	95.8%	145	0	0.0%	0	0	0.0%	0	0.0%	73	0	0.0%	0	0.0%	0	0.0%		
Brentwood	4,296	4,043	94.1%	24	8	0.2%	0	0	0.0%	11	0	0.0%	24	0	0.0%	0	0.0%	34	0.8%	
Danville	4,258	4,218	99.1%	0	0	0.0%	0	0	0.0%	0	0	0.0%	36	0	0.0%	0	0.0%	0	0.0%	
East Kingston	2,173	2,154	99.1%	8	0	0.0%	0	0	0.0%	0	0	0.0%	3	0	0.0%	0	0.0%	0	0.0%	
Epping	6,765	6,547	96.8%	67	41	0.6%	0	0	0.0%	0	0	0.0%	41	0	0.0%	0	0.0%	41	0.6%	
Exeter	15,483	14,203	91.7%	353	31	0.2%	22	15	0.1%	222	103	0.7%	19	0	0.0%	0	0.0%	189	1.2%	
Fremont	4,472	4,354	97.4%	0	0	0.0%	23	23	0.5%	0	0	0.0%	15	7	0.2%	7	0.0%	37	0.8%	
Greenland	3,895	3,578	91.9%	101	39	1.0%	49	0	0.0%	0	0	0.0%	47	8	0.2%	0	0.0%	76	2.0%	
Hampstead	8,483	8,104	95.5%	43	10	0.1%	0	0	0.0%	0	0	0.0%	112	55	0.6%	37	0.0%	100	1.2%	
Hampton	15,838	15,263	96.4%	141	38	0.2%	5	5	0.0%	16	0	0.0%	148	0	0.0%	3	0.0%	87	0.5%	
Hampton Falls	2,332	2,038	87.4%	55	7	0.3%	0	0	0.0%	27	17	0.7%	10	0	0.0%	0	0.0%	24	1.0%	
Kensington	1,900	1,808	95.2%	15	0	0.0%	67	67	3.5%	0	0	0.0%	6	0	0.0%	1	0.0%	70	3.7%	
Kingston	6,146	5,988	97.4%	31	0	0.0%	0	0	0.0%	0	0	0.0%	27	0	0.0%	58	0.0%	12	0.2%	
New Castle	881	857	97.3%	0	0	0.0%	0	0	0.0%	0	0	0.0%	9	0	0.0%	0	0.0%	5	0.6%	
Newfields	1,927	1,888	98.0%	21	0	0.0%	0	0	0.0%	0	0	0.0%	11	2	0.1%	0	0.0%	2	0.1%	
Newington	946	876	92.6%	3	1	0.1%	0	0	0.0%	2	0	0.0%	2	0	0.0%	3	0.0%	1	0.1%	
Newton	4,657	4,545	97.6%	0	0	0.0%	0	0	0.0%	0	0	0.0%	26	0	0.0%	0	0.0%	0	0.0%	
North Hampton	4,474	3,927	87.8%	264	0	0.0%	157	81	1.8%	0	0	0.0%	28	0	0.0%	0	0.0%	114	2.5%	
Plaistow	7,294	6,985	95.8%	241	19	0.3%	35	0	0.0%	17	0	0.0%	1	0	0.0%	0	0.0%	20	0.3%	
Portsmouth	21,235	19,390	91.3%	338	82	0.4%	164	9	0.0%	162	19	0.1%	222	18	0.1%	33	5	0.0%	377	1.8%
Raymond	10,183	9,614	94.4%	78	8	0.1%	0	0	0.0%	0	0	0.0%	327	7	0.1%	0	0.0%	86	0.8%	
Rye	5,395	5,086	94.3%	82	11	0.2%	0	0	0.0%	0	0	0.0%	27	0	0.0%	16	0	11	0.2%	
Salem	29,076	25,729	88.5%	1,915	679	2.3%	96	40	0.1%	65	41	0.1%	176	56	0.2%	257	66	1,096	3.8%	
Sandown	6,132	5,974	97.4%	57	23	0.4%	0	0	0.0%	0	0	0.0%	33	0	0.0%	9	0.1%	33	0.5%	
Seabrook	8,204	7,976	97.2%	57	57	0.7%	0	0	0.0%	0	0	0.0%	54	0	0.0%	20	20	107	1.3%	
South Hampton	930	921	99.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	2	0	0.0%	0	0.0%	0	0.0%	
Stratham	7,217	6,821	94.5%	101	0	0.0%	173	114	1.6%	0	0	0.0%	22	22	0.3%	0	0.0%	151	2.1%	
MPO Region	191,559	179,559	93.7%	4,140	1,054	0.6%	791	354	0.2%	522	180	0.1%	1,501	175	0.1%	444	100	2,673	1.4%	
Rockingham City	300,951	282,451	93.9%	6,264	1,541	0.5%	1,345	508	0.2%	526	184	0.1%	2,396	319	0.1%	544	100	3,872	1.3%	
New Hampshire	1,316,691	1,212,688	92.1%	33,339	11,836	0.9%	5,104	2,239	0.2%	1,593	771	0.1%	16,527	3,286	0.2%	2,258	612	31,023	2.4%	

MAP 4 – Population with Limited English Proficiency by City/Town



Determine the frequency with which LEP individuals come in contact with the program

Key points of contact between the MPO and members of the public in the MPO region include the following: public hearings, other public meetings, the MPO website, inquiries with the MPO office and staff regarding local or regional project needs, and local or regional surveys designed to gather information to inform decision making.

During the past ten years there have been no inquiries with MPO staff by residents of the region regarding the availability of interpretation services for meetings, or documents in translation to other languages to benefit LEP individuals.

Define the nature and importance of the program, activity, or service provided by the recipient to people's lives

An MPO's regional planning activities impact every person in the MPO region to one degree or another. Projects reviewed by the MPO and recommended to NHDOT for funding impact the safety and travel time for all members of the driving public. Similarly, MPO work to develop regional coordinated public transit and human service transportation plans helps to address mobility and access needs for a range of transit dependent populations, which may include LEP persons as well as older adults, individuals with disabilities, youth and the general low-income population.

Describe the resources available to the recipient and costs

The RPC MPO has consulted with several agencies to identify common practices in New Hampshire for working with LEP populations, including the NH Department of Transportation, COAST, Manchester Transit Authority and Greater Derry Community Health Services (CHS). Based on these contacts the MPO has identified interpretation services available through Ascentria Language Bank. The MPO Uniform Planning Work Program (UPWP) would be the main source of financial resources available to the MPO for expanding language access. In 2023 the MPO contracted with Ascentria Language Bank to translate two key MPO documents into Spanish: a two-page handout describing the MPO and the Rockingham Planning Commission, and a two-page handout explaining the regional transportation planning and project prioritization process. The MPO website currently incorporates Google Translate to improve language access online. Live interpretation services are available through Ascentria, though the MPO anticipates the need for such services to be infrequent.

USDOT LEP Guidance identifies 1,000 individuals or 5% of the population eligible to be served falling within a specific LEP language group as a threshold above which vital documents should be provided in translation. Past analyses of the MPO region have shown no populations exceeding this threshold. The 2022 ACS data show 1,054 speakers of Spanish in the region (0.6% of the total population) with Limited English Proficiency, exceeding this threshold for the first time. No other language group approaches the threshold.

The MPO developed a Language Assistance Plan in 2013 as part of its 2013 Title VI Plan to identify strategies for expanding access to key MPO documents for LEP individuals, with an emphasis on the Spanish speaking population. The Language Assistance Plan was updated in 2022, and most actions identified in the plan have been implemented. The MPO is committed to maintaining the translation and interpretation services already developed and expanding language access where possible.

9. Minority Representation on Planning and Advisory Bodies

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, “deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.”

The key advisory and policy-making bodies for the MPO are the MPO Technical Advisory Committee (TAC) and the MPO Policy Committee. The TAC is made up of one representative from each MPO community plus representatives of State and Federal agencies, and several major public institutions in the region. The Policy Committee is similarly made up of Commissioners to the RPC appointed by each member community, representatives of State and Federal agencies, and representatives of major public institutions in the region, including the Pease Development Authority/Port of New Hampshire, the COAST and CART public transportation systems, and private transit operators. The individuals representing each of these municipalities or agencies are selected by those entities and are not chosen at the discretion of the MPO or its Staff. Full makeup of the MPO TAC and Policy Committees is depicted in Appendix F. Currently one member of the MPO Policy Committee is African American, representing the Town of Hampstead; and one is of South Asian descent representing the Town of Seabrook. All other committee members are white and non-Hispanic.

As Commissioner and TAC positions become open, the MPO will encourage member municipalities and agencies to reach out to communities of color as they consider the selection of new Commissioners. As part of regular community outreach and planning functions, MPO staff will also seek to identify individuals who could bring diverse perspectives to MPO Committees, and whose names could be put forward when Commissioner and TAC seats open.

10. Providing Assistance to Subrecipients

The RPC MPO is itself a sub-recipient of Federal assistance, with the NH Department of Transportation serving as the primary recipient and passing through FTA Section 5305 (d) and FHWA metropolitan planning funding to the region.

11. Monitoring Subrecipients

The MPO recognizes the obligation to ensure subrecipients are in compliance with Title VI requirements, and will undertake the following activities to ensure that compliance should the MPO have sub-recipients at some point in the future:

- a) Document the process for ensuring that all subrecipients are complying with the general reporting requirements of this circular, as well as other requirements that apply to the subrecipient based on the type of entity and the number of fixed route vehicles it operates in peak service if a transit provider.
- b) Collect Title VI Programs and/or Title VI Assurances from subrecipients and review programs for compliance.
- c) At the request of FTA or FHWA, in response to a complaint of discrimination, request that subrecipients who provide transportation services verify that their level and quality of service is provided on an equitable basis.

12. Determination of Site or Location of Facilities

Title 49 CFR Section 21.9(b)(3) states, “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.” Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, “The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.”

Per FTA Circular 4702.1B, “facilities” included in this provision are defined narrowly to exclude bus shelters, which are transit amenities; or larger projects such as bus stations or guideways subject to the NEPA process. Rather this section includes, but is not limited to, storage facilities, maintenance facilities, operations centers, etc. The MPO is not typically involved with site selection for projects of this sort.

Should it at some point in the future be involved with this sort of support facility development, the MPO acknowledges its responsibility to complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. This process would include outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis would compare the equity impacts of various siting alternatives, and occur before the selection of the preferred site.

13. Requirement to Provide Additional Information Upon Request

The MPO will provide information other than that required by Circular 4702.1B to FTA or FHWA upon request, should it be necessary to investigate complaints of discrimination or to resolve concerns about possible noncompliance with Title VI.

IV. REQUIREMENTS FOR METROPOLITAN PLANNING ORGANIZATIONS

In addition to the above requirements of all recipients of Federal funding, FTA Circular 4702.1B identifies the following requirements for Metropolitan Planning Organizations.

1. Requirement that Metropolitan Planning Activities Comply Title VI

The RPC MPO recognizes that all metropolitan transportation planning activities must comply with 49 U.S.C. Section 5303, Metropolitan Transportation Planning, as well as subpart C of 23 CFR part 450, Metropolitan Transportation Planning and Programming. In its regional transportation planning capacity, the MPO will submit to the State as the primary recipient, FTA and FHWA:

- a) Documentation of compliance with the twelve general requirements for all recipients of Federal funding.

Discussion of the basic requirements of all recipients is included in Section II above. This Plan serves as the referenced documentation.

- b) A demographic profile of the metropolitan area that includes identification of the locations of minority populations in aggregate;

Analysis of minority, low income and Limited English Proficiency (LEP) populations in the MPO region is addressed in Sections 7 and 8 above.

- c) A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process;

A summary of MPO public participation procedures designed to gather information on the mobility needs of minority populations, individuals with disabilities, and low-income residents is described in Section 6 above.

- d) Where necessary, provide member agencies with regional data to assist them in identifying minority populations in their service area.

All MPO member communities and agencies are provided MPO demographic analyses of minority and other populations included here and incorporated into the two Coordinated Public Transit/Human Services Transportation Plans covering the MPO region.

As noted above, the MPO also provides technical assistance to the COAST and MTA/CART transit systems and nonprofit human services organizations that are FTA Section 5310 grantees in the region in developing their Title VI demographic analyses.

2. Requirements for Program Administration

The Executive Director of the Rockingham Planning Commission is responsible for ensuring the MPO fulfills its Title VI obligations through effective management and implementation of this program. The Title VI Coordinator is responsible for providing direct oversight in implementing the Title VI program and ensuring enforcement measures are carried out as appropriate in accordance with the Standard Assurances.

In order to comply with 49 CFR Section 21.5, the general non-discrimination provision, the MPO recognizes its responsibility to document that, if Federal funds under any FTA or FHWA programs are passed through to subrecipients, this is done without regard to race, color, or national origin; and to assure that minority populations are not being denied the benefits of or excluded from participation in these programs.

As noted above, the MPO is itself a sub-recipient of Federal funding passed through the NH Department of Transportation. While the MPO plays a role in prioritizing projects at the regional level for the regional Transportation Improvement Program (TIP) or specific funding programs such as Congestion Mitigation and Air Quality (CMAQ), actual programming authority is maintained by the NH Department of Transportation. However, should occasions arise where the MPO does take on programming authority or otherwise pass through Federal funds to municipalities or other subrecipients, the MPOs will prepare and maintain the following data and report it to NHDOT, FTA or FHWA if requested:

- a. A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Indian tribes. The record shall identify those applicants that would use grant program funds to provide assistance to predominantly minority populations. The record shall also indicate which applications were rejected and accepted for funding.
- b. A description of how the MPO develops its competitive selection process and annual program of projects. This description shall emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of minority applicants.

TABLES and APPENDICES

TABLES

Table 1	Minority Population in the MPO Region by Town
Table 2	Population in Poverty in the MPO Region by Town
Table 3	Languages Spoken at Home in the MPO Planning region
Table 4	Limited English Proficiency by Language Group and Town

APPENDICES

Appendix A	Federal Certifications & Assurances 2023
Appendix B	Title VI/Non-Discrimination Notice to the Public
Appendix C	Civil Rights Complaint Process
Appendix D	Civil Rights Complaint Form
Appendix E	Record Form for Civil Rights Complaints and Follow-Up
Appendix F	MPO TAC & Policy Committee Rosters
Appendix G	MPO Language Accessibility Action Plan
Appendix H	Key MPO Documents in Spanish Translation
	<i>Que es la RPC/Que es la MPO?</i>
	<i>What is the RPC/What is the MPO</i>
	<i>Planificación del transporte y proceso d seleccion de proyectos</i>
	<i>Transportation Plan Project Selection Process</i>