ROCKINGHAM PLANNING COMMISSION

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ◆ Fax: 603-778-9183
email@rpc-nh.org ◆ www.rpc-nh.org

MEETING NOTICE & AGENDA
ROCKINGHAM PLANNING COMMISSION / METROPOLITAN PLANNING ORGANIZATION (MPO)

Wednesday, October 12th, 2016
7:00 P.M.
Hampton Falls Town Hall
1 Drinkwater Rd., Hampton Falls NH
(corner of NH 88 and Drinkwater Rd. - map/directions on reverse)

7:00 I. Call to Order, Welcome and Introductions
- *Glenn Coppelman, Past Chair*
- *Richard McDermott, Hampton Falls Commissioner & Selectman; Todd Santorum, Planning Board Chair*

7:15 II. **RPC Business**: Adoption of Bylaw Amendment re: Legislative Policy Committee (presented at September Commission meeting) **MOTION TO ADOPT** *[Attachment 1]*

7:10 III. Minutes from July 13, 2015 RPC/MPO meeting **MOTION TO APPROVE** *[Attachment 2]*

7:25 IV. Transportation Alternative Program (TAP): MPO Ranking of Projects from the Region - *Scott Bogle, Senior Transportation Planner* *[Attachment 3]*
- Project Summaries, Scoring Criteria and TAC rankings
- Discussion and Policy Committee Ranking **MOTION TO ADOPT**

8:00 V. Transportation Improvement Plan (TIP) for 2017-2020 – *David Walker, Transportation Program Manager* *[Attachment 4]*
- Review of Content; Project Scope/ Schedule changes; Fiscal Constraint
- Public Comment and Adoption process (**Action postponed to December 14th)**

8:20 VI. Release of New NHOEP/NHRPC Population Projections 2020-2040 – *David Walker* *[Attachment 5]*

8:40 VII. Long Range Transportation Plan Update – *S. Bogle/D. Walker* *[Attachment 6]*

8:50 VIII. COMMISSIONER/MPO MEMBER ROUNDTABLE DISCUSSION: [time permitting]– Your opportunity to raise an issue of interest or concern

9:05 IX Project and Program Updates *[summary memo to be distributed]*
- Municipal Road Safety Audit Applications
- Complete Streets "pop-up" demonstrations in the region
- NPRM on MPO Coordination/Consolidation; Other

9:15 X. Other Business

XI. Public Comment

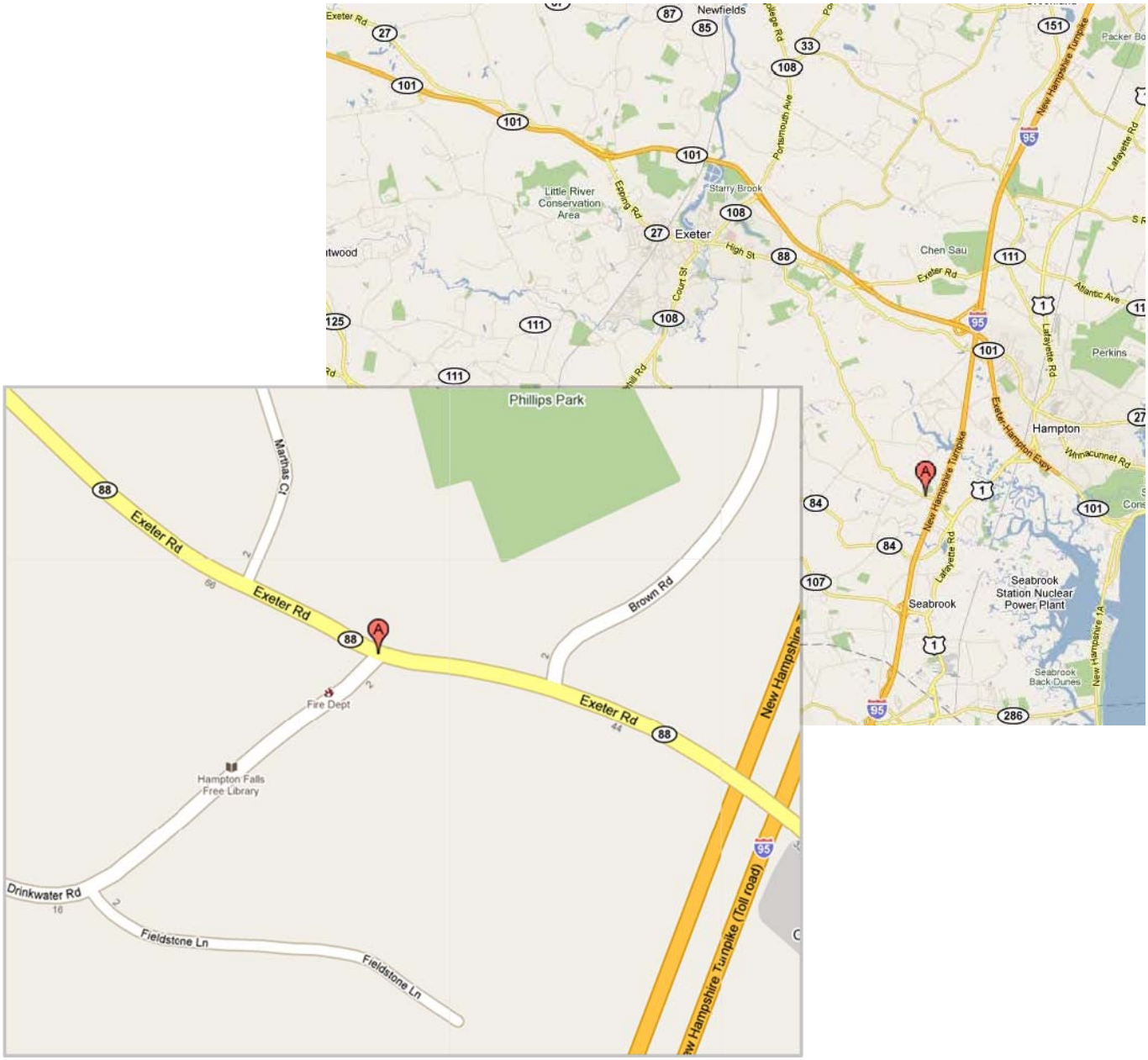
XII. Adjourn

DIRECTIONS TO HAMPTON FALLS TOWN HALL

1 Drinkwater Rd., Hampton Falls NH

The Hampton Falls Town Hall is located at the intersection of Drinkwater Road and NH Route 88.

From Route 1: Turn west on NH 88 (Exeter Rd) at the center of Hampton Falls and proceed 0.6 miles. Turn left onto Drinkwater Road and immediately right into the Town Hall parking lot.
From Exeter: From Town Center proceed east on High Street and turn onto NH Route 88. Proceed 4.8 miles and turn right onto Drinkwater Road and immediately right into the Town Hall parking lot.



Accommodations for individuals with disabilities

Reasonable accommodations for individuals with disabilities are available upon request. Please include a description of the accommodation you will need, including as much detail as you can. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call 603-778-0885 or email apettengill@rpc-nh.org.

ATTACHMENT 1

ROCKINGHAM PLANNING COMMISSION

ATTACHMENT 1

156 Water Street, Exeter, NH 03833
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MEMO TO: RPC Commissioners

FROM: Executive Committee

DATE: August 31, 2016

SUBJECT: Proposed Bylaw Amendment re: Legislative Policy Committee

At its June meeting the Executive Committee received a recommendation and proposed language from Barbara Kravitz, Chair of the Legislative Policy Committee to considered the question of whether the Legislative Policy Committee should be considered as one of the "Standing Committees" of the Commission. It was noted that that Committee is often referenced as one of the standing committees (in the Commissioners Handbook for example) yet it is not established as such in the Bylaws as are all the other Standing Committees.

After reviewing the recommendation and the proposed language the Executive Committee voted to recommend the change in the bylaws to the full Commission at the next Commission meeting. Accordingly, the Executive Committee recommends that an amendment be made to the RPC Bylaws to add the following section to Article XI ("Standing Committees"):

LEGISLATIVE POLICY COMMITTEE

The Legislative Policy Committee shall be established as a Standing Committee of the Rockingham Planning Commission and shall consist of up to seven (7) members appointed by the Executive Committee. A quorum of the Committee shall consist of three (3) members

The purpose of the the Legislative Policy Committee shall be to recommend to the Commission directly, or through the Executive Committee, positions and responses pertaining to proposed legislation in the General Court that it considers relevant and important to regional planning. Other duties of the Committee may include maintaining written legislative policies that are periodically presented for adoption by the Commission; providing testimony regarding legislation based on those policies; preparing educational materials on proposed or adopted legislation, and organizing an Annual Legislative Forum sponsored by the Commission.

In accordance with amendment procedures of the bylaws (Article VIII), proposed changes must be presented in writing 30 days prior to voting on the change. A vote on this amendment will be scheduled for the next Commission meeting.

ATTACHMENT 2

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ATTACHMENT 2

DRAFT

RPC MPO Policy

Minutes
Portsmouth Public Library
July 13, 2016

Members Present: Barbara Kravitz, Vice Chair, Hampton; Tim Moore, Plaistow; Glenn Coppelman and Peter Coffin, Kingston; Don Clement and Katherine Woolhouse, Exeter; Richard McDermott, Hampton Falls; Joan Whitney and Peter Merrill, Kensington; Mike Turell and Robert Clark, Atkinson; Rick Taintor, Portsmouth; Chris Cross, Newington; Stephen Gerrato, Greenland; Francis Chase and Don Hawkins, Seabrook; Jim Doggett, Newton; Michael McAndrew, New Castle; Lucy Cushman, Stratham; Tim White, NH DES; and Glenn Davison, NH DOT.

Others Present: Sunny Kravitz, Hampton and Silas Archambault, Exeter.

Staff Present: Cliff Sinnott, Dave Walker, Scott Bogle and Roxanne Rines.

7:05 p.m. Policy Meeting Opened

1. Introductions

Vice Chair Barbara Kravitz welcomed attendees and indicated that Chairman Phil Wilson is away and so she will be chairing the meeting this evening. She asked attendees to introduce themselves and state what municipality or agency/organization they represented.

2. Minutes from April 13, 2016, RPC Policy Committee

Motion: **Gerrato** made a motion to approve the minutes of April 13, 2016, as written. **McDermott** seconded the motion. **Motion carried with abstentions.**

3. Public Hearing: Updated Coordinated Community Transportation Plan for the Derry-Salem Area

7:08 pm PUBLIC HEARING OPENED

A. Plan Content

Bogle gave a slide presentation addressing the purpose of the Coordinated Community Transportation Plan and noted that agencies seeking to receive Section 5310 funding must be able to reference an adopted Coordinated Public Transit Human Service Transportation Plan in

their region; the purposes of the Plan are to improve access to transportation for the elderly, disabled and low income; inventory of available transportation services;

identify areas of redundant service; and make recommendations to address the identified gaps in service, improve coordination and eliminate or reduce duplication in services and improve the efficient use of resources.

He stated the RPC has two separate, multi-regional plans; one covers the Greater Derry-Salem RCC/CART region and the other plan is the Southeast NH RCC/ACT region. He gave brief explanations of both plans. Discussion ensued about funding issues for public transportation.

B. Public Comment

Sunny Kravitz stated that he does not think the town of Hampton has a coordination plan. **Bogle** stated that Hampton is within the RCC/ACT planning region, so is covered.

7:35 pm PUBLIC HEARING CLOSED

C. Action on Coordinated Transportation Plan

Motion: **Doggett** made a motion to adopt the Updated Coordinated Community Transportation Plan for the Derry-Salem Area. **Turell** seconded the motion. **Motion carried.**

4. Portsmouth Transportation Initiatives

Taintor gave a slide presentation concerning transportation, land use and complete streets initiatives in the City, covering the following: the transportation survey the City conducted; creating a supplement document for the Master Plan concerning how to add bike lanes to the current roadways; parking issues along streets; complete streets policy; East Coast Greenway improvements; and new street design standards with emergency personnel input. Discussion ensued.

5. MPO Long Range Transportation Plan (LRTP)

Bogle gave a presentation reviewing the LRTP updates completed thus far. The TAC has reviewed both a draft and revised Plan Goals, preliminary work on objectives and policies, draft chapters on Exiting Conditions, as well as Key Issues and Challenges. He reviewed the current timeframe and staff is projecting that the document will be ready for adoption at the January 2017, MPO meeting.

Bogle gave a brief explanation of the seven remaining Long Range Plan elements: (i) complete existing conditions; (ii) complete the scenario planning element; (iii) refine plan objectives and select performance metrics; (iv) needs assessment; (v) strategies; (vi) consultation; and (vii) solicitation for long range plan projects. Discussion ensued. **Sinnott** spoke briefly about the SHRP2 program and how it is intended to develop performance measures usable in the LRTP .

6. Revised Federal Metropolitan Transportation Planning Rules – Status and Schedule Update

Walker stated there are a number of rulemaking actions that will have impacts on the work the MPO completes. The changes with the largest impacts will be: (i) two new planning factors (a) improve resiliency and reliability of the transportation system and reduce or mitigate stormwater

impacts on surface transportation; and (b) enhance travel and tourism; (ii) Transportation Improvement Program: (a) make progress towards achieving the established performance targets; and (b) include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP.

Walker stated the most important new rule will be that the MPO must implement a "Performance-based approach" to include the seven national goals in the process. He then reviewed the goals and gave a brief explanation of how each will be accomplished, they are: 1) safety; 2) infrastructure condition; 3) congestion reduction; 4) system reliability; 5) freight movement and economic vitality; 6) environmental sustainability; and 7) reduced project delivery delays. Discussion ensued.

He continued that in addition to the new Metropolitan Planning rules, FHWA has also issued a 'surprise' NPRM on MPO coordination and consolidation. The proposed MPO coordination and planning area reform rule is to "promote more effective regional planning by States and MPOs. Historically, the rule has been interpreted that as long as each community within the Urbanized Area (UZA) is covered by an MPO, the MPO planning area requirement were met. In NH, MPO's have been designated to be contiguous with the planning commission boundaries.

He explained that the new interpretation would require that anytime multiple MPOs are within the same UZA, there would need to be a consolidation, ideally to a single MPO covering the entire UZA. This would require that MPOs work together to produce a single Long Range Plan and Transportation Improvement Program.

Walker then reviewed the current RPC region and the two UZAs they are part of and how the new rules would change current boundaries and the impact it would have. It appears there is little support for this proposal by State DOT's and MPOs. He stated both AASHTO and the AMPO have cosigned a letter asking for longer than 60 days to comment, but also outlining some initial reasons why they believe the rule is a poor idea, a copy of the letter was distributed. Members voiced their concerns about the new rule and discussion ensued.

Walker stated that commissioners and/or communities can submit their own comment letters. Discussion ensued with members. **Sinnott** stated members will see staff's final comments before they are sent out.

7. Transportation Alternatives Program: Program Revision, Process & Letters of Interest Submitted from RPC Region

Bogle gave a quick overview of the program and stated letters of intent were received from 13 communities.

8. Commissioner Roundtable

Kravitz stated this item will be tabled due to time constraints.

9. Project Status

A handout was distributed.

11. Other Business

Sinnott distributed a sub-agreement with SRPC and explained the Strategic Highway Research Program 2 (SHRP2). He asked that members vote to allow the RPC to enter a contract with the Strafford Regional Planning Commission.

Motion: **Moore** made a motion to allow the RPC to enter into a contract with the Strafford Regional Planning Commission for the SHRP2 Program. **McDermott** seconded the motion. **Motion carried.**

12. Adjourn

Meeting adjourned at 9:36 p.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT 3

Attachment 3

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MEMORANDUM

To: MPO Policy Committee

From: Scott Bogle, Senior Transportation Planner

Date: October 6, 2016

RE: Transportation Alternatives Program Proposal Evaluation

September 2nd was the deadline for submittal of proposals for the second funding round of the Transportation Alternatives Program (TAP). Seven full proposals were received from communities in the RPC region. In aggregate these proposals request $4,541,502 in federal funding and have a total project cost of $5,776,677.

Statewide 46 applications were submitted requesting a total of $25 million in federal funding. This compares to the approximately $5.4 million pool available statewide for the two year funding round. If divided equally among the nine planning regions, this would equate to approximately $600,000 per region, though there is not an explicit criterion for geographic distribution in this funding round, and relatively little weight is placed on regional project rank.

Staff used the statewide ranking system, which is much the same as in the last round, with two exceptions. First, the prior criterion for multi-modal connections was eliminated, because relatively few communities statewide have bus service. The six points previously assigned to that criterion have been reassigned to Safety. Second, the Socioeconomic Benefits criterion has been restructured to focus on economically disadvantaged communities. The criteria are summarized below.

Category			Criterion	Weight
Potential for Success	37%		Project Readiness	13%
			Financial Readiness	17%
			Feasibility	7%
Safety	22%		Stress Analysis	13%
			Improve Safety Conditions	14%
Project Connectivity	18%		Project Connectivity	18%
Socioeconomic Benefits	12%		Low Income Communities	12%
RPC/MPO Rankings	6%		RPC/MPO Rankings	6%
				100%

As with prior rounds of TE and CMAQ funding, staff prepared individual summary/scoring sheets for each project, including staff comments, information on projects' consistency with or listing in local and regional plans, and local support.

Because some of the proposals are very long (100+ pages) we are not making copies of full proposals for each TAC member. However, the original documents are available for review at the RPC offices and on the RPC website at:

http://www.rpc-nh.org/transportation/transportation-alternatives

Staff reviewed and ranked the seven proposals, and discussed them with the TAC at their meeting on July 22nd. Two recommendations came out of the TAC discussion. On the Salem project the representative from Atkinson commented that there had been a recent development project along Veteran's Memorial Parkway, and that the town should have sought developer funding to do the proposed sidewalk work. There was agreement among TAC members that 4 points should be deducted for the town not having pursued this potential private funding source.

The Portsmouth representative commented on points assigned under Criterion 1A – Plan Support. Staff had assigned 5 points for projects identified in a local corridor study or area plan, and 8 points for projects identified in a regional plan or corridor study. Six of the seven projects were specifically identified in local plans. The seventh project, the New Castle shoulders project, was identified in the NH Coastal Byway CMP, but not specifically identified in a local plan. The TAC recommended that instead 4 points should be assigned for listing in a local plan, and an additional 4 points for a regional plan.

The TAC directed staff to adjust rankings based on these changes and forward to the Policy Committee.

Incorporating these changes results in a three-way tie for first place between Plaistow, Hampton, and Exeter. Staff are checking with NHDOT to determine how a tie would be handled at the state level in assigning regional ranking points. This information will be available by the time of the MPO meeting. The Policy Committee will have the option to maintain the tie or adjust final rankings. The attached table shows staff rankings followed by TAC rankings.

Requested Action

Staff ask Policy Committee members to review the project summary sheets, additional application materials and Staff/TAC rankings in advance of the October 12th MPO meeting. At the MPO meeting we will go over the seven project and staff scoring. We will look for committee feedback, incorporate any modifications to the ranking scheme that come out of the discussion, and ask the Policy Committee to adopt final regional project rankings. Final MPO rankings will be sent to NHDOT to incorporate in the Statewide ranking and project selection process.

Statewide Project Evaluation Criteria
Transportation Alternatives Program

POTENTIAL FOR SUCCESS
1. Project Readiness & Support **(13%)** - Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commission, planning board, other local group? Is it part of a regional plan such as a corridor study? Is it part of a local master plan or other planning document? Is it specifically identified in the RPC Long Range Transportation Plan? (Number of constituents and/or planning documents will be used for scoring)
2. Financial Readiness **(17%)** - Is there a written commitment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?
3. Feasibility **(7%)** - Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts
SAFETY
4. Level of Traffic Stress Analysis **(13%)** - Measure current stress level versus expected outcome for proposed project. Based on the scale below, describe the existing stress level of the project area and then describe the expected stress level for the proposed improvement. All applications make their own assessments of LTS before/after project.
A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use comfortably.
D - Facility requires an advanced level of skill and knowledge of traffic to use comfortably.
E - Facility is generally not suitable for pedestrians or bicyclists.
5. Improve Safety Conditions **(14%)** - Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? How many people will benefit from the proposed safety improvements? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application.
PROJECT CONNECTIVITY
6. Connectivity **(18%)** - Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? What different destinations does it link together? Describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish?

SOCIOECONOMIC BENEFITS
7. Equity **(12%)** - Is the project located in an area where improved mobility and access can be provided to underserved populations? Will the project contribute to improved public health? (Note: projects in counties with obesity rates over 30% will be considered for additional points under this sub-criterion). How will the project serve vulnerable users (elderly, children, minorities, people with disabilities etc.)
RPC/MPO RANKINGS
8. Regional Ranking **(6%)** – Regional rankings will be incorporated in statewide project score

Transportation Alternatives Program 2016 Application Round

Full Applications Received from RPC Region Communities

#	Municipality	Description	Estimated Project Cost	Federal TAP Funds Requested	Staff Score	TAC Score
RPC-TA16-4	Plaistow	Construct 2800' of sidewalk in Village Center District on both sides of NH121A from railroad tracks to crossing of Little River, building on earlier SRTS sidewalk construction.	$ 984,616	$ 787,693	76.5	75.0
RPC-TA16-2	Hampton	School zone sidewalk improvements along Winnacunnet Road (NH101E) and High Street (NH27)	$ 1,000,000	$ 800,000	76.3	75.0
RPC-TA16-1	Exeter	Sidewalk improvements on Winter Street, Spring Street and Epping Road, including crossing improvements at two locations on Epping Road	$ 541,261	$ 433,009	76.0	75.0
RPC-TA16-5	Portsmouth	Maplewood Avenue Complete Streets project including sidewalk widening, bike lanes, crosswalk improvements and traffic calming between Congress and Vaughan Streets	$ 850,800	$ 600,800	74.7	73.7
RPC-TA16-3	New Castle	Shoulder bicycle route and sidewalks on NH1B	$ 755,000	$ 604,000	74.0	70.0
RPC-TA16-6	Salem	Sidewalk and bicycle lane construction on Veterans Memorial Parkway (VMP) from Geremonty Drive to Lawrence Road, and from Salem Bike/Ped Corridor to existing stretch of sidewalk on VMP.	$ 1,000,000	$ 800,000	73.7	68.7
RPC-TA16-7	Stratham	Construct sidewalk and bike lane improvements on Winnicut Road from NH33 to Tansy Lane (900'), and on NH33 from Winnicut to Piper's Landing (450'). Also includes street lighting, landscaping and bike racks.	$ 645,000	$ 516,000	63.7	62.7
Totals			**$ 5,776,677**	**$ 4,541,502**		

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	TAC Score
1. (13pts) Project Support	**10**	**9**
2. (17pts) Financial Readiness	**12**	**12**
3. (7 pts) Feasibility	**6.7**	**6.7**
4. (13 pts) Safety - Stress Analysis	**11.3**	**11.3**
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions	**12.3**	**12.3**
6. (18 pts) Project Connectivity	**13.7**	**13.7**
7. (12 pts) Socio-Econ Benefits	**10**	**10**
8. (6 pts) RPC/MPO Rank	**0**	**0**
Total	**76**	**75**
Staff Ranking	**3**	
TAC Ranking	**Tie for 1st**	

Project Location: Exeter | Project ID: RPC-TA16-1

Project Title: Sidewalk improvements on Winter & Spring Streets and Epping Road

Applicant: Town of Exeter

Brief Project Description:

As part of a town wide pedestrian improvement project, Exeter is seeking to connect sidewalks on Winter Street, Spring Street and Epping Road (NH 27). The project will also provide a safer pedestrian crossing at the intersection of Warren Street and Epping Road and at the intersection of Brentwood Road (NH 111-A) and Epping Road. The general goal of this project is to eliminate gaps in existing sidewalks that will enhance and promote pedestrian use and safety.

The proposed sidewalk on Epping Road will connect an existing sidewalk on the western side of Epping Road to a sidewalk that was required as part of a recent site plan approval of the Planning Board. Will connect to new Great Bay Kids daycare center. The proposed sidewalk on Winter Street will connect an existing sidewalk on Winter Street to an existing sidewalk on Epping Road. On Spring Street, the project proposes two short sections of sidewalk that connect the existing sidewalk along this roadway.

Total Project Cost: $541,261 [$433,009 Federal]

Source of Match: $108,252 (Selectmen commit to 2017 warrant article)

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- The project is generally listed in the Master Plan, specifically the 2017-2022 Capital Improvement Program and the Epping Road portion of the project is specifically mentioned in Epping Road study.
- Letters of support from Planning Board and Economic Development Commission
- No likely resource constraints impairing project

TAP Sidewalk Overall Project Map

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Support	**9.6**	**8.3**
2. (17pts) Financial Readiness	**12**	**12**
3. (7 pts) Feasibility	**6.3**	**6.3**
4. (13 pts) Stress Analysis	**12.3**	**12.3**
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions	**12.3**	**12.3**
6. (18 pts) Project Connectivity	**14.3**	**14.3**
7. (12 pts) Socio-Econ Benefits	**9.3**	**9.3**
8. (6 pts) RPC/MPO Rank	**0**	**0**
Total	**76.3**	
Staff Ranking	**2**	
TAC Ranking	**Tie for 1st**	

Project Location: Hampton | Project ID: RPC-TA16-2

Project Title: School Zone Safety Improvements

Applicant: Town of Hampton & SAU 90

Brief Project Description:

Project includes two stretches of sidewalk in Hampton's town center school zone: 1) Winnacunnet Road/NH101E from Centre School to Mill Road (approx. 1,570'); and 2) along the north side of High Street/NH27 from Tobey Road to Five Corners (approx. 1160')

With four schools within a half-mile radius, students and parents use the sidewalks in town to walk and/or bike to school. However, based on surveys conducted as part of the Safe Routes to School (SRTS) Travel Plan, there are many students and parents that do not use the sidewalks or roadways because they do not feel these routes are safe. With the Center School (K-2nd), Town Hall, Town Library, Marston School (3-5th),Hampton Academy (6-8th), the High School, a Historic Church and the Fire Station connected by Winnacunnet Road and High Street, these routes are not only used by the Town's school aged children but residents and visitors too.

Total Project Cost: $1,000,000 [$800,000 Federal]

Source of Match: $200,000 proposed through 2017 Warrant Article

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Identified in Hampton SRTS Travel Plan (2015); school zone sidewalk improvement generally identified in Hampton Master Plan.
- Preliminary screening identified no natural or historic resources likely to be adversely affected. No known hazardous materials sites.
- Selectmen have committed in attached letter to endorse Warrant Article for match in 2017
- Project is proposed jointly by Town of Hampton and Hampton School District, with Town as lead agency.

Town of Hampton

NHDOT Transportation Alternatives Program

Project Location Plan

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	TAC Score
1. (13pts) Project Support	**13**	**9**
2. (17pts) Financial Readiness	**12.5**	**12.5**
3. (7 pts) Feasibility	**5.5**	**5.5**
4. (13 pts) Stress Analysis	**11**	**11**
LTS Now **D** / LTS After **B**		
5. (14 pts) Improve Safety Conditions	**12.5**	**12.5**
6. (18 pts) Project Connectivity	**14.5**	**14.5**
7. (12 pts) Socio-Econ Benefits	**5**	**5**
8. (6 pts) RPC/MPO Rank	**0**	**0**
Total	**74**	**70**
Staff Ranking	**5**	
TAC Ranking	**5**	

Project Location: New Castle | Project ID: RPC-TA16-3

Project Title: Route 1B Bicycle & Pedestrian Safety Improvements

Applicant: Town of New Castle

Brief Project Description:

Project adds approx 2' feet of shoulder width to NH1B in two segments: 1) Wild Rose Lane to intersection of Main Street (approx. 2700 feet); and 2) River Road to the Causeway (approx. 2700 feet). Also includes 5' wide bituminous sidewalk with granite curbing between Wild Rose Lane and Beach Hill Road (approx 1100 feet). The additional shoulder width will bring average shoulder width along the corridor from a current one foot to approximately three feet. The proposed section of sidewalk will extend the New Castle SafePath sidewalk the remainder of the way from the Wentworth neighborhood to New Castle Common and beyond to the Beach Hill Road neighborhood.

Purpose is to improve safety for all users of the state highway, and particularly vulnerable road users including the many people walking, running and riding bicycles along the corridor. In addition to adult walkers and riders, elementary school students attending Trefethen school will also benefit from the proposed project, which includes shoulder widening in the school zone.

Total Project Cost: $755,000 [$604,000 Federal]

Source of Match: $151,000 (Selectmen will support warrant article)

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- NH1B is a State Bicycle Route, U.S. Bicycle Route 1, the New Hampshire Coastal Byway, and the on-road route for the East Coast Greenway.
- Based on the StravaMetro data on bicycle and running/walking use purchased by NHDOT this is one of the most heavily traveled bicycle routes in New Hampshire, second only to adjoining segments of Route 1A in Rye.
- Identified in NH Coastal Byway CMP (2015), NHSG Conceptual Design (2009)
- Letters from Selectmen, Consv Comm, Heritage Comm, Health Dept, SABR, ECGA
- Coordinate scheduling w/water main and resurfacing

TAP Project Area Map
New Castle NH1B Bike Shoulder

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Support	**8**	**6.5**
2. (17pts) Financial Readiness	**12**	**12**
3. (7 pts) Feasibility	**7**	**7**
4. (13 pts) Stress Analysis	**12**	**12**
LTS Now **D** / LTS After **A**		
5. (14 pts) Improve Safety Conditions	**13**	**13**
6. (18 pts) Project Connectivity	**13**	**13**
7. (12 pts) Socio-Econ Benefits	**11.5**	**11.5**
8. (6 pts) RPC/MPO Rank	**0**	**0**
Total	**76.5**	**75**
Staff Ranking	**1**	
TAC Ranking	**Tie for 1st**	

Project Location: Plaistow	Project ID: RPC-TA16-4
Project Title: Plaistow Village Center Sidewalks	
Applicant: Town of Plaistow	

Brief Project Description:

Construct sidewalk in Village Center District on both sides of NH121A from railroad tracks to crossing of Little River (1155 linear feet x 2 sides of street). Also construct 1,950' of sidewalk on east side of Main Street/NH121A from southern boundary of prior SRTS project to Plaistow Public Library. Total linear footage of sidewalk proposed is 3,105. Connects to SRTS and Town-funded sidewalks on Main Street from Elm Street to Davis Park connecting to Pollard School.

Also includes improved crosswalk configurations at three locations with curb extensions, landscaping work, and lighting to create a clearly delineated area of public ROW for pedestrians to provide physical separation from motor vehicles.

The purpose/goal of this project is to significantly improve pedestrian, bicycle and vehicle safety along Main Street in the Village Center District. This area is highly travelled by children, adults, older adults and individuals with disabilities to access Town Hall, school buildings, library, recreation center, post office, business and residence.

Total Project Cost: $984,616 [$787,692 Federal]

Source of Match: $196,923 (Selectmen's warrant article, $50K reserve)

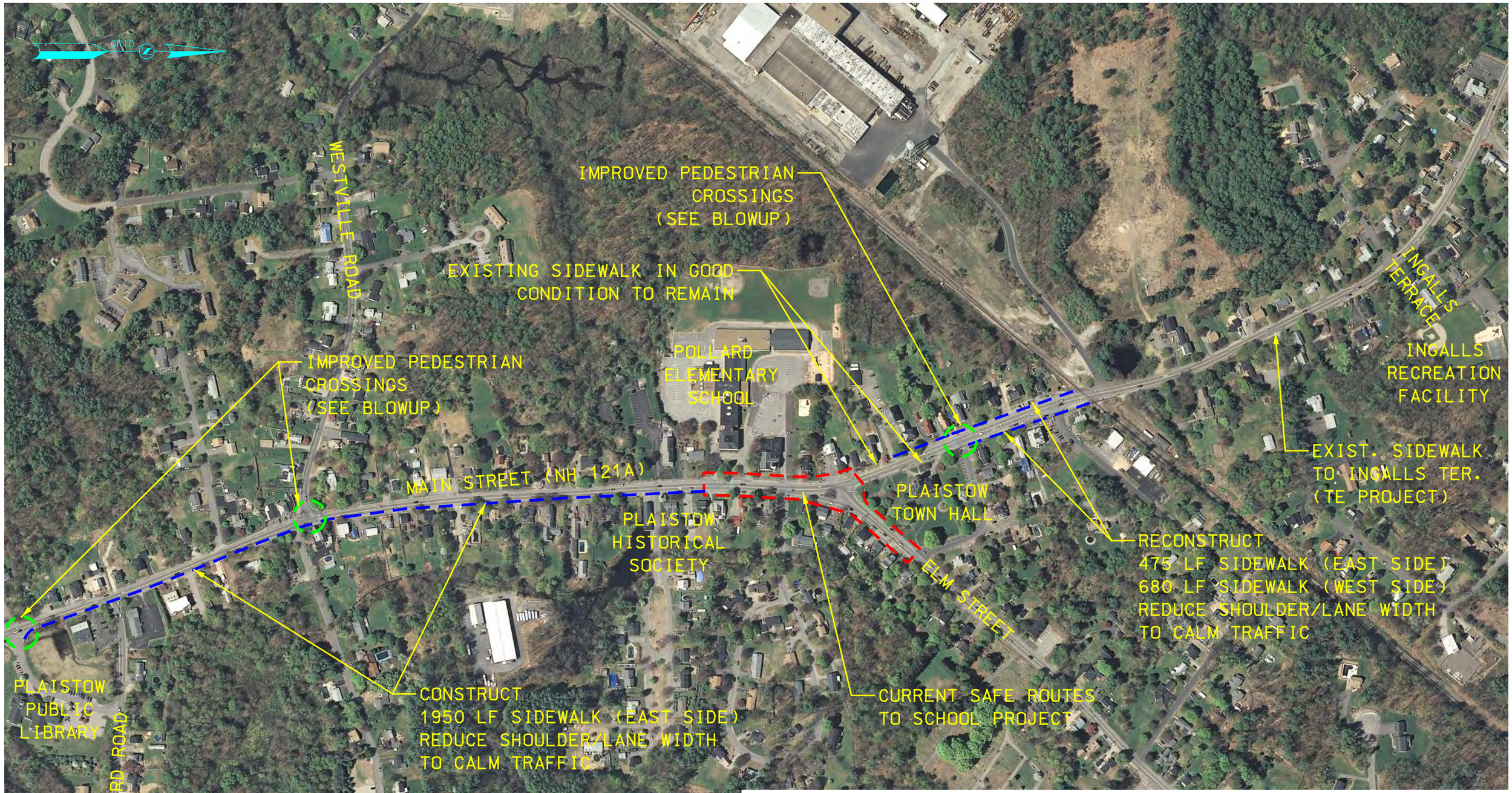
Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Partially implements recommendations of Main Street Traffic Calming Study (2011) and PlanNH Study in 2012. Consistent with Master Plan.
- Preliminary screening indicates no likely resource conflicts



PLAISTOW TAP APPLICATION

MAIN STREET
SIDEWALK IMPROVEMENTS
LOCUS PLAN

LEGEND

- PROPOSED SIDEWALKS
- CROSSING IMPROVEMENTS
- OTHER TOWN PROJECTS

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Support	**6.7**	**5.7**
2. (17pts) Financial Readiness	**17**	**17**
3. (7 pts) Feasibility	**7**	**7**
4. (13 pts) Stress Analysis	**10.7**	**10.7**
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions	**13**	**13**
6. (18 pts) Project Connectivity	**13.6**	**13.6**
7. (12 pts) Socio-Econ Benefits	**6.7**	**6.7**
8. (6 pts) RPC/MPO Rank	**0**	**0**
Total	**74.7**	**73.7**
Staff Ranking	**4**	
TAC Ranking	**4**	

Project Location: Portsmouth | Project ID: RPC-TA16-6

Project Title: Maplewood Avenue Complete Streets Project

Applicant: City of Portsmouth

Brief Project Description:

The proposed Maplewood Avenue Complete Streets Project includes sidewalk widening, bike lane creation, travel lane reductions, traffic calming along 0.25 mile corridor between Congress Street and Vaughan Street. Improvements will increase bicycle and pedestrian safety by providing dedicated bicycle lanes, reducing traffic speeds by eliminating a vehicle lane, increasing pedestrian visibility, and decreasing pedestrian crossing distance at intersections. Connects to COAST and Wildcat transit routes running along Maplewood Ave.

Section from Hanover to Vaughan Streets currently under development as part of PortWalk project. Connects to Middle St/Lafayette Road bicycle lane project being funded under SRTS. Maplewood is the connector route to the Rockingham Bike Bridge over the Spaulding Turnpike connecting downtown to Pease TradePort

Total Project Cost: $850,800 [$600,800 Federal]

Source of Match: $150,200 in CIP

Federal Percentage: 80%

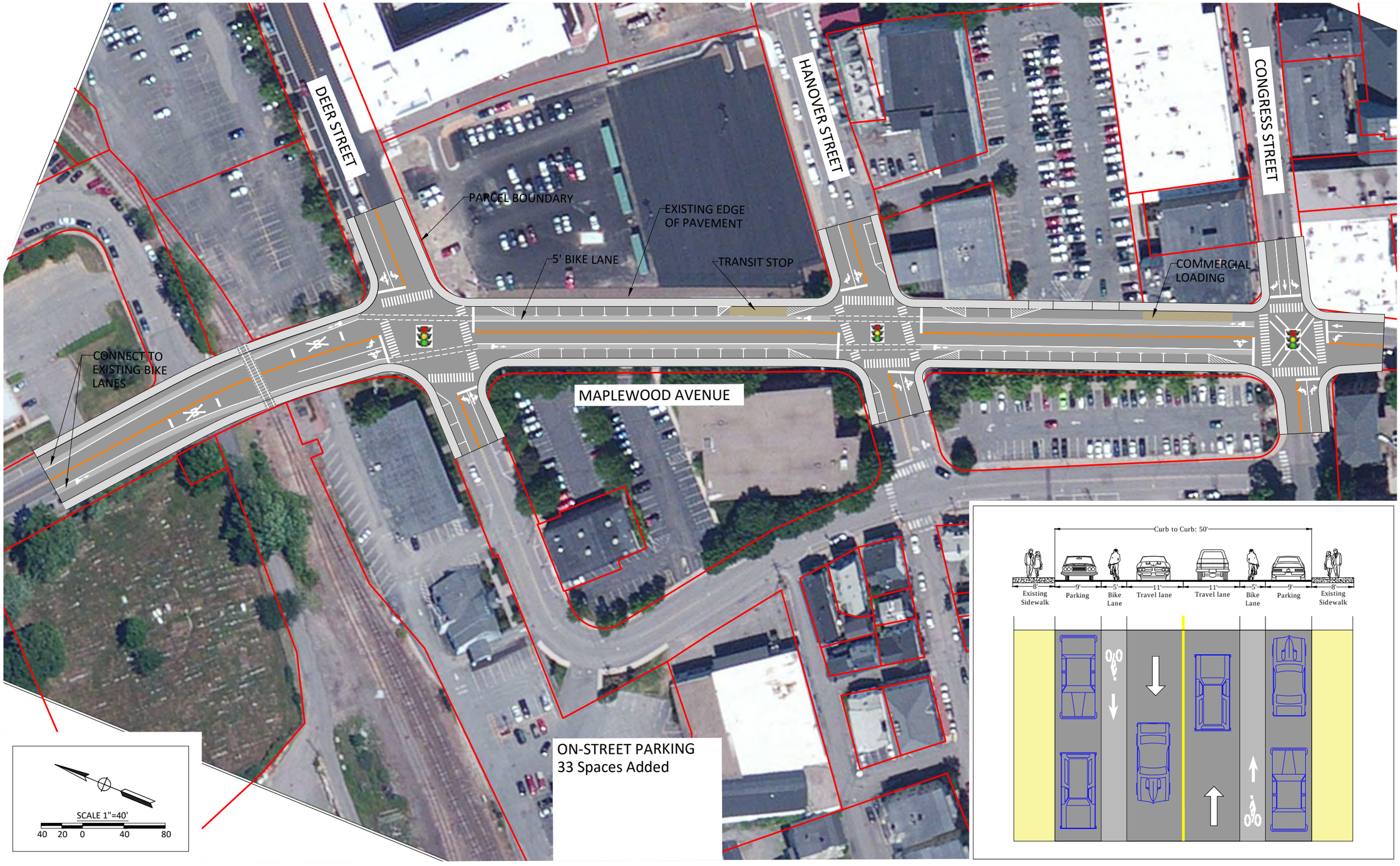
Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Based on feasibility study by Portsmouth Planning Department in 2014, at request of Portsmouth Traffic Safety Committee in 2013. Ranked as high priority in 2014 draft Portsmouth Bike/Ped Master Plan.
- Private developer also legally committed to provide a share of sidewalk improvements
- Project is located in Portsmouth Historic District. No significant natural resource impacts. Wholly within existing paved right of way

Project selected for funding in last Ten Year Plan cycle, but programmed too late to take advantage of significant private funding linked to adjacent development



Resource Systems Group, Inc
49 SOUTH MAIN STREET
CONCORD, NH 03301
p: (888) 774-5983
www.rsginc.com

CITY OF PORTSMOUTH, NH

MAPLEWOOD AVENUE COMPLETE STREETS

PORTSMOUTH, NH

ALTERNATIVE 1

REVISIONS		
DATE	DESCRIPTION	BY

SCALE:	1"=40'
DESIGNED BY:	FG
CHECKED BY:	DJG
DATE:	Feb 2014
PROJ.NO:	13015

SHEET 2 OF 4

Q:\Projects\NH\Portsmouth-NH\13015 - Portsmouth Maplewood Complete Streets\CAD\13015Maplewood Ave_Alt1.dwg

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Support	**6.7**	**5.7**
2. (17pts) Financial Readiness	**11.3**	**11.3**
3. (7 pts) Feasibility	**6.3**	**6.3**
4. (13 pts) Stress Analysis	**11**	**11**
LTS Now **D** / LTS After **A**		
5. (14 pts) Improve Safety Conditions	**11.4**	**11.4**
6. (18 pts) Project Connectivity	**12.3**	**12.3**
7. (12 pts) Socio-Econ Benefits	**11.3**	**11.3**
8. (6 pts) RPC/MPO Rank	**0**	**-4**
Total	**73.7**	**68.7**
Staff Ranking	**6**	
TAC Ranking	**6**	

Project Location: Salem | Project ID: RPC-TA16-7

Project Title: Veteran's Memorial Parkway Sidewalks

Applicant: Town of Salem

Brief Project Description:

The proposed project includes the construction of two segments of 5' sidewalk and the creation of a 4' bicycle lane in either direction on Veterans Memorial Parkway. The first segment will connect the existing sidewalk on Route 28 to the existing sidewalk on Veterans Memorial Parkway. The length of segment one is approx. 750'. The second sidewalk segment runs along Veterans Memorial Parkway from Geremonty Drive to Lawrence Road and is approx.. 1500' in length. The bicycle lanes will span the entire length of Veterans Memorial Parkway, approximately one mile.

This project will further enhance and provide additional non-motorized travel within the community of Salem. This project will increase safety for pedestrians and bicyclists who already use the road on a daily basis. This project will also grant further pedestrian and bicyclist access to the Bike-Ped Corridor, retail stores and other businesses on Route 28. Many of the pedestrians in the area are residents of several senior housing properties and visitors of the senior center on Veterans Memorial Parkway, for whom safety and mobility are major concerns.

Total Project Cost: $1,000,000 [$800,000 Federal]

Source of Match: $200,000 proposed through 2017 Warrant Article

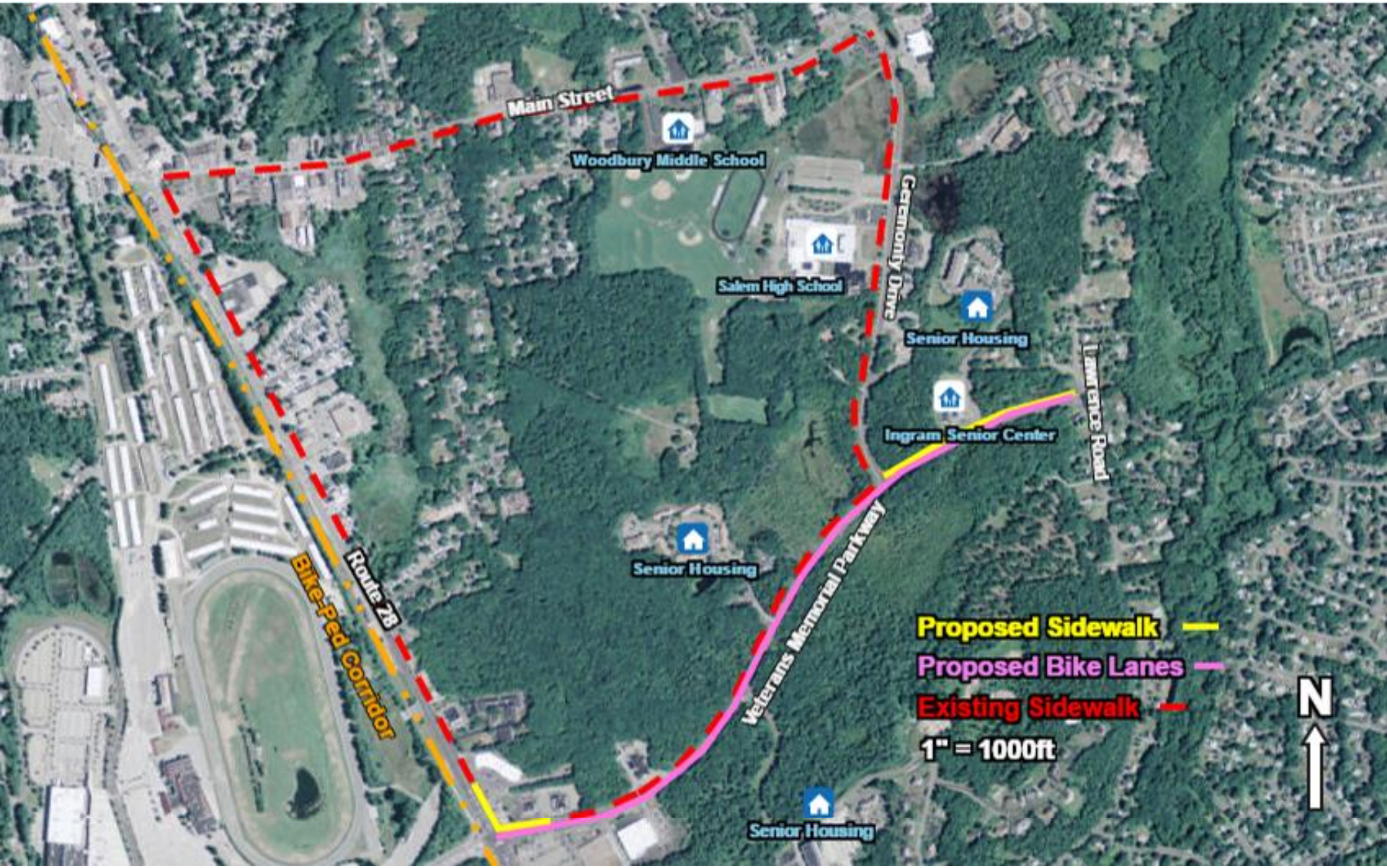
Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Identified in Veterans Memorial Parkway Corridor Study (2002); Salem Sidewalk Master Plan (2001)
- Preliminary screening identified adjacent prime wetlands areas, but do not anticipate direct impacts.
- Letters of support from Selectmen, Senior Center, Salem FD, Salem PD, Salem SAU, BWANH
- LTS improvements estimated for Section 1 as improving from E to C; and for section 2 improving from C to B.
- Traffic increase anticipated on Veterans'Memorial Parkway due to redevelopment of Rockingham Park.


Main Street
Woodbury Middle School
Salem High School
Gregory Drive
Senior Housing
Lawrence Road
Ingram Senior Center
Senior Housing
Veterans Memorial Parkway
Route 28
Bike-Ped Corridor
Senior Housing
Proposed Sidewalk
Proposed Bike Lanes
Existing Sidewalk
1" = 1000ft
N

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Support	**9**	**8**
2. (17pts) Financial Readiness	**12.3**	**12.3**
3. (7 pts) Feasibility	**6.3**	**6.3**
4. (13 pts) Stress Analysis	**11**	**11**
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions	**11.4**	**11.4**
6. (18 pts) Project Connectivity	**12.3**	**12.3**
7. (12 pts) Socio-Econ Benefits	**11.3**	**11.3**
8. (6 pts) RPC/MPO Rank	**0**	**0**
Total	**63.7**	**62.7**
Staff Ranking	**7**	
TAC Ranking	**7**	

Project Location: Stratham | Project ID: RPC-TA16-8

Project Title: Town Center Sidewalks Phase II

Applicant: Town of Stratham

Brief Project Description:

Construct sidewalk and bike lane improvements on Winnicut Road from NH33 to Tansy Lane (900'), and on NH33 from Winnicut to Piper's Landing (450'). Also includes curb/gutter, street lighting, landscaping and bike racks.

The work proposed is Phase II of a project initiated with TE request in 2009 and constructed in 2016. Work on Winnicut Road was part of the scope of the original TE project, so most engineering and design work is already completed for this segment.

The purpose of this TAP request is to connect an established commercial park with the Town Center business and, with overall completion of the request, the residential areas and recreational trails beyond the Town Center as well.

Total Project Cost: $645,000 [$516,000 Federal]

Match: $129,000 Selectmen will support CIP approp. for 2017-2018

Federal Percentage: 80%

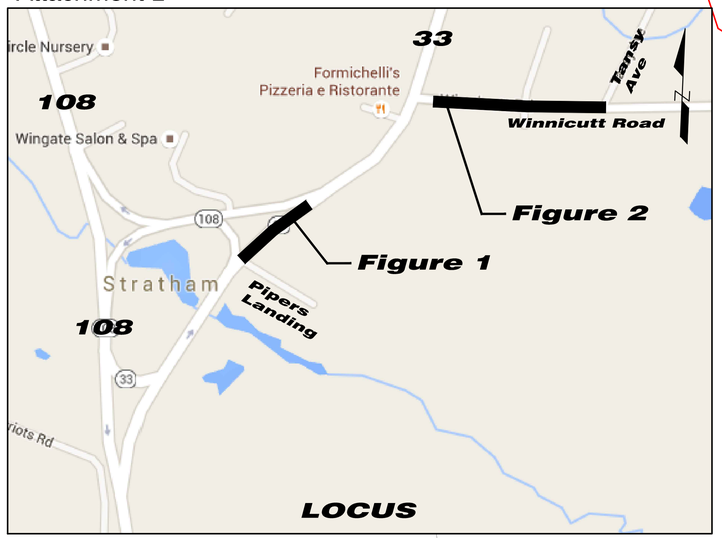
Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: In Town Center Revitalization Master Plan; generally consistent with Town Master Plan (2009), Gateway Commercial Business District Master Plan (2008)
- Letters from Selectmen, Planning Board, Heritage Commission, Town Center Revitalization Committee.
- There are no known natural hazards (wetlands, streams, flood plain) within the immediate project area. Some adjacent historic buildings, but set well back and work proposed is all within state ROW.

Attachment 1



F&R REALTY PARTNERSHIP
4 COLLEGE RD REAL ESTATE LLC
MAP 17 LOT 38
BK. 2830 PG. 444
145 PORTSMOUTH AVENUE

4 COLLEGE RD REAL ESTATE LLC
MAP 17 LOT 39
BK. 4015 PG. 2308
149 PORTSMOUTH AVENUE

CURVE #1
PI=102+46.06
N=191741.41
E=1185416.54
Δ=19°30'50"
R=1430.92'
T=246.06'
L=487.34'
E=21.00'

EXIST S.H.L.O.

UPL 75-85

UPL 75-86

SWL

DYCL

101+00 102+00 103+00 104+00 105+00 106+00

N59°07'34.65"E
L=180.45'

PORTSMOUTH AVE.
(ROUTE 33)

PIPERS LANDING

UPL 86-53

UPL 86-52

BRADLEY R. JONES
MAP 17 LOT 118
BK. 3102 PG. 1291
148 PORTSMOUTH AVENUE

MATCH TO
STRATHAM
27771 PROJECT

LESHAS LLC
MAP 17 LOT 117
BK. 3370 PG. 1662
152 PORTSMOUTH AVENUE

Legend

- Proposed Tree
- Proposed Light
- Proposed Pavement
- Proposed Sidewalks
- Proposed Driveways
- Proposed Grass Areas
- Existing Right of Way

20 0 10 20
Scale (in feet)

FIGURE 1

M:\CADD\PROJECTS\926-Stratham\dwg\Winnicut Rd\926 - ColorPlan.dwg Date Plotted: Jun 24, 2016 - 4:53pm Plotted By: SKJELLANDER

Attachment 2

FIGURE 2

M:\CADD\PROJECTS\926-Stratham\dwg\Winnicut Rd\926 - ColorPlan.dwg Date Plotted: Jun 24, 2016 - 4:53pm Plotted By: SKJELLANDER

ATTACHMENT 4

Attachment #4

ROCKINGHAM PLANNING COMMISSION

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ◆ Fax: 603-778-9183
email@rpc-nh.org ◆ www.rpc-nh.org

MEMORANDUM

TO: RPC Policy Committee

FROM: David Walker

RE: Preview of the RPC 2017-2020 Transportation Improvement Program (TIP)

DATE: October 7, 2016

The *Transportation Improvement Program* (TIP) is a multi-year program of regional highway, transit, bridge, bicycle, and pedestrian improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2017, 2018, 2019, and 2020). It is prepared by the MPO every two years in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The projects identified are prioritized by year and have been selected for funding as jointly agreed upon by the MPO and the NHDOT. Projects are listed alphabetically by the name of the community or agency and include information on the funding source, project scope, the type of funds used (Federal, State, or Local/other) as well as the fiscal year in which funds are planned for expenditure. The proposed 2017-2020 TIP includes approximately ***$560 million*** in funds projects and these are split into two groups:

- **Regional Projects:** This table includes all projects that explicitly occur wholly or partially within the MPO region. This table includes approximately $230 million in projects across 20 projects and 2 transit systems. Similar to the past several TIP documents, much of the funding is dedicated to several ongoing large projects in the region: the I-93 widening ($73 million), the Newington-Dover Spaulding Turnpike improvements ($20 million), and the replacement and of the Sarah Long Bridge over the Piscataqua River between Portsmouth and Kittery ($65 Million – 50% paid by the State of Maine). These projects are included in the following tables:
  - ***Table 1:*** This table shows the project name and number of regional projects, the summary of the scope, and the total project cost, including years before and after the TIP period.
  - ***Table 2:*** Shows regional projects as programmed by fiscal year, source of funds (Federal, State, or Other), and project phase (PE = Preliminary Engineering, ROW = Right-of-Way, CON = Construction, PLAN = Planning, OTHER = Other – often operations).
  - ***Table 3:*** Shows regional projects as programmed by funding source (Federal, State, Other), and the specific funding program within each source. This is broken out by project and fiscal year.
- **Statewide Programs:** There are a variety of projects types that are not required to be listed individually within the TIP collectively known as "Programmatic" projects and are grouped into 29 programs and 3 projects that direct funds to specific purposes, often related to operations,

maintenance, and preservation needs or funding that goes to communities for project implementation. For the most part, decisions regarding the specific projects that come from these programs are made utilizing separate processes, such as the Highway Safety Improvement Program, Transportation Alternatives Program, or through DOT programs that identify needs such as the "Red List" of Bridges, or NH DOT District maintenance requirements. While only a portion of this funding will be spent within the MPO Region, statewide they are proposed to be funded at about ***$331 million*** over four years. For financial planning purposes it is assumed that 13.3% of the funding for these projects will be collectively expended within the MPO region. These are shown in two tables:

- ***Table 4:*** Shows the name, project number, and scope of statewide projects and programs. Includes total cost, including years before and after the TIP period.
- ***Table 5:*** Shows statewide projects and programs by fiscal year, source of funds (Federal, State, or Other), and project phase (PE = Preliminary Engineering, ROW = Right-of-Way, CON = Construction, PLAN = Planning, OTHER = Other – often operations).

Recommendations

As this is a preview of the Transportation Improvement Program no action is required at this time. The document is still being finalized and some changes are expected to occur over the next month as work is completed. The following work remains:

1. ***Ensure that the TIP is financially constrained***. For the TIP, it is required that the first three years of the four-year TIP have committed funds and that the total committed funds must not exceed the amount of funding available including advanced construction funds. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO must make a determination that the FY 2017-2020 TIP is financially constrained.
2. ***Ensure that projects are listed accurately***. Staff will be comparing the list of projects to the recently approved State Ten Year Plan as well as the previous iteration of the TIP, including the various amendments and adjustments to ensure that each project is listed accurately in the document.
3. ***Update the Project Listing in the Long Range Transportation Plan and Ensure it is fiscally constrained***: The Long Range Plan must be consistent with the TIP in terms of project timing and cost, and must also be fiscally constrained although it is not as rigorous as the constraint for the TIP. As some projects are more than 20 years into the future knowing detailed project costs and scopes is difficult and costs are considered "order of magnitude" and scopes "general". The overall costs in the Plan is constrained to expected revenues.
4. ***RPC Transportation Advisory Committee (TAC) Meeting***: The RPC Transportation Advisory Committee (TAC) will meet on October 27th, 2016 and will make a recommendation regarding approval of the 2017-2020 TIP at that time.
5. ***30 Day Public Comment Period***: Adoption of the TIP requires a full 30-day comment period and a public hearing. The expectation is that the 30-day comment period will begin on or around November 11, 2016.
6. ***RPC Policy Committee Meeting***: At the December 14th, 2016 the MPO Policy Committee will meet (location to be determined) to conduct a public hearing, discuss the finalized version of the TIP, and approve the document.

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DRAFT

TABLE 1: PROJECT SCOPE AND TOTAL COST (ALL YEARS)

Project	Project Number	Route/Road	Scope	Total Project Cost
COOPERATIVE ALLIANCE FOR REGIONAL TRANPSPORTATION (CART)				
	60100A	CART	CART - Preventative Maintenance (Derry-Salem region)	$ 1,268,453
	60100B	CART	CART - Operating Assistance (Derry-Salem region)	$ 10,285,946
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)				
	60000A	COAST	COAST - Operating Assistance. Annual project.	$ 48,643,762
	60000B	COAST	COAST - Preventative maintenance.	$ 8,026,920
	60000C	COAST	COAST - Miscellaneous support equipment.	$ 1,491,148
	60000D	COAST	COAST - Bus station equipment.	$ 813,526
	60000E	COAST	COAST - General & Comprehensive Planning.	$ 1,222,349
	60000F	COAST	COAST - ADA Operations. Annual project.	$ 3,930,981
	60000G	COAST	COAST - Capital program.	$ 1,662,335
	68069	COAST	COAST - capital/oper for Newington-Dover.	$ 7,199,249
EPPING				
	29608	NH 125	NH Rte 125 Improvements from NH 27 to NH 87 - 1.7 miles	$ 11,631,869
HAMPTON				
	29609	NH 1A	Engineering study / design for Ocean Blvd improvements	$ 302,254
HAMPTON - PORTSMOUTH				
	26485	Hampton Branch Rail Corridor	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	$ 4,464,374
HAMPTON FALLS				
	29610	US 1	Intersection improvements to enhance traffic operations and safety	$ 302,254
NEW CASTLE				
	29614	NH 1B	Feasibility study for causeway improvements for NH Rte 1B	$ 120,902
NEW CASTLE - RYE				
	16127	NH 1B	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	$ 12,795,211
NEWINGTON - DOVER				
	11238	NH 16	NH 16 Widen Turnpike including Little Bay Bridges from Gosling Road to Dover	$ 33,315,911
	11238K	NH 16	NH 16 / US 4 / Spaulding Turnpike, Reconfiguration and relocation of ramps and	$ 6,708,975
	11238S	NH 16	General Sullivan Bridge Rehabilitation	$ 37,548,146
NEWTON				
	29617	NH 108	Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)	$ 1,362,114
NORTH HAMPTON				
	24457	US Route 1	Replace bridge carrying US 1 over Boston & Maine RR (Redlist Br No 148/132)	$ 7,204,862
PLAISTOW - KINGSTON				
	10044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx	$ 25,521,183

TABLE 1: PROJECT SCOPE AND TOTAL COST (ALL YEARS)

Project	Project Number	Route/Road	Scope	Total Project Cost
PORTSMOUTH				
	20258	Peverly Hill Rd.	Const. new sidewalk & striped bicycle shoulders & associated drainage along Peverly Hill Road	$ 1,407,120
	27690	US 1 By-Pass	Culvert Replacement, US 1 By-Pass over Hodgson Brook Br No 192/106	$ 4,202,253
	29640	US 1	US Rte 1 Improvements (1 mi.) from Constitution Dr to Wilson Rd and from Ocean Rd to White Cedar Dr	$ 9,067,840
	29781	Woodbury Ave. , Market St., Granite	Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St	$ 446,401
PORTSMOUTH, NH - KITTERY, ME				
	15731	US 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	$ 208,345,546
	16189	I-95	REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)	$ 8,104,888
PROGRAM				
	FTA5307	Boston Urbanized Area (UZA)	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	$ 47,204,426
SALEM				
	12334	NH 28	RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA	$ 6,586,583
SALEM TO MANCHESTER				
	10418L	I-93	Implement and provide operational support for expanded commuter bus service	$ 19,127,243
	10418T	I-93	CORRIDOR SERVICE PATROL (Salem to Manchester)	$ 902,552
	10418W	I-93	Chloride Reduction Efforts	$ 5,071,811
	10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September	$ 7,027,658
	13933A	I-93	Mainline, State Line to Exit 1 NB & SB	$ 16,330,411
	14633J	I-93	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	$ 12,127,258
	14633P	I-93	CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.	$ 1,509,816
	14633R	I-93	DES Land Grant Program	$ 3,281,047
	14800A	I-93	MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}	$ 50,116,000
	14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)	$ 47,708,510
	14800H	I-93	Final Design Services for PE & ROW	$ 11,018,183
TRAPEZE SOFTWARE GROUP				
	68069B	VARIOUS	Statewide rideshare database utilizing Trapeze Ridepro software	$ 131,933

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 2: PROJECT COST BY FISCAL YEAR, PHASE, AND SOURCE

DRAFT

Project/Project #	Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)														
60100A	OTHER	$ 70,176	$ -	$ 17,544	$ 72,422	$ -	$ 18,105	$ 74,739	$ -	$ 18,685	$ 77,131	$ -	$ 19,283	$ 368,084
60100B	OTHER	$ 367,487	$ -	$ 367,487	$ 379,246	$ -	$ 379,246	$ 391,382	$ -	$ 391,382	$ 403,906	$ -	$ 403,906	$ 3,084,042
		$ 437,663	$ -	$ 385,031	$ 451,668	$ -	$ 397,352	$ 466,121	$ -	$ 410,067	$ 481,037	$ -	$ 423,189	$ 3,452,126
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)														
60000A	PE	$ 1,273,570	$ -	$ 1,273,570	$ 1,251,048	$ -	$ 1,251,048	$ 1,458,232	$ -	$ 1,458,232	$ 1,504,895	$ -	$ 1,504,895	$ 10,975,490
60000B	PE	$ 427,438	$ -	$ 106,860	$ 441,116	$ -	$ 110,279	$ 455,232	$ -	$ 113,808	$ 469,799	$ -	$ 117,450	$ 2,241,982
60000C	PE	$ 400,000	$ -	$ 100,000	$ 98,415	$ -	$ 24,604	$ 82,558	$ -	$ 20,640	$ 86,800	$ -	$ 21,700	$ 834,717
60000D	PE	$ 80,000	$ -	$ 20,000	$ 60,000	$ -	$ 15,000	$ 50,000	$ -	$ 12,500	$ 50,000	$ -	$ 12,500	$ 300,000
60000E	PE	$ 68,162	$ -	$ 17,040	$ 70,343	$ -	$ 17,586	$ 72,594	$ -	$ 18,148	$ 74,917	$ -	$ 18,729	$ 357,518
60000F	PE	$ 297,907	$ -	$ 74,477	$ 228,102	$ -	$ 57,026	$ 235,402	$ -	$ 58,850	$ 242,935	$ -	$ 60,734	$ 1,255,433
60000G	PE	$ 432,000	$ -	$ 108,000	$ 132,000	$ -	$ 33,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 705,000
68069	OTHER	$ 115,584	$ 931,380	$ -	$ 119,283	$ 29,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,196,067
		$ 3,094,661	$ 931,380	$ 1,699,947	$ 2,400,306	$ 29,821	$ 1,508,543	$ 2,354,018	$ -	$ 1,682,178	$ 2,429,346	$ -	$ 1,736,008	$ 17,866,208
EPPING														
29608	PE	$ 317,856	$ 79,464	$ -	$ -	$ -	$ -	$ 580,327	$ 145,082	$ -	$ 107,802	$ 26,950	$ -	$ 1,257,481
	ROW	$ -	$ -	$ -	$ 70,292	$ 17,573	$ -	$ 386,885	$ 96,721	$ -	$ -	$ -	$ -	$ 571,471
		$ 317,856	$ 79,464	$ -	$ 70,292	$ 17,573	$ -	$ 967,212	$ 241,803	$ -	$ 107,802	$ 26,950	$ -	$ 1,828,952
HAMPTON														
29609	PE	$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
		$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
HAMPTON - PORTSMOUTH														
26485	CON	$ 843,499	$ 210,875	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,054,374
		$ 843,499	$ 210,875	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,054,374
HAMPTON FALLS														
29610	PE	$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
		$ -	$ -	$ -	$ 241,803	$ 60,451	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 302,254
NEW CASTLE														
29614	PE	$ -	$ -	$ -	$ 96,721	$ 24,180	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 120,902
		$ -	$ -	$ -	$ 96,721	$ 24,180	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 120,902
NEW CASTLE - RYE														
16127	ROW	$ 18,163	$ 4,541	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 22,704
	CON	$ 908	$ 227	$ -	$ 4,123,773	$ 1,030,943	$ -	$ 1,873,505	$ 468,376	$ -	$ 1,658,932	$ 414,733	$ -	$ 9,571,397
		$ 19,071	$ 4,768	$ -	$ 4,123,773	$ 1,030,943	$ -	$ 1,873,505	$ 468,376	$ -	$ 1,658,932	$ 414,733	$ -	$ 9,594,101
NEWINGTON - DOVER														
11238	CON	$ -	$ 85,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 85,202
11238K	CON	$ -	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,000
11238S	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,578,801	$ -	$ -	$ 13,461,589	$ -	$ 20,040,390
		$ -	$ 105,202	$ -	$ -	$ -	$ -	$ -	$ 6,578,801	$ -	$ -	$ 13,461,589	$ -	$ 20,145,592

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 2: PROJECT COST BY FISCAL YEAR, PHASE, AND SOURCE

DRAFT

Project/Project #	Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
NEWTON														
29617	PE	$ 93,722	$ 23,431	$ -	$ -	$ -	$ -	$ 149,724	$ 37,431	$ -	$ -	$ -	$ -	$ 304,308
	ROW	$ 23,431	$ 5,858	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 29,288
		$ 117,153	$ 29,288	$ -	$ -	$ -	$ -	$ 149,724	$ 37,431	$ -	$ -	$ -	$ -	$ 333,596
NORTH HAMPTON														
24457	PE	$ 181,632	$ 45,408	$ -	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ 74,862	$ 18,716	$ -	$ 796,726
	ROW	$ 227,040	$ 56,760	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 283,800
		$ 408,672	$ 102,168	$ -	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ 74,862	$ 18,716	$ -	$ 1,080,526
PLAISTOW - KINGSTON														
10044E	PE	$ 454,080	$ 113,520	$ -	$ 1,752,603	$ 438,151	$ -	$ 24,180	$ 6,045	$ -	$ 24,954	$ 6,239	$ -	$ 2,819,772
	ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,571,720	$ 392,930	$ -	$ 24,954	$ 6,239	$ -	$ 1,995,842
		$ 454,080	$ 113,520	$ -	$ 1,752,603	$ 438,151	$ -	$ 1,595,900	$ 398,975	$ -	$ 49,908	$ 12,477	$ -	$ 4,815,615
PORTSMOUTH														
20258	PE	$ 51,711	$ -	$ 12,928	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,639
	ROW	$ 12,384	$ -	$ 3,096	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,480
	CON	$ 377,735	$ 708,160	$ 94,434	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,180,329
27690	PE	$ -	$ -	$ -	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ -	$ -	$ -	$ 476,108
	ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ 96,721	$ 24,180	$ -	$ -	$ -	$ -	$ 120,902
	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,708,194	$ 677,049	$ -	$ -	$ -	$ -	$ 3,385,243
29640	PE	$ 113,520	$ 28,380	$ -	$ 281,166	$ 70,292	$ -	$ 483,606	$ 120,902	$ -	$ 270,502	$ 67,626	$ -	$ 1,435,993
	ROW	$ -	$ -	$ -	$ 23,431	$ 5,858	$ -	$ 483,606	$ 120,902	$ -	$ 1,259,682	$ 314,920	$ -	$ 2,208,398
29781	PE	$ 2,477	$ -	$ 619	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,096
	CON	$ 229,044	$ -	$ 57,261	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 286,305
		$ 786,871	$ 736,540	$ 168,338	$ 492,041	$ 123,010	$ -	$ 3,965,570	$ 991,393	$ -	$ 1,530,184	$ 382,546	$ -	$ 9,176,492
PORTSMOUTH, NH - KITTERY, ME														
15731	ROW	$ 2,187,757	$ 546,939	$ -	$ 3,748,970	$ 937,242	$ -	$ 3,868,849	$ 967,212	$ -	$ -	$ -	$ -	$ 12,256,970
	CON	$ 10,912,000	$ 2,728,000	$ 12,000,000	$ 12,981,034	$ 3,245,259	$ 2,912,284	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,778,577
16189	CON	$ -	$ -	$ -	$ -	$ 1,978,389	$ 3,956,777	$ -	$ 2,041,697	$ -	$ -	$ -	$ -	$ 7,976,863
		$ 13,099,757	$ 3,274,939	$ 12,000,000	$ 16,730,004	$ 6,160,890	$ 6,869,061	$ 3,868,849	$ 3,008,909	$ -	$ -	$ -	$ -	$ 65,012,409
PROGRAM														
FTA5307	OTHER	$ 2,787,128	$ -	$ 696,782	$ 2,876,317	$ -	$ 719,079	$ 2,968,359	$ -	$ 742,090	$ 3,063,346	$ -	$ 765,837	$ 14,618,938
		$ 2,787,128	$ -	$ 696,782	$ 2,876,317	$ -	$ 719,079	$ 2,968,359	$ -	$ 742,090	$ 3,063,346	$ -	$ 765,837	$ 14,618,938
SALEM														
12334	PE	$ 165,120	$ -	$ 41,280	$ 85,202	$ -	$ 21,300	$ -	$ -	$ -	$ -	$ -	$ -	$ 312,902
	ROW	$ 536,640	$ -	$ 134,160	$ 1,789,240	$ -	$ 447,310	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,907,350
	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,198,210	$ -	$ 549,552	$ 226,855	$ -	$ 56,714	$ 3,031,331
		$ 701,760	$ -	$ 175,440	$ 1,874,442	$ -	$ 468,611	$ 2,198,210	$ -	$ 549,552	$ 226,855	$ -	$ 56,714	$ 6,251,584

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 2: PROJECT COST BY FISCAL YEAR, PHASE, AND SOURCE

DRAFT

Project/Project #	Phase	2017 FEDERAL	2017 NHDOT	2017 OTHER	2018 FEDERAL	2018 NHDOT	2018 OTHER	2019 FEDERAL	2019 NHDOT	2019 OTHER	2020 FEDERAL	2020 NHDOT	2020 OTHER	ALL YEARS TOTAL
SALEM TO MANCHESTER														
10418L	CON	$ 1,254,262	$ 281,066	$ -	$ 580,000	$ 145,000	$ -	$ 580,000	$ 145,000	$ -	$ 580,000	$ 145,000	$ -	$ 3,710,328
10418T	PE	$ 82,560	$ 20,640	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,200
10418W	PE	$ 852,019	$ 213,005	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,065,024
10418X	PE	$ 20,842	$ 34,816	$ -	$ 20,904	$ 34,989	$ -	$ 23,902	$ 39,657	$ -	$ -	$ -	$ -	$ 175,110
13933A	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,481,964	$ 870,491	$ -	$ 9,582,365	$ 2,395,591	$ -	$ 16,330,411
14633J	CON	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,740,982	$ 4,227,157	$ -	$ 1,796,693	$ 4,362,426	$ -	$ 12,127,258
14633P	PLAN	$ 1,207,853	$ 301,963	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,509,816
14633R	ROW	$ 421,750	$ -	$ 105,437	$ 677,049	$ -	$ 169,262	$ 708,696	$ -	$ 177,174	$ -	$ -	$ -	$ 2,259,367
14800A	CON	$ 684,034	$ 171,009	$ 561,949	$ 684,034	$ 171,009	$ 561,949	$ 684,034	$ 171,009	$ 561,949	$ 1,994,574	$ 498,644	$ 561,949	$ 7,306,143
14800E	CON	$ 4,933,305	$ 1,233,326	$ -	$ 4,932,051	$ 1,233,013	$ -	$ 4,931,734	$ 1,232,933	$ -	$ 3,599,713	$ 899,928	$ -	$ 22,996,004
14800H	PE	$ 1,018,998	$ 254,750	$ -	$ 1,051,339	$ 262,835	$ -	$ 1,084,912	$ 271,228	$ -	$ 817,227	$ 204,307	$ -	$ 4,965,596
	ROW	$ 171,078	$ 42,770	$ -	$ 176,508	$ 44,127	$ -	$ 182,144	$ 45,536	$ -	$ 137,203	$ 34,301	$ -	$ 833,666
		$ 10,646,702	$ 2,553,343	$ 667,386	$ 8,121,885	$ 1,890,972	$ 731,211	$ 13,418,368	$ 7,003,011	$ 739,123	$ 18,507,775	$ 8,540,196	$ 561,949	$ 73,381,923
TRAPEZE SOFTWARE GROUP, INC.														
68069B	OTHER	$ 35,107	$ 8,777	$ -	$ 38,042	$ 9,510	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91,436
		$ 35,107	$ 8,777	$ -	$ 38,042	$ 9,510	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91,436
TOTAL - ALL FUNDING														
	PE	$ 6,333,615	$ 813,413	$ 1,754,774	$ 6,427,455	$ 1,045,070	$ 1,529,843	$ 5,087,555	$ 717,066	$ 1,682,178	$ 3,724,692	$ 323,837	$ 1,736,008	$ 31,175,506
	ROW	$ 3,598,243	$ 656,867	$ 242,693	$ 6,485,488	$ 1,004,800	$ 616,572	$ 7,298,621	$ 1,647,481	$ 177,174	$ 1,421,839	$ 355,460	$ -	$ 23,505,238
	CON	$ 19,234,787	$ 5,437,865	$ 12,713,644	$ 23,300,893	$ 7,803,612	$ 7,431,010	$ 18,198,622	$ 16,412,513	$ 1,111,501	$ 19,439,132	$ 22,177,911	$ 618,663	$153,880,153
	PLAN	$ 1,207,853	$ 301,963	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,509,816
	OTHER	$ 3,375,481	$ 940,157	$ 1,081,813	$ 3,485,309	$ 39,331	$ 1,116,431	$ 3,434,480	$ -	$ 1,152,157	$ 3,544,383	$ -	$ 1,189,025	$ 19,358,567
	TOTAL	**$ 33,749,979**	**$ 8,150,265**	**$ 15,792,924**	**$ 39,699,145**	**$ 9,892,813**	**$ 10,693,856**	**$ 34,019,278**	**$ 18,777,061**	**$ 4,123,010**	**$ 28,130,047**	**$ 22,857,207**	**$ 3,543,697**	**$229,429,281**

$560,489,136

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

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TABLE 3: FUNDING SOURCES

Funding Source/Project Name	Project #	2017	2018	2019	2020	Total
FEDERAL - Bridge On/Off System						
PORTSMOUTH	27690	$ -	$ -	$ 2,708,194	$ -	$ 2,708,194
SALEM TO MANCHESTER	14800E	$ -	$ 2,493,033	$ 2,481,739	$ 2,468,779	$ 7,443,551
		$ -	$ 2,493,033	$ 5,189,933	$ 2,468,779	$ 10,151,745
FEDERAL - Congestion Mitigation and Air Quality Program (CMAQ)						
HAMPTON - PORTSMOUTH	26485	$ 843,499	$ -	$ -	$ -	$ 843,499
PORTSMOUTH	20258	$ 441,830	$ -	$ -	$ -	$ 441,830
	29781	$ 231,521	$ -	$ -	$ -	$ 231,521
TRAPEZE SOFTWARE GROUP, INC.	68069B	$ 35,107	$ 38,042	$ -	$ -	$ 73,149
		$ 1,551,956	$ 38,042	$ -	$ -	$ 1,589,998
FEDERAL - FHWA Earmarks						
SALEM TO MANCHESTER	10418W	$ 779,400	$ -	$ -	$ -	$ 779,400
		$ 779,400	$ -	$ -	$ -	$ 779,400
FEDERAL - FTA 5307 Capital and Operating Program						
CART	60100A	$ 70,176	$ 72,422	$ 74,739	$ 77,131	$ 294,468
	60100B	$ 367,487	$ 379,246	$ 391,382	$ 403,906	$ 1,542,021
COAST	60000A	$ 1,273,570	$ 1,251,048	$ 1,458,232	$ 1,504,895	$ 5,487,745
	60000B	$ 427,438	$ 441,116	$ 455,232	$ 469,799	$ 1,793,585
	60000C	$ 400,000	$ 98,415	$ 82,558	$ 86,800	$ 667,773
	60000D	$ 80,000	$ 60,000	$ 50,000	$ 50,000	$ 240,000
	60000E	$ 68,162	$ 70,343	$ 72,594	$ 74,917	$ 286,015
	60000F	$ 297,907	$ 228,102	$ 235,402	$ 242,935	$ 1,004,346
	60000G	$ 432,000	$ 132,000	$ -	$ -	$ 564,000
	68069	$ 115,584	$ 119,283	$ -	$ -	$ 234,867
PROGRAM	FTA5307	$ 2,787,128	$ 2,876,317	$ 2,968,359	$ 3,063,346	$ 11,695,150
SALEM TO MANCHESTER	10418L	$ 130,000	$ -	$ -	$ -	$ 130,000
		$ 6,449,451	$ 5,728,291	$ 5,788,498	$ 5,973,729	$ 23,939,969
FEDERAL - Interstate Maintenance						
SALEM TO MANCHESTER	14800E	$ 4,023,452	$ -	$ -	$ -	$ 4,023,452
		$ 4,023,452	$ -	$ -	$ -	$ 4,023,452
FEDERAL - National Highway System (NHS)						
EPPING	29608	$ 317,856	$ 70,292	$ 967,212	$ 107,802	$ 1,463,161
PLAISTOW - KINGSTON	10044E	$ 454,080	$ 1,752,603	$ 1,595,900	$ 49,908	$ 3,852,492
PORTSMOUTH, NH - KITTERY, ME	15731	$ 10,912,000	$ 12,981,034	$ -	$ -	$ 23,893,034
SALEM TO MANCHESTER	10418L	$ 1,124,262	$ 580,000	$ 580,000	$ 580,000	$ 2,864,262
	10418T	$ 82,560	$ -	$ -	$ -	$ 82,560
	10418W	$ 72,619	$ -	$ -	$ -	$ 72,619
	14633P	$ 1,207,853	$ -	$ -	$ -	$ 1,207,853
	14633R	$ 421,750	$ 677,049	$ 708,696	$ -	$ 1,807,494
	14800A	$ 684,034	$ 684,034	$ 684,034	$ 1,994,574	$ 4,046,677
	14800E	$ 909,853	$ 2,439,019	$ 2,449,995	$ 1,130,934	$ 6,929,801
	14800H	$ 1,190,077	$ 1,227,847	$ 1,267,056	$ 954,430	$ 4,639,409
		$ 17,376,944	$ 20,411,878	$ 8,252,893	$ 4,817,648	$ 50,859,363
FEDERAL - SURFACE TRANSPORTATION PROGRAM (STP) 5 to 200K						
NEW CASTLE - RYE	16127	$ 19,071	$ 4,123,773	$ 1,873,505	$ 1,658,932	$ 7,675,281
		$ 19,071	$ 4,123,773	$ 1,873,505	$ 1,658,932	$ 7,675,281
FEDERAL - STP-Areas Over 200K						
SALEM	12334	$ 701,760	$ 1,874,442	$ 2,198,210	$ 226,855	$ 5,001,267
SALEM TO MANCHESTER	10418X	$ 20,842	$ 20,904	$ 23,902	$ -	$ 65,648
		$ 722,602	$ 1,895,347	$ 2,222,111	$ 226,855	$ 5,066,915

TABLE 3: FUNDING SOURCES

Funding Source/Project Name	Project #	2017	2018	2019	2020	Total
FEDERAL - STP-State Flexible						
HAMPTON	29609	$ -	$ 241,803	$ -	$ -	$ 241,803
HAMPTON FALLS	29610	$ -	$ 241,803	$ -	$ -	$ 241,803
NEW CASTLE	29614	$ -	$ 96,721	$ -	$ -	$ 96,721
NEWTON	29617	$ 117,153	$ -	$ 149,724	$ -	$ 266,877
NORTH HAMPTON	24457	$ 408,672	$ 187,444	$ 193,442	$ 74,862	$ 864,421
PORTSMOUTH	27690	$ -	$ 187,444	$ 290,164	$ -	$ 477,608
	29640	$ 113,520	$ 304,597	$ 967,212	$ 1,530,184	$ 2,915,513
PORTSMOUTH, NH - KITTERY, ME	15731	$ 2,187,757	$ 3,748,970	$ 3,868,849	$ -	$ 9,805,576
SALEM TO MANCHESTER	13933A	$ -	$ -	$ 3,481,964	$ 9,582,365	$ 13,064,329
	14633J	$ -	$ -	$ 1,740,982	$ 1,796,693	$ 3,537,675
		$ 2,827,102	$ 5,008,782	$ 10,692,337	$ 12,984,104	$ 31,512,326
STATE - Anticipated FHWA Funds						
SALEM TO MANCHESTER	14633J	$ -	$ -	$ 3,791,911	$ 3,913,253	$ 7,705,164
		$ -	$ -	$ 3,791,911	$ 3,913,253	$ 7,705,164
STATE - NH Highway Fund						
HAMPTON FALLS	29610	$ -	$ 60,451	$ -	$ -	$ 60,451
NEW CASTLE	29614	$ -	$ 24,180	$ -	$ -	$ 24,180
NEWTON	29617	$ -	$ -	$ 37,431	$ -	$ 37,431
SALEM TO MANCHESTER	14800A	$ 171,009	$ 171,009	$ 171,009	$ 498,644	$ 1,011,669
	14800E	$ 1,233,326	$ 1,233,013	$ 1,232,933	$ 628,348	$ 4,327,620
	14800H	$ 297,519	$ 306,962	$ 316,764	$ 238,607	$ 1,159,852
		$ 1,701,854	$ 1,795,614	$ 1,758,137	$ 1,365,599	$ 6,621,204
STATE - Non Participating						
PORTSMOUTH	20258	$ 708,160	$ -	$ -	$ -	$ 708,160
SALEM TO MANCHESTER	10418X	$ 1,548	$ 1,598	$ 1,649	$ -	$ 4,794
		$ 709,708	$ 1,598	$ 1,649	$ -	$ 712,955
STATE - Toll Credit						
EPPING	29608	$ 79,464	$ 17,573	$ 241,803	$ 26,950	$ 365,790
HAMPTON	29609	$ -	$ 60,451	$ -	$ -	$ 60,451
HAMPTON - PORTSMOUTH	26485	$ 210,875	$ -	$ -	$ -	$ 210,875
NEW CASTLE - RYE	16127	$ 4,768	$ 1,030,943	$ 468,376	$ 414,733	$ 1,918,820
NEWTON	29617	$ 29,288	$ -	$ -	$ -	$ 29,288
NORTH HAMPTON	24457	$ 102,168	$ 46,861	$ 48,361	$ 18,716	$ 216,105
PLAISTOW - KINGSTON	10044E	$ 113,520	$ 438,151	$ 398,975	$ 12,477	$ 963,123
PORTSMOUTH	27690	$ -	$ 46,861	$ 749,589	$ -	$ 796,451
	29640	$ 28,380	$ 76,149	$ 241,803	$ 382,546	$ 728,878
PORTSMOUTH, NH - KITTERY, ME	15731	$ 3,274,939	$ 4,182,501	$ 967,212	$ -	$ 8,424,652
SALEM TO MANCHESTER	10418L	$ 281,066	$ 145,000	$ 145,000	$ 145,000	$ 716,066
	10418T	$ 20,640	$ -	$ -	$ -	$ 20,640
	10418W	$ 213,005	$ -	$ -	$ -	$ 213,005
	10418X	$ 5,211	$ 5,226	$ 5,975	$ -	$ 16,412
	13933A	$ -	$ -	$ 870,491	$ 2,395,591	$ 3,266,082
	14633J	$ -	$ -	$ 435,245	$ 449,173	$ 884,419
	14633P	$ 301,963	$ -	$ -	$ -	$ 301,963
	14800E	$ -	$ -	$ -	$ 271,581	$ 271,581
		$ 4,665,286	$ 6,049,716	$ 4,572,831	$ 4,116,767	$ 19,404,601

TABLE 3: FUNDING SOURCES

Funding Source/Project Name	Project #	2017	2018	2019	2020	Total
STATE - Turnpike Capital						
COAST	68069	$ 931,380	$ 29,821	$ -	$ -	$ 961,201
NEWINGTON - DOVER	11238	$ 85,202	$ -	$ -	$ -	$ 85,202
	11238K	$ 20,000	$ -	$ -	$ -	$ 20,000
	11238S	$ -	$ -	$ 6,578,801	$ 13,461,589	$ 20,040,390
TRAPEZE SOFTWARE GROUP, INC.	68069B	$ 8,777	$ 9,510	$ -	$ -	$ 18,287
		$ 1,045,359	$ 39,331	$ 6,578,801	$ 13,461,589	$ 21,125,080
STATE - Turnpike Program						
SALEM TO MANCHESTER	10418X	$ 28,057	$ 28,165	$ 32,033	$ -	$ 88,256
		$ 28,057	$ 28,165	$ 32,033	$ -	$ 88,256
STATE - Turnpike Renewal & Replacement						
PORTSMOUTH, NH - KITTERY, ME	16189	$ -	$ 1,978,389	$ 2,041,697	$ -	$ 4,020,086
		$ -	$ 1,978,389	$ 2,041,697	$ -	$ 4,020,086
OTHER - Maine						
PORTSMOUTH, NH - KITTERY, ME	15731	$ 12,000,000	$ 2,912,284	$ -	$ -	$ 14,912,284
	16189	$ -	$ 3,956,777	$ -	$ -	$ 3,956,777
		$ 12,000,000	$ 6,869,061	$ -	$ -	$ 18,869,061
OTHER - Local Match (Other)						
CART	60100A	$ 17,544	$ 18,105	$ 18,685	$ 19,283	$ 73,617
	60100B	$ 367,487	$ 379,246	$ 391,382	$ 403,906	$ 1,542,021
COAST	60000A	$ 1,273,570	$ 1,251,048	$ 1,458,232	$ 1,504,895	$ 5,487,745
	60000B	$ 106,860	$ 110,279	$ 113,808	$ 117,450	$ 448,397
	60000C	$ 100,000	$ 24,604	$ 20,640	$ 21,700	$ 166,944
	60000D	$ 20,000	$ 15,000	$ 12,500	$ 12,500	$ 60,000
	60000E	$ 17,040	$ 17,586	$ 18,148	$ 18,729	$ 71,504
	60000F	$ 74,477	$ 57,026	$ 58,850	$ 60,734	$ 251,087
	60000G	$ 108,000	$ 33,000	$ -	$ -	$ 141,000
PROGRAM	FTA5307	$ 696,782	$ 719,079	$ 742,090	$ 765,837	$ 2,923,788
SALEM TO MANCHESTER	14633R	$ 105,437	$ 169,262	$ 177,174	$ -	$ 451,873
		$ 2,887,197	$ 2,794,236	$ 3,011,509	$ 2,925,034	$ 11,617,975
OTHER - RZED Subsidy						
SALEM TO MANCHESTER	14800A	$ 561,949	$ 561,949	$ 561,949	$ 561,949	$ 2,247,796
		$ 561,949	$ 561,949	$ 561,949	$ 561,949	$ 2,247,796
OTHER - Towns						
PORTSMOUTH	20258	$ 110,458	$ -	$ -	$ -	$ 110,458
	29781	$ 57,880	$ -	$ -	$ -	$ 57,880
SALEM	12334	$ 175,440	$ 468,611	$ 549,552	$ 56,714	$ 1,250,317
		$ 343,778	$ 468,611	$ 549,552	$ 56,714	$ 1,418,654

TOTAL - ALL FUNDING	**2017**	**2018**	**2019**	**2020**	**Total**
Total Federal Funds	$ 33,749,979	$ 39,699,145	$ 34,019,278	$ 28,130,047	$ 135,598,448
Total State Funds*	$ 8,150,265	$ 9,892,813	$ 18,777,061	$ 22,857,207	$ 59,677,345
Total Other Funds	$ 15,792,924	$ 10,693,856	$ 4,123,010	$ 3,543,697	$ 34,153,487
Grand Total	**$ 57,693,168**	**$ 60,285,813**	**$ 56,919,349**	**$ 54,530,951**	**$229,429,281**

*Includes $19,404,601 of Toll Credits which count towards matching federal funds but are not actual dollars invested in the system

TABLE 4: SCOPE AND TOTAL COST OF STATEWIDE PROJECTS/PROGRAMS

Project #	Route/Road	Scope Summary	Total Cost (All Years
STATEWIDE PROJECTS			
40284	Commuter/Intercity Bus Replacement	Replacement of existing state-owned coaches used for commuter and intercity bus.	$ 18,693,725
15609H	VARIOUS	Statewide Bridge Maintenance, Preservation & Improvements performed by Bridge	$ 2,200,000
15609I	VARIOUS	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.	$ 2,200,000
STATEWIDE PROGRAMS			
ADA	VARIOUS	Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.	$ 2,710,920
BRDG-HIB-M&P	VARIOUS	Maintenance and preservation efforts for High Investment Bridges	$ 28,700,000
BRDG-T1/2-M&P	Tier 1-2 Bridges	Maintenance & preservation of tier 1 & 2 bridges.	$ 70,250,000
BRDG-T3/4-M&P	Tier 3-4 Bridges	Maintenance and preservation of tier 3 & 4 bridges.	$ 23,100,000
CBI	VARIOUS	Complex Bridge Inspection (PARENT)	$ 5,712,276
CRDR	VARIOUS	CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)	$ 26,639,970
DBE	Disadvantaged Business Enterprise	IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)	$ 1,440,000
FLAP	VARIOUS	Improving transportation facilities that access Federal Lands within NH {FLAP}	$ 4,462,000
FTA5309	VARIOUS	Capital bus and bus facilities - FTA Section 5309 Program	$ 5,566,667
FTA5310	VARIOUS	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	$ 39,310,898
FTA5339	VARIOUS	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation	$ 46,037,521
GRR	VARIOUS	GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual	$ 18,405,909
HAZMAT	Hazard Material Review	Hazard Material review for post construction obligations.	$ 381,800
HSIP	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	$ 148,883,441
LTAP	Local Techonolgy Assistance Program	Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	$ 1,900,000
MOBRR	VARIOUS	MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)	$ 57,700,000
PAVE-T1-PRES	Tier 1 Interstate	Preservation of Tier 1 pavements.	$ 123,500,000
PAVE-T2-MAINT	Tier 2 Highways	Maintenance paving of the tier 2 system.	$ 127,210,000
PAVE-T2-PRES	Tier 2 Highways	Preservation of Tier 2 pavements.	$ 80,250,000
PVMRK	VARIOUS	Statewide Pavement Marking Annual Project	$ 49,600,000
RCTRL	VARIOUS	RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY	$ 19,778,645
RRRCS	Statewide Railroad Crossings	RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)	$ 19,993,438
SRTS	VARIOUS	SAFE ROUTES TO SCHOOL PROGRAM	$ 8,561,274
TA	VARIOUS	TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	$ 28,057,089
TRAC	Transportation & Civil engineering	Implement and participate in AASHTO TRAC program in local high schools.	$ 308,000
TRCK-WGHT-SFTY	VARIOUS	Truck weight safety inspection & maintenance program	$ 1,000,000
TSMO	Transportation Systems Management and	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	$ 5,275,000
UBI	VARIOUS	Underwater Bridge Inspection (Annual Project)	$ 740,500
USSS	VARIOUS	Project to update signing on state system	$ 7,374,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 5: STATEWIDE PROGRAMS BY FISCAL YEAR

DRAFT

Program Name/Number	2017			2018			2019			2020			
PHASE	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	Total
STATEWIDE PROJECTS													
40284													
OTHER	$ 2,476,800	$ 619,200	$ -	$ 2,556,058	$ 639,014	$ -	$ 4,220,562	$ 1,055,141	$ -	$ 2,177,810	$ 544,453	$ -	$ 14,289,038
15609H													
CON	$ 1,760,000	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,200,000
15609I													
CON	$ -	$ -	$ -	$ 1,760,000	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,200,000
Total Statewide Projects	$ 4,236,800	$ 1,059,200	$ -	$ 4,316,058	$ 1,079,014	$ -	$ 4,220,562	$ 1,055,141	$ -	$ 2,177,810	$ 544,453	$ -	$ 18,689,038
STATEWIDE PROGRAMS													
ADA													
CON	$ 187,444	$ 46,861	$ -	$ 193,442	$ 48,361	$ -	$ 199,633	$ 49,908	$ -	$ 206,021	$ 51,505	$ -	$ 983,175
BRDG-HIB-M&P													
PE	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
ROW	$ 16,000	$ 4,000	$ -	$ 16,000	$ 4,000	$ -	$ 16,000	$ 4,000	$ -	$ 16,000	$ 4,000	$ -	$ 80,000
CON	$ 2,040,000	$ 510,000	$ -	$ 2,040,000	$ 510,000	$ -	$ 2,240,000	$ 560,000	$ -	$ 2,240,000	$ 560,000	$ -	$ 10,700,000
	$ 2,136,000	$ 534,000	$ -	$ 2,136,000	$ 534,000	$ -	$ 2,336,000	$ 584,000	$ -	$ 2,336,000	$ 584,000	$ -	$ 11,180,000
BRDG-T1/2-M&P													
PE	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
ROW	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 100,000
CON	$ 2,000,000	$ 500,000	$ -	$ 2,000,000	$ 500,000	$ -	$ 6,400,000	$ 1,600,000	$ -	$ 6,400,000	$ 1,600,000	$ -	$ 21,000,000
	$ 2,100,000	$ 525,000	$ -	$ 2,100,000	$ 525,000	$ -	$ 6,500,000	$ 1,625,000	$ -	$ 6,500,000	$ 1,625,000	$ -	$ 21,500,000
BRDG-T3/4-M&P													
PE	$ 40,000	$ 10,000	$ -	$ 40,000	$ 10,000	$ -	$ 40,000	$ 10,000	$ -	$ 40,000	$ 10,000	$ -	$ 200,000
ROW	$ 8,000	$ 2,000	$ -	$ 8,000	$ 2,000	$ -	$ 8,000	$ 2,000	$ -	$ 8,000	$ 2,000	$ -	$ 40,000
CON	$ 1,000,000	$ 250,000	$ -	$ 1,000,000	$ 250,000	$ -	$ 2,000,000	$ 500,000	$ -	$ 2,000,000	$ 500,000	$ -	$ 7,500,000
	$ 1,048,000	$ 262,000	$ -	$ 1,048,000	$ 262,000	$ -	$ 2,048,000	$ 512,000	$ -	$ 2,048,000	$ 512,000	$ -	$ 7,740,000
CBI													
PLAN	$ 200,000	$ 50,000	$ -	$ 200,000	$ 50,000	$ -	$ 200,000	$ 50,000	$ -	$ 200,000	$ 50,000	$ -	$ 1,000,000
CRDR													
PE	$ 70,400	$ 17,600	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 388,000
ROW	$ 1,600	$ 400	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 77,000
CON	$ 1,496,000	$ 374,000	$ -	$ 1,496,000	$ 374,000	$ -	$ 1,496,000	$ 374,000	$ -	$ 1,496,000	$ 374,000	$ -	$ 7,480,000
PLAN	$ 32,000	$ 8,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 55,000
	$ 1,600,000	$ 400,000	$ -	$ 1,600,000	$ 400,000	$ -	$ 1,600,000	$ 400,000	$ -	$ 1,600,000	$ 400,000	$ -	$ 8,000,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 5: STATEWIDE PROGRAMS BY FISCAL YEAR

DRAFT

Program Name/Number	2017			2018			2019			2020			
PHASE	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	Total
DBE													
OTHER	$ 90,000	$ -	$ -	$ 90,000	$ -	$ -	$ 90,000	$ -	$ -	$ 90,000	$ -	$ -	$ 360,000
FLAP													
PE	$ 50,000	$ -	$ -	$ 50,000	$ -	$ -	$ 50,000	$ -	$ -	$ 50,000	$ -	$ -	$ 200,000
ROW	$ 25,000	$ -	$ -	$ 25,000	$ -	$ -	$ 25,000	$ -	$ -	$ 25,000	$ -	$ -	$ 100,000
CON	$ 250,000	$ -	$ -	$ 225,000	$ -	$ -	$ 275,000	$ -	$ -	$ 275,000	$ -	$ -	$ 1,025,000
	$ 325,000	$ -	$ -	$ 300,000	$ -	$ -	$ 350,000	$ -	$ -	$ 350,000	$ -	$ -	$ 1,325,000
FTA5309													
OTHER	$ 800,000	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
FTA5310													
OTHER	$ 2,004,646	$ -	$ 501,161	$ 2,068,794	$ -	$ 517,199	$ 2,134,996	$ -	$ 533,749	$ 2,203,315	$ -	$ 550,829	$ 10,514,689
FTA5339													
OTHER	$ 2,462,957	$ -	$ 615,739	$ 2,541,771	$ -	$ 635,443	$ 2,623,108	$ -	$ 655,777	$ 2,707,047	$ -	$ 676,762	$ 12,918,604
GRR													
PE	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 600,000
ROW	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 20,000
CON	$ 1,504,000	$ 376,000	$ -	$ 1,504,000	$ 376,000	$ -	$ 1,504,000	$ 376,000	$ -	$ 1,504,000	$ 376,000	$ -	$ 7,520,000
	$ 1,628,000	$ 407,000	$ -	$ 1,628,000	$ 407,000	$ -	$ 1,628,000	$ 407,000	$ -	$ 1,628,000	$ 407,000	$ -	$ 8,140,000
HAZMAT													
OTHER	$ 21,600	$ 5,400	$ -	$ 21,600	$ 5,400	$ -	$ 21,600	$ 5,400	$ -	$ 21,600	$ 5,400	$ -	$ 108,000
HSIP													
PE	$ 450,000	$ 50,000	$ -	$ 450,000	$ 50,000	$ -	$ 450,000	$ 50,000	$ -	$ 450,000	$ 50,000	$ -	$ 2,000,000
ROW	$ 135,000	$ 15,000	$ -	$ 135,000	$ 15,000	$ -	$ 135,000	$ 15,000	$ -	$ 135,000	$ 15,000	$ -	$ 600,000
CON	$ 5,401,800	$ 600,200	$ -	$ 7,821,651	$ 869,072	$ -	$ 7,975,936	$ 886,215	$ -	$ 8,153,173	$ 905,908	$ -	$ 32,613,955
PLAN	$ 180,000	$ 20,000	$ -	$ 180,000	$ 20,000	$ -	$ 180,000	$ 20,000	$ -	$ 180,000	$ 20,000	$ -	$ 800,000
	$ 6,166,800	$ 685,200	$ -	$ 8,586,651	$ 954,072	$ -	$ 8,740,936	$ 971,215	$ -	$ 8,918,173	$ 990,908	$ -	$ 36,013,955
LTAP													
PLAN	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ 600,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 5: STATEWIDE PROGRAMS BY FISCAL YEAR

DRAFT

Program Name/Number		2017			2018			2019			2020			
	PHASE	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	Total
MOBRR														
	PE	$ 80,000	$ -	$ 20,000	$ 80,000	$ -	$ 20,000	$ 80,000	$ -	$ 20,000	$ 80,000	$ -	$ 20,000	$ 400,000
	ROW	$ 40,000	$ -	$ 10,000	$ 40,000	$ -	$ 10,000	$ 20,000	$ -	$ 5,000	$ 20,000	$ -	$ 5,000	$ 150,000
	CON	$ 3,600,000	$ -	$ 900,000	$ 3,600,000	$ -	$ 900,000	$ 3,600,000	$ -	$ 900,000	$ 3,600,000	$ -	$ 900,000	$ 18,000,000
		$ 3,720,000	$ -	$ 930,000	$ 3,720,000	$ -	$ 930,000	$ 3,700,000	$ -	$ 925,000	$ 3,700,000	$ -	$ 925,000	$ 18,550,000
PAVE-T1-PRES														
	PE	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 120,000	$ 30,000	$ -	$ 600,000
	CON	$ 8,800,000	$ 2,200,000	$ -	$ 9,200,000	$ 2,300,000	$ -	$ 9,600,000	$ 2,400,000	$ -	$10,000,000	$ 2,500,000	$ -	$ 47,000,000
		$ 8,920,000	$ 2,230,000	$ -	$ 9,320,000	$ 2,330,000	$ -	$ 9,720,000	$ 2,430,000	$ -	$10,120,000	$ 2,530,000	$ -	$ 47,600,000
PAVE-T2-MAINT														
	PE	$ 160,000	$ 40,000	$ -	$ 160,000	$ 40,000	$ -	$ 160,000	$ 40,000	$ -	$ 160,000	$ 40,000	$ -	$ 800,000
	ROW	$ 4,000	$ 1,000	$ -	$ 4,000	$ 1,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 60,000
	CON	$ 5,000,000	$ 7,500,000	$ -	$ 5,000,000	$ 7,500,000	$ -	$ 5,000,000	$ 7,500,000	$ -	$ 5,000,000	$ 7,500,000	$ -	$ 50,000,000
		$ 5,164,000	$ 7,541,000	$ -	$ 5,164,000	$ 7,541,000	$ -	$ 5,180,000	$ 7,545,000	$ -	$ 5,180,000	$ 7,545,000	$ -	$ 50,860,000
PAVE-T2-PRES														
	PE	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
	ROW	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 20,000	$ 5,000	$ -	$ 100,000
	CON	$ 6,320,000	$ 1,580,000	$ -	$ 6,320,000	$ 1,580,000	$ -	$ 6,320,000	$ 1,580,000	$ -	$ 6,320,000	$ 1,580,000	$ -	$ 31,600,000
		$ 6,420,000	$ 1,605,000	$ -	$ 6,420,000	$ 1,605,000	$ -	$ 6,420,000	$ 1,605,000	$ -	$ 6,420,000	$ 1,605,000	$ -	$ 32,100,000
PVMRK														
	CON	$ 2,480,000	$ 620,000	$ -	$ 2,480,000	$ 620,000	$ -	$ 2,480,000	$ 620,000	$ -	$ 2,480,000	$ 620,000	$ -	$ 12,400,000
RCTRL														
	OTHER	$ 1,250,000	$ -	$ 312,500	$ 1,250,000	$ -	$ 312,500	$ 1,250,000	$ -	$ 312,500	$ 1,250,000	$ -	$ 312,500	$ 6,250,000
RRRCS														
	PE	$ 45,000	$ 5,000	$ -	$ 45,000	$ 5,000	$ -	$ 45,000	$ 5,000	$ -	$ 45,000	$ 5,000	$ -	$ 200,000
	ROW	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 20,000
	CON	$ 990,000	$ 110,000	$ -	$ 990,000	$ 110,000	$ -	$ 990,000	$ 110,000	$ -	$ 990,000	$ 110,000	$ -	$ 4,400,000
	PLAN	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 4,500	$ 500	$ -	$ 20,000
		$ 1,044,000	$ 116,000	$ -	$ 1,044,000	$ 116,000	$ -	$ 1,044,000	$ 116,000	$ -	$ 1,044,000	$ 116,000	$ -	$ 4,640,000
SRTS														
	ROW	$ 10,000	$ -	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,000
	CON	$ 831,578	$ -	$ -	$ 297,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,128,578
	OTHER	$ 13,417	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,417
		$ 854,995	$ -	$ -	$ 302,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,156,995

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TABLE 5: STATEWIDE PROGRAMS BY FISCAL YEAR

DRAFT

Program Name/Number	2017			2018			2019			2020			
PHASE	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	Total
TA													
PE	$ 29,680	$ -	$ 7,420	$ 252,760	$ -	$ 63,190	$ 252,760	$ -	$ 63,190	$ 252,760	$ -	$ 63,190	$ 984,950
ROW	$ 24,000	$ -	$ 6,000	$ 102,120	$ -	$ 25,530	$ 102,120	$ -	$ 25,530	$ 102,120	$ -	$ 25,530	$ 412,950
CON	$ 2,496,000	$ -	$ 624,000	$ 1,992,000	$ -	$ 498,000	$ 1,992,000	$ -	$ 498,000	$ 1,992,000	$ -	$ 498,000	$ 10,590,000
OTHER	$ 4,000	$ -	$ 1,000	$ 206,800	$ -	$ 51,700	$ 206,800	$ -	$ 51,700	$ 206,800	$ -	$ 51,700	$ 780,500
	$ 2,553,680	$ -	$ 638,420	$ 2,553,680	$ -	$ 638,420	$ 2,553,680	$ -	$ 638,420	$ 2,553,680	$ -	$ 638,420	$ 12,768,400
TRAC													
PE	$ 17,600	$ 4,400	$ -	$ 17,600	$ 4,400	$ -	$ 17,600	$ 4,400	$ -	$ 17,600	$ 4,400	$ -	$ 88,000
TRCK-WGHT-SFTY													
OTHER	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 80,000	$ 20,000	$ -	$ 400,000
TSMO													
CON	$ 60,000	$ 15,000	$ -	$ 60,000	$ 15,000	$ -	$ 60,000	$ 15,000	$ -	$ 60,000	$ 15,000	$ -	$ 300,000
OTHER	$ 220,000	$ 55,000	$ -	$ 220,000	$ 55,000	$ -	$ 220,000	$ 55,000	$ -	$ 220,000	$ 55,000	$ -	$ 1,100,000
	$ 280,000	$ 70,000	$ -	$ 280,000	$ 70,000	$ -	$ 280,000	$ 70,000	$ -	$ 280,000	$ 70,000	$ -	$ 1,400,000
UBI													
PE	$ 40,000	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000
PLAN	$ -	$ -	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 180,000
	$ 40,000	$ 10,000	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 48,000	$ 12,000	$ -	$ 230,000
USSS													
PE	$ 48,000	$ 12,000	$ -	$ 24,000	$ 6,000	$ -	$ 24,000	$ 6,000	$ -	$ 24,000	$ 6,000	$ -	$ 150,000
CON	$ 715,200	$ 178,800	$ -	$ 400,000	$ 100,000	$ -	$ 400,000	$ 100,000	$ -	$ 400,000	$ 100,000	$ -	$ 2,394,000
	$ 763,200	$ 190,800	$ -	$ 424,000	$ 106,000	$ -	$ 424,000	$ 106,000	$ -	$ 424,000	$ 106,000	$ -	$ 2,544,000
Total - All Funding													
PE	$ 1,510,680	$ 269,000	$ 27,420	$ 1,679,360	$ 255,400	$ 83,190	$ 1,679,360	$ 255,400	$ 83,190	$ 1,679,360	$ 255,400	$ 83,190	$ 7,860,950
ROW	$ 312,100	$ 33,900	$ 16,000	$ 403,620	$ 38,500	$ 35,530	$ 394,620	$ 42,500	$ 30,530	$ 394,620	$ 42,500	$ 30,530	$ 1,774,950
CON	$46,932,022	$15,300,861	$ 1,524,000	$48,379,093	$15,592,433	$ 1,398,000	$52,532,568	$16,671,123	$ 1,398,000	$53,116,194	$16,792,413	$ 1,398,000	$ 271,034,708
PLAN	$ 566,500	$ 78,500	$ -	$ 586,500	$ 83,500	$ -	$ 586,500	$ 83,500	$ -	$ 586,500	$ 83,500	$ -	$ 2,655,000
OTHER	$ 9,423,419	$ 699,600	$ 1,630,401	$ 9,035,023	$ 719,414	$ 1,516,841	$10,847,066	$ 1,135,541	$ 1,553,726	$ 8,956,573	$ 624,853	$ 1,591,791	$ 47,734,248
Total	$58,744,722	$16,381,861	$ 3,197,821	$60,083,596	$16,689,247	$ 3,033,561	$66,040,115	$18,188,064	$ 3,065,446	$64,733,246	$17,798,666	$ 3,103,511	$ 331,059,856

ATTACHMENT 5

ROCKINGHAM PLANNING COMMISSION

Attachment 5

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ◆ Fax: 603-778-9183
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MEMORANDUM

To: MPO Policy Committee

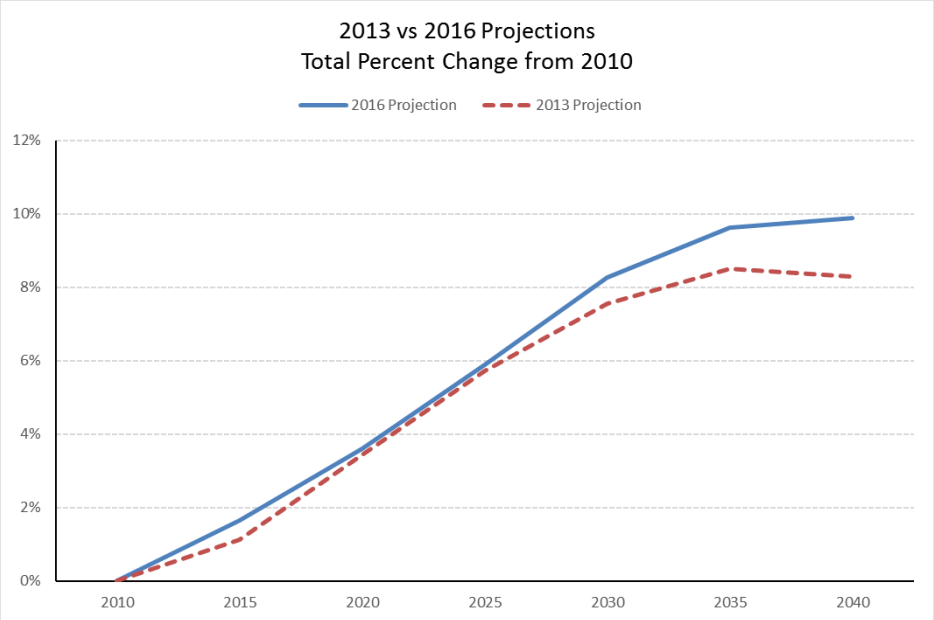
From: Dave Walker, Senior Transportation Planner

Date: 10/7/2016

RE: Population Projections

A new set of 2040 state, county and municipal population projections has been developed by OEP in conjunction with the New Hampshire Regional Planning Commissions and with the assistance of RLS Demographics. The projection is based on a cohort-component model that utilizes the components of population change (fertility, mortality, and net migration) to project future population. In this model the population is advanced each time period based on a new birth cohort, survival rates for each of the other groups, and net migration in the region. These projections are made at the state and county level and then distributed to individual communities based on the share of county population at the starting point (2015 in this case) and a "shift-share" factor that accounts for the redistribution of the population between communities over time. View the full County Population Projections, By Municipality report on the OEP website for further information (https://www.nh.gov/oep/data-center/population-projections.htm).

Overall, the current projection for 2040 indicates a population 1.5% higher than anticipated when this same process was last completed in 2013. This is largely due to greater than expected growth in the region (and the state) between 2010 and 2015 than was anticipated three years ago. In 2013, OEP projected that the region would have a 2015 population of 190,652 while the current 2015 estimate has a population of 191,617 which translates to a 0.5% increase. The slightly larger starting population of the current projections and the larger growth rate rooted in the change from 2010 to 2015 results in a projected 2040



population of 207,137 or 9.9% total growth.

Next Steps

The next step in this process is to estimate future year cohorts at the community level and to translate population figures to households and housing units. In addition, the new planning region based employment projections for 2014-2024 are anticipated to be completed by the Department of Employment Security this winter (last iteration was January, 2015) and this will help to complete an update picture of the region for 2040. Depending on the magnitude and distribution of changes seen, this may play back into the scenarios being developed as part of the update to the Long Range Transportation Plan.

	2010 Census	OEP 2015 Pop Estimate	2013 Projection of 2040 Pop	2016 Projection of 2040 Pop	Net Growth (2013 Projection	Net Growth (2016 Projection)	Net Difference between Projections
Atkinson	6,751	6,722	7,536	7,229	785	478	(307)
Brentwood	4,486	4,678	6,060	5,796	1,574	1,310	(263)
Danville	4,387	4,458	4,888	4,888	501	501	(0)
East Kingston	2,357	2,398	3,063	2,854	706	497	(209)
Epping	6,411	6,828	7,609	8,059	1,198	1,648	450
Exeter	14,306	14,582	14,851	15,482	545	1,176	632
Fremont	4,283	4,597	5,255	5,548	972	1,265	293
Greenland	3,549	3,860	4,008	4,532	459	983	524
Hampstead	8,523	8,602	8,938	9,084	415	561	146
Hampton	14,976	15,050	15,291	15,611	315	635	321
Hampton Falls	2,236	2,239	2,689	2,519	453	283	(169)
Kensington	2,124	2,114	2,430	2,302	306	178	(128)
Kingston	6,025	6,049	6,322	6,355	297	330	32
New Castle	968	966	937	968	(31)	0	31
Newfields	1,680	1,685	1,860	1,817	180	137	(42)
Newington	753	770	741	800	(12)	47	59
Newton	4,603	4,865	5,050	5,495	447	892	446
North Hampton	4,301	4,511	4,427	4,911	126	610	484
Plaistow	7,609	7,602	7,586	7,742	(23)	133	156
Portsmouth	21,233	21,496	22,135	22,708	902	1,475	573
Raymond	10,138	10,257	10,858	10,975	720	837	117
Rye	5,298	5,400	5,528	5,747	230	449	220
Salem	28,776	28,674	30,063	29,813	1,287	1,037	(250)
Sandown	5,986	6,255	7,070	7,246	1,084	1,260	176
Seabrook	8,693	8,814	9,729	9,664	1,036	971	(64)
South Hampton	814	811	794	814	(20)	0	20
Stratham	7,255	7,334	8,428	8,175	1,173	920	(253)
RPC Region	***188,521***	***191,617***	***204,143***	***207,137***	***15,622***	***18,616***	***2,994***
Rockingham County	***295,223***	***300,569***	***321,226***	***326,238***	***26,003***	***31,015***	***5,012***

State of New Hampshire
County Population Projections, By Municipality

September 2016

The New Hampshire Office of Energy and Planning (OEP) in partnership with the state's Regional Planning Commissions (RPCs) has developed county level population projections by municipality for the period 2020 through 2040, as shown in the attached tables. The projections are done in five-year intervals, and are consistent with the county population projections in the report titled: *State of New Hampshire, Regional Planning Commissions, County Population Projections, 2016, By Age and Sex*.

The method used to develop these municipal level projections starts with the above forecast for total population for each county in New Hampshire. Because these numbers are controlled to the county and state projections, these numbers are considered reasonable in the aggregate as well as at the local level.

Next, the town/city shares of county population in the 2010 Census and in the 2015 OEP population estimates were computed and compared to the 2000 Census share of county population for each town/city in that county.

This analysis revealed that the share of each municipality's population (relative to the county) has been changing over time. To confirm the observed trend, municipal shares of the county population were examined for the Census years 1970, 1980, and 1990. That analysis confirmed the observed trend in changing shares over time.

The methodology used to allocate the county population projections to the municipalities assumes that the 2000 to 2015 shift in share (municipality as a share of the county) will continue into the year 2025. The method attempts to account for a community's share of the county's recent population change, rather than assuming an unchanging share of the county's total population.

Next, that share of the municipality's population relative to the county's population is frozen at the 2025 share level (held constant) through the remaining 15 year projection period (2025 to 2040).

OEP and the RPCs encourage the use of these projections as a point of departure for users to establish their own projections and/or for evaluating other projection efforts. Users of these projections are cautioned about placing strong confidence in very small projected changes of population. Small changes, up or down, essentially mean that a community is expected to be "stable" for the involved time period. Small changes in population may simply be the result of controlling to county totals or rounding.

OEP wishes to acknowledge the RPCs and their consultant, Robert Scardamalia of RLS Demographics, for their valued input and assistance on these projections.

County/County Subdivision	2015 est.	2020	2025	2030	2035	2040
Rockingham County	**300,569**	**307,013**	**314,418**	**321,441**	**325,474**	**326,238**
Atkinson town	6,722	6,834	6,967	7,122	7,212	7,229
Auburn town	5,315	5,560	5,828	5,959	6,033	6,048
Brentwood town	4,678	5,116	5,586	5,711	5,783	5,796
Candia town	3,909	3,891	3,880	3,967	4,016	4,026
Chester town	4,887	5,199	5,536	5,660	5,731	5,744
Danville town	4,458	4,577	4,710	4,816	4,876	4,888
Deerfield town	4,413	4,631	4,869	4,978	5,040	5,052
Derry town	32,948	32,459	32,018	32,733	33,144	33,222
East Kingston town	2,398	2,568	2,751	2,812	2,847	2,854
Epping town	6,828	7,279	7,767	7,941	8,041	8,059
Exeter town	14,582	14,732	14,922	15,255	15,446	15,482
Fremont town	4,597	4,959	5,347	5,467	5,535	5,548
Greenland town	3,860	4,104	4,368	4,465	4,521	4,532
Hampstead town	8,602	8,668	8,755	8,951	9,063	9,084
Hampton town	15,050	15,032	15,046	15,382	15,575	15,611
Hampton Falls town	2,239	2,329	2,428	2,482	2,513	2,519
Kensington town	2,114	2,163	2,219	2,268	2,297	2,302
Kingston town	6,049	6,079	6,124	6,261	6,340	6,355
Londonderry town	24,891	25,434	26,057	26,639	26,973	27,036
New Castle town	966	949	933	954	966	968
Newfields town	1,685	1,716	1,752	1,791	1,813	1,817
Newington town	770	770	771	788	798	800
Newmarket town	9,170	9,505	9,877	10,097	10,224	10,248
Newton town	4,865	5,070	5,296	5,414	5,482	5,495
North Hampton town	4,511	4,615	4,733	4,839	4,900	4,911
Northwood town	4,214	4,347	4,495	4,595	4,653	4,664
Nottingham town	4,904	5,246	5,614	5,740	5,812	5,825
Plaistow town	7,602	7,525	7,462	7,628	7,724	7,742
Portsmouth city	21,496	21,664	21,886	22,374	22,655	22,708
Raymond town	10,257	10,403	10,577	10,814	10,949	10,975
Rye town	5,400	5,462	5,539	5,663	5,734	5,747
Salem town	28,674	28,672	28,733	29,375	29,743	29,813
Sandown town	6,255	6,604	6,984	7,140	7,229	7,246
Seabrook town	8,814	9,049	9,314	9,522	9,642	9,664
South Hampton town	811	797	785	802	812	814
Stratham town	7,334	7,592	7,878	8,054	8,155	8,175
Windham town	14,301	15,414	16,612	16,983	17,196	17,237

ATTACHMENT 6

ROCKINGHAM PLANNING COMMISSION

Attachment #6

156 Water Street, Exeter, NH 03833
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MEMORANDUM

To: MPO Policy Committee

From: Scott Bogle, Senior Transportation Planner

Dave Walker, MPO Program Manager

Date: October 6, 2016

RE: Needs Assessment Element for Long Range Plan

Over the summer much of staff work for the Long Range Transportation Plan has focused identifying and evaluating potential performance measures as part of the multi-MPO SHRP2 project. In early September the list of potential measures was culled from over 300 to approximately 150, which will now go through further assessment of viability and data availability.

In the past two weeks staff have also returned to the Scenario Planning element, analyzing results of an updated series of model runs based on alternate future employment and land use scenarios; and initial work on the Needs Assessment element.

Needs Assessment

The Needs Assessment element of the Long Range Plan is intended to add a level of detail to the Key Issues and Challenges and Existing Conditions sections of the plan, drawing on a range of available data to identify unmet transportation system needs. These will in turn shape specific projects to be included in the Long Range Project List.

Initial need identification work summarized here draws on the following data sources, among others:

- Regional travel demand model analysis showing areas of congestion in alternate future development scenarios
- Analysis of state crash records data
- Survey and other data collected for the two Coordinated Public Transit/Human Services Transportation Plan
- Survey and other data collected for various Corridor Management Plans (US1 and NH125 Corridor Studies, NH Coastal Byway CMP, Frost/Stagecoach Byway CMP) or other project studies (Hampton Intermodal, Plaistow Main Street)
- Bicycle and pedestrian traffic data (manual, automated, StravaMetro)
- COAST and CART rider surveys
- Census commuter and other demographic data
- Public input from Regional Master Plan community engagement process

The following pages are broken out into sections beginning with congestion, followed by safety, freight and planning studies for the highway component of the plan. Additional sections cover transit, transportation demand management, and bicycle and pedestrian facilities and programs.

We envision that ultimately the needs assessment component of the plan will be integrated with the Key Issues and Challenges material discussed previously into a single chapter of the Long Range Plan.

Requested Action

Staff request that the Policy Committee review the following initial findings needs Assessment data and provide feedback at the MPO meeting on October 12th. Additional needs will be incorporated into the full draft chapter that staff will bring back for TAC review at a subsequent meeting. Comments are welcome after the meeting as well. Staff request that additional comments be submitted by October 19th for inclusion in the next iteration to be brought to the TAC

Long Range Transportation Plan – Needs Assessment Component
Initial Data & Findings on Unmet System Needs

Congestion

The primary tool utilized to identify areas of expected future congestion in the region is the Regional Travel Demand Model. The model utilizes expected population and employment growth and distribution to estimate traffic volume and distribution of traffic moving through the region. This provides the capacity to identify the roadways that are approaching capacity during peak hour travel periods, and, if provided with different population values and distributions, estimate the impacts of differing land use scenarios on travel in the region. As part of the scenario planning exercise related to the development of the LRTP, the model was provided with five different distributions of population and employment utilizing the base year (2010) transportation network to estimate future capacity needs in the region.

The model outputs indicate that there is substantial overlap between scenarios in terms of "congested" segments of roadway. For the most part, the roadways that are congested under one scenario are congested under them all with some variance in the level of congestion dependent upon the scenario.

% of Vehicle Miles of Travel Under Congested Conditions (AM Peak)

	Low Growth	Dispersed Growth	Nodal Growth	Commuter Dispersed Growth	Commuter Nodal Growth
Highway	67.7%	67.5%	67.6%	66.5%	66.5%
Ramp	32.5%	33.0%	32.9%	31.2%	31.1%
Arterial	48.7%	56.6%	54.4%	49.3%	55.7%
Collector	38.1%	47.5%	45.7%	43.1%	42.4%
Local	36.9%	41.1%	40.4%	32.1%	38.7%

% of Vehicle Miles of Travel Under Congested Conditions (PM Peak)

	Low Growth	Dispersed Growth	Nodal Growth	Commuter Dispersed Growth	Commuter Nodal Growth
Highway	82.1%	83.6%	83.5%	80.3%	81.6%
Ramp	45.6%	47.5%	47.5%	42.9%	47.4%
Arterial	75.2%	77.9%	74.7%	74.9%	77.9%
Collector	58.0%	64.5%	63.7%	59.7%	62.3%
Local	58.8%	57.3%	60.5%	53.8%	54.0%

A number of roadways were identified as "congested" from the results of the travel demand model and many of these results are supported by current experience traveling these highways during peak hours.

Congested routes in the 2040 Network (from the travel demand model):

- NH 111 in Hampstead, Atkinson, and Salem
- NH 125 in Plaistow (Does not reflect most recent upgrades), Kingston, and Epping (proposed Ten Year Plan projects will likely take care of some or all of this congestion)
- NH 28 North of Main Street in Salem (expansion of the NH28/Main Street intersection might help this area as well)
- US 1 in Seabrook, Hampton Falls, Hampton, North Hampton, Rye, and Portsmouth (Ten Year Plan projects in Seabrook, Hampton Falls, and Portsmouth are not accounted for)
- NH 33 in Greenland and Stratham
- Pease Tradeport Access Roads
- NH 107 From Seabrook to Kingston
- I-95 (entire length)
- I-93 (Entire length) (does not reflect expected 4 lanes of travel in each direction)
- NH 108 in Stratham and Newfields
- NH 1A in Portsmouth and Rye

The capacity improvements that are being undertaken currently on I-93, NH 125, and the Spaulding Turnpike would be needed under each of the 5 scenarios

Bridges

While two of the most complicated/expensive red list bridges have been addressed recently (Memorial and Sara Long Bridges), there remain other critical bridges in the region that are on the red list:

- Neil Underwood (NH 1A Seabrook-Hampton) – Rehab is proposed in Ten Year Plan but actual project may be different.
- NH 1B New Castle – Rye – Moveable bridge is proposed to be replaced with a fixed span beginning in 2018.

Safety

Two Sources of data provide input for safety related needs in the region; the “5 Percent Report” which lists the locations in the state with the highest number of crashes, and the State Crash Records Database which provides relatively detailed information regarding the types of crashes that are occurring, who tends to be involved, and other details.

The 5% report lists the crash locations in New Hampshire according to severity, splitting that list into four pieces; urban intersections, rural intersections, urban segments, rural segments. This region has eight urban intersections and zero rural intersections in the top 5%. One of those intersections was signalized in the last few years (NH 125/Middle Road Brentwood) and may drop of the list in future iterations. North Broadway/Main Street in Salem is scheduled for expansion in 2018 and that may address the safety issues seen there as well.

Major Road	Minor Road	Subtype	City	Crashes	AADT	Rank
Route 125*	Middle Rd	4-leg minor-rd STOP	Brentwood	30	15000	12
Main St	Main St	4-leg minor-rd STOP	Hampstead	38	7800	15
Main St	Main St	4-leg minor-rd STOP	Epping	46	5300	19
Plaistow Rd	Chandler Ave	3-leg minor-rd STOP	Plaistow	42	22000	20
N Broadway	Main St	4-leg signalized	Salem	75	22000	21
Main St	Emerson Ave	4-leg minor-rd STOP	Hampstead	30	7800	27
Route 111	Ermer Rd	4-leg minor-rd STOP	Salem	29	16000	38
High St	Little River Rd	4-leg minor-rd STOP	Hampton	45	6650	41
Route 111	E Main St	4-leg signalized	Hampstead	60	11000	47

*The intersection was recently signalized
**Improvements scheduled for FY18

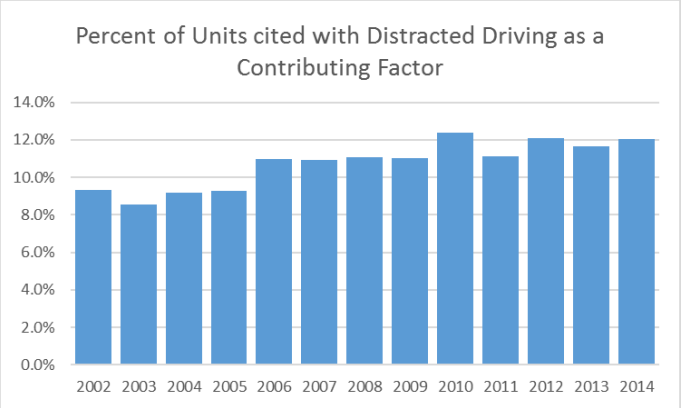
The region has 10 roadway segments in the top 5% for urban areas, and zero segments in the top 5% for rural areas. One link (I-93 NB in Salem) has recently be reconstructed and may drop off this list in future iterations. Lafayette Road in Seabrook is currently under construction which may address the safety issues seen at that location.

Major Road Name	City	Site Begin	Site End	Crash Count	Max AADT	Rank
Route 1 Bypass N	Portsmouth	1.354	1.403	64	37,000	1
Lafayette Rd*	Seabrook	1.066	1.123	131	25,000	5
NH 125	Epping	18.216	18.899	120	21,000	12
Interstate 93 N*	Salem	1.951	2.688	146	81,331	15
Route 1 Bypass N	Portsmouth	1.413	1.472	37	16,133	16
Lafayette Rd	Hampton	5.675	5.954	86	19,000	18
Lafayette Rd	Hampton	5.407	5.586	106	22,147	19
Lafayette Rd	Portsmouth	12.371	12.393	7	21,447	20
Ports Traffic Cir	Portsmouth	1.422	1.477	24	25,208	21
Interstate 93 S	Salem	129.197	130.295	95	81,331	28

*Currently in construction

Distracted Driving

Between 2002 and 2014 there were nearly 67,500 automobile related crashes that occurred within the region involving over 125,000 vehicles, bicycles, and pedestrians. Over that same period of time, distracted driving was cited as an apparent contributing factor just over 13,400 times which accounts for just over 10% of the units involved. The trend has seen increased instances of distracted driving being cited as a



contributing factor. In 2002, 9.3% of all units involved were tagged with this contributing factor. By 2014 this has grown to 12.1% of all units and is widely recognized as a safety issue.

Analysis Needs:

- Locations of distracted driving crashes to see if there are clusters
- Location of bike and pedestrian related crashes/Vulnerable users related crashes

Corridor specific crash data analysis is in progress and crash frequencies have been identified. Current efforts are focused on developing Vehicle Miles of Travel for the corridor to establish crash rates per million vehicle miles of travel as well as for fatality and serious injury rates.

Five Year Average Crash Freqencies by Route

Roadway	2002-2006	2003-2007	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
Local Roads	2,154.8	2,082.4	2,000.4	1,962.8	1,867.4	1,882.6	1,805.2	1,751.0	1,725.6
US Route 1	510.6	511.6	505.8	512.4	489.8	490.4	479.0	483.0	484.8
NH 125	355.4	342.6	317.2	306.4	298.2	303.8	305.8	321.8	334.4
NH 28	295.8	281.6	258.2	250.6	250.0	260.6	257.6	252.4	252.0
I-95	284.8	286.6	280.8	268.4	261.2	269.6	255.4	252.6	255.0
NH 101	189.6	183.4	175.2	178.2	167.2	166.8	168.4	179.8	187.8
NH 111	184.8	180.0	171.8	162.8	155.8	152.0	155.2	152.2	153.2
NH 108	173.2	176.4	161.2	154.2	147.6	161.2	156.0	155.2	162.0
NH 1A	170.8	175.4	165.6	169.8	167.0	168.0	156.8	155.0	145.0
I-93	158.6	150.2	141.4	136.2	131.0	131.2	127.0	134.6	144.2
NH 27	131.6	137.2	134.4	130.8	135.4	140.0	140.4	144.0	148.6
NH 16	137.8	133.0	122.2	124.2	123.8	123.8	121.4	127.2	133.8
NH 33	122.0	121.4	116.2	112.8	114.2	116.4	111.4	111.8	113.4
NH 121A	118.0	118.8	115.8	113.6	117.8	119.2	118.0	116.4	112.6
US 1 Bypass	103.4	101.6	100.2	99.4	102.6	109.2	109.0	110.4	115.4
NH 97	103.2	102.2	101.6	94.8	96.8	97.0	98.4	98.4	93.6
NH 107	66.2	68.6	69.2	72.6	65.4	61.6	56.0	59.6	54.4
NH 38	47.2	57.4	65.4	62.6	63.6	66.6	65.0	65.4	71.0
NH 121	67.4	67.0	61.2	56.6	50.0	51.8	49.2	51.6	55.2
NH 111A	28.8	27.4	26.4	24.0	24.8	25.2	26.2	25.4	27.2
NH 85	23.8	21.2	20.6	18.8	19.0	17.8	19.6	20.4	22.4
NH 151	19.0	19.0	18.0	20.4	21.0	21.2	21.6	21.8	22.2
NH 286	20.0	16.4	17.4	22.8	22.8	20.2	20.8	19.0	14.6
NH 101E	18.4	18.8	19.0	18.2	18.6	18.6	19.6	18.8	18.2
NH 150	14.8	13.8	14.6	14.0	14.4	15.0	15.4	16.0	17.0
NH 88	10.2	10.0	11.4	11.2	10.4	12.0	12.0	11.2	9.4
NH 87	10.6	8.6	8.4	8.8	8.6	7.8	8.2	7.4	7.0
NH 84	7.2	6.6	5.6	5.2	4.6	4.0	3.8	4.4	5.2
NH 107A	3.2	3.2	5.2	6.6	6.6	7.2	7.6	6.6	5.4
	5,531.2	5,422.4	5,210.4	5,119.2	4,955.6	5,020.8	4,890.0	4,873.4	4,890.6

Planning Studies

A number of planning studies have been identified as needed to address growing concerns in some communities about the function of state highways:

- NH 111 – Growing utilization of this roadway indicates the need for a corridor study to examine potential improvements along the corridor.

- NH 33 – Access to Pease and changes in land us on the Greenland/Portsmouth end of this roadway have stimulated traffic and a need to assess long-term capacity and safety improvement requirement. The addition of a traffic signal at Winnicut Road in Greenland has created some additional congestion, and Stratham has also expressed an interest in reconfiguring the traffic circle that connects NH 33 and NH 108.
- NH 101: Anecdotal reports of congestion at off-ramp intersections.

Freight

The following freight needs have been identified in past Long Range Plan Documents:

- Double-track B&M railway through entire region
- Improve connections between port, rail, and airport
- Expand truck rest area facilities

Transit

Sources of data for identifying regional Transit needs include:

- Surveys of transportation service providers, local welfare officers and human service agency staff and clients undertaken for the Coordinated Public Transit/Human Services Transportation Plans for the two RCC regions (Greater Derry-Salem RCC and ACT/Southeast NH RCC)
- Public input, interviews, license plate counts and other data analysis conducted for the Hampton Intermodal Study
- COAST and CART rider surveys, operational data and interviews with agency staff
- Interviews with intercity providers, NHDOT staff and station communities
- Additional analysis of census commuter data
- Public input from Regional Master Plan community engagement process

Identified Transit Needs

- Expand evening and weekend transportation options - Increase evening and weekend transit service options throughout region. This applies especially outside the COAST service area.

- Expand employment transportation options – While fixed route service is difficult to sustain in low-population density areas of the RPC region, there appears to be potential for expanded commuter transit serving certain concentrations of employment such as Pease Tradeport and areas of Salem. Partnerships would likely be needed with specific employers to make service viable, similar to COAST's Clipper Connection service. An expansion of the COAST Clipper Connection commuter service to points south and west of Portsmouth Naval Shipyard and Pease Tradeport is an example of this (Epping, Exeter, Hampton). CART has similarly considered commuter service connecting Derry, Salem and points north and south.

- Expand access beyond Seniors & Individuals with Disabilities – Outside of RPC communities served by COAST and CART most available community transportation service is targeted to senior citizens and individuals with disabilities. This mainly includes agency vans and volunteer driver programs. This is due to a combination of community priorities and limitations of the FTA

Section 5310 funding which supports many of these services and is targeted specifically for seniors and individuals with disabilities.

- Establish inter-regional connections - Create connections between the CART service area and adjacent regional transit systems in Manchester, Nashua and northern Massachusetts.

- Improve access in underserved communities - Establish basic daily community transportation access, beginning with seniors and individuals with disabilities, for currently underserved communities in central Rockingham County including Fremont, Brentwood, Epping, Kingston, East Kingston, Plaistow and Raymond. These communities currently receive one day per week service through Lamprey Healthcare, but are not covered by any regional volunteer driver program (TASC, Salem Caregivers, Derry Caregivers, Ready Rides). The most cost effective way to do this is either a new volunteer driver program or expansion of an existing program.

- Increase capacity at Park & Ride facilities on I-95 corridor - The Portsmouth Transportation Center (PTC) is at or above capacity even with recent incremental expansions. An intermodal center at the interchange of US1 and NH101 in Hampton was found to not be acceptable to the community. Siting for such a facility closer to Exit 2 may not be feasible. Proposed expansion at Exit 57 in Newburyport will help with demand from southern Seacoast communities, but less so the Greater Portsmouth area. Demand management through pricing parking at the PTC can also partially address this need, while generating revenue for facility maintenance and actual transit service.

- Continue I-93 Commuter Bus Service following end of I-93 project subsidy - The current Boston Express I-93 and FE Everett Turnpike commuter fleet is being replaced with CMAQ and possible FTA 5307 subsidy. Service has developed to the point where operations are close to self-sustaining, and subsidy is drawn from additional Boston UZA 5307 funds received based on Boston Express route miles reported on the National Transit Database. The Boston UZA 5307 funding should be a sustainable source of ongoing funding.

- Downeaster Improvement – Expand parking capacity at the Exeter train station and support NNEPRA work to increase service frequency to 6-7 daily round trips between Portland and Boston from the current five daily round trips.

- Expand transit funding (non-Federal) – Funding for regional transit service is a perennial challenge in New Hampshire. This is especially the case for non-federal funding required to access FTA dollars. Addressing most of the needs described above will require development of new sources of non-federal revenue at the state level, whether from the General Fund, parking revenues at state-owned park and ride facilities, or other sources. Additional local revenues can be generated through expanded use of advertising on bus shelters and increased use the "local option" supplemental vehicle registration fee of up to $5.00.

- Expand transit funding (Federal) – Public transit agencies in New Hampshire are also increasingly fully programmed with their FTA formula dollars. This applies to COAST as well as Nashua Transit System, and soon CART. This highlights the importance of access to Congestion Mitigation/Air Quality (CMAQ) or flexed funds from other FHWA programs for vehicle replacement.

Community Transportation Access by Community in the RPC Region

Community	COAST	CART	Volunteer Driver Program	RNMOW (mealsite only except Exeter)	Lamprey (one day/week)	Senior Taxi Voucher Program	Mark Wentworth Home
Atkinson					X		
Brentwood							
Danville			X	X	X		
East Kingston							
Epping							
Exeter	X		X	X		X	
Fremont							
Greenland			X				
Hampstead		X		X	X	X	
Hampton			X				
Hampton Falls			X				
Kensington			X				
Kingston				X			
New Castle							
Newfields							
Newington	X						
Newton				X			
North Hampton			X				
Plaistow				X	X		
Portsmouth	X						X
Rye			X				
Salem		X				X	
Sandown			X	X	X		
Seabrook			X			X	
South Hampton							
Stratham			X				

Bicycle/Pedestrian

Sources of data for identifying regional Bicycle/Pedestrian needs include:

- Survey of community members, interviews with local police departments and other stakeholders, bicycle/pedestrian counts and other data analyzed as part of the Corridor Management Plans for NH Coastal Byway and Robert Frost/Old Stage Coach Scenic Byway.
- Safe Routes to School Travel Plans completed by multiple RPC member communities
- Input from the NHDOT Bicycle/Pedestrian Transportation Advisory Committee (BPTAC)
- Input from the NH Seacoast Greenway Advisory Committee
- Bicycle and pedestrian traffic volume data gathered through manual counts, automated counts, and statewide StravaMetro data purchased by NHDOT.
- Public input from Regional Master Plan community engagement process

Identified Bicycle & Pedestrian Facility and Program Needs

- Complete Streets policies - The concept of Complete Streets, fundamentally, is that streets and roads are transportation facilities that need to be designed to safely accommodate all travelers – whether driving a motor vehicle, walking, waiting for a bus or riding a bicycle. Nationally 28 states have adopted Complete Streets policies, including all five of the other New England states. More than 700 county and municipal governments nationally have adopted such policies, including Portsmouth, Concord, Keene and Dover in New Hampshire. A Complete Streets policy is not a one size fits all mandate. It is more of a process than a prescription, ensuring that safety needs of all potential users are considered from the beginning of the design process. Needs will vary greatly between urban and rural communities. The Regional Master Plan calls for development of regional complete streets policies at the state, regional and local levels.

- Education on rules of the road for drivers and bicyclists – There is a general lack of public awareness, among drivers as well as bicycle riders, of the rules of the road as they relate to people riding bicycles. People riding bicycles often experience drivers, and even police officers, telling them to get off the road or ride in ways that violate state law. Drivers in turn are often frustrated to see some bicycle riders ignore stop signs or ride inconsiderately. Education is key to the 5 Es process recognized by FHWA (Education, Encouragement, Engineering, Enforcement, Evaluation), and in many ways more cost effective than infrastructure for increasing safety. Needs include in-school safety education from elementary school to drivers-ed, as well as broader public PSA campaigns.

- Enforcement of Bicycle Safety Laws – While New Hampshire has good laws on the books related to bicycle safety, these tend to be minimally enforced. Key among these are: RSA 239-143a (3-foot law), RSA 265:79c (ban on using hand held devices while driving), RSA 265:96 (due care when opening car door into traffic) and RSA 265:37 (exercise due care around bicycles). There was a significant enforcement effort on the hand held device law when it first came into effect, but apparently limited emphasis since.

- Expanded data collection on bicycle and pedestrian traffic volumes – In the past two years staff have increased collection of bike/ped traffic volume data, though mainly in association with

specific projects (NH Coastal Byway, NH Seacoast Greenway, Portsmouth bike/ped monitoring program). Availability of Strava data present the opportunity to track change over time on road segments where facility improvements are made, and also to prioritize projects likely to have the greatest impact on bike/ped safety.

- Implement improvements on identified regional bicycle and pedestrian routes – Long-standing regional priorities for improving specific on-road bicycle and pedestrian routes include:

    - Great Bay Bicycle Loop (US4/NH108/Swampscott Road/NH33/Pease TradePort)
    - Exeter-Hampton-North Hampton Loop (NH111/NH1A/NH27)
    - U.S. Bike Route 1/NH Coastal Byway (NH1A & NH1B)

  Priority off-road routes include
    - NH Seacoast Greenway following the abandoned Hampton Branch rail line
    - Salem-Concord Bikeway following the abandoned Manchester-Lawrence rail line.

- Facilitate local Safe Routes to School initiatives – The Safe Routes to School program no longer has a dedicated pool of funding for infrastructure investments. However, funding remains available to communities for planning and other non-infrastructure work, and the 5Es structure of the program (Education, Encouragement, Engineering, Enforcement, Evaluation) remains an effective model for engaging parents, schools, police departments, public works departments and other community members. Bicycle and pedestrian facilities in school zones should continue to be a funding priority, and funds pursued for SRTS planning and program start-ups in new communities.

- Signage and lane marking – Improving use of safety signage and lane markings can be a cost effective approach to improving bicycle and pedestrian safety given limited resources for constructing new facilities. The NHDOT Bike/Ped Advisory Committee in 2016 completed a set of recommendations to the department related to lane striping and signage, including identifying opportunities for narrowing travel lanes to gain shoulder width and calm traffic, modifying striping tapers at intersections, use of shared lane markings (sharrows), and increased use of signage at crosswalks and hazard areas. Also, there is a potential role for the MPO in working with communities and NHDOT on scheduled highway resurfacing, and the opportunity that can present for adjusting striping to calm traffic and provide additional shoulder width.

- Revisit State and local roles in maintenance of bicycle and pedestrian facilities – Unwillingness to accept maintenance responsibility for sidewalks or bicycle traffic markings on state highways also contributes to bike/ped safety improvements not being made as part of highway improvement projects. NHDOT will generally offer to construct sidewalks as part of highway improvement projects, but state policy is to not maintain bicycle and pedestrian facilities on state highways, on the basis that these are mainly for local rather than regional use. NHDOT's policy not to handle winter maintenance on sidewalks is understandable, given the impracticality of transporting a sidewalk plow to clear short segments of sidewalk. However, general maintenance of sidewalks, pedestrian crossing signals, and pavement markings that are integral to state highways should be handled by the same entity that covers of the highway itself – whether NHDOT or an urban compact community.

Transportation Demand Management (TDM)

Sources of data for identifying Transportation Demand Management needs include:

- Surveys completed by commuters joining the commuteSMARTSeacoast trip matching database or competing in regional B2B challenges.
- Employee zip code data from major employers in the Greater Portsmouth area
- Additional analysis of census commuter data
- Public input from Regional Master Plan community engagement process

Identified TDM Needs

- Continue commuteSMARTSeacoast TMA following end of Newington-Dover project subsidy – The commuteSMARTSeacoast program has exceeded projections with its success in facilitating ridematching and promoting transit, bicycling and walking as commuting options for employees at Pease, PNSY and elsewhere in the Seacoast. In so doing it has reduced single occupant vehicle trips on the Spaulding Turnpike. The TMA has also served as an effective marketing arm for COAST. Current funding runs out in 2019 following completion of the Little Bay Bridges project. Dues from member companies can provide partial support for ongoing operations. CMAQ funds can be used for TDM marketing on an ongoing basis, and should be prioritized here.

- Evaluate TMA potential along southern I93 Corridor – The Town of Salem previously attempted to establish a transportation management association (TMA) among major employers in Salem as part of their Salem Employment Trip Reduction Integration Program (SE-TRIP) CMAQ project. While the original outreach for this effort did not turn up significant employer interest, the tightened labor market and challenges in hiring may make timing good for a second attempt at this work.