

RPC Transportation Advisory Committee
June 27, 2024
12:00-2:00 PM

RPC Offices

156 Water Street, Exeter, NH

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

There is an elevator available via the Center Street entrance.

Virtual Participation via Zoom

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

The full zoom invitation is on page 2

Agenda

1. Introductions
2. Minutes of 5/23/2024 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. TIP Amendment #6 (**Attachment #2**) – **[Motion Required]** Dave Walker (20 minutes)
4. 2025 Project Selection – Setting draft priorities (**Attachment #3**) – **[Motion Required]** Dave Walker (45 minutes)
5. Agency and Community announcements and updates (20 minutes)
6. Open discussion/Comments

TAC MEETING SCHEDULE For 2024 (Next meeting highlighted)

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

***Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: Transportation Advisory Committee Meeting

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

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

Jan 25, 2024 12:00 PM

Feb 22, 2024 12:00 PM

Mar 28, 2024 12:00 PM

Apr 25, 2024 12:00 PM

May 23, 2024 12:00 PM

Jun 27, 2024 12:00 PM

Jul 25, 2024 12:00 PM

Aug 22, 2024 12:00 PM

Sep 26, 2024 12:00 PM

Oct 24, 2024 12:00 PM

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

Monthly: https://us02web.zoom.us/meeting/tZMrcOCurzMjGNzkdtvdDW_Aiq-ZUY5fL_yD/ics?icsToken=98tyKuGvqDwjHNWduRuPRpwEBI_CXe7zmFxEjY1HlxvxFSR3VTzXP_MPCIdGRd78

Join Zoom Meeting

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

Meeting ID: 876 7961 8928

Passcode: 925821

One tap mobile

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

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

Dial by your location

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

Meeting ID: 876 7961 8928

Passcode: 925821

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

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
RPC Offices, 156 Water Street, Exeter NH
May 23, 2024

Members Present: W. Baldwin (Atkinson); S. Kizza (Brentwood); A. Nolan (Epping); B. Dion (Greenland); J. Lynch (Hampton); P. Coffin (Kingston); C. Cross (Newington); C. Papachristos (Newton); S. Kroner (North Hampton); T. Moore (Plaistow); E. Eby (Portsmouth); D. Seiglie (Rye); M. Connors (Stratham); R. Nichols (COAST); J. Wade (NHDES); L. St. John (NHDOT); L. Levine (FHWA).

Guests: C. Spetelunas, B. Lambert, A. Zatecka, M. Monroe, P. Doughty (NHDOT Safety Section)

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

1. Introductions

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

2. Minutes of 4/25/2024 Meetings

Minutes of the meetings were approved without discussion. **Motion: P. Coffin; Seconded by R. Nichols. Approved.**

3. NHDOT Safety Planning Efforts – B. Lambert (NHDOT Safety Section)

Lambert provided an overview of NHDOT's Active Transportation Program within the Safety Section. He summarized several key plans including the 2021-2024 Strategic Highway Safety Plan which includes numerous strategies to improve safety for Vulnerable Road Users (people walking or bicycling, highway workers or other road users not in the protective shell of a motor vehicle); the NH Pedestrian and Bicycle Plan (2023); the recent Vulnerable Road User Safety Assessment (2023); and the statewide Complete Streets Policy currently in development.

Key challenges identified through the three planning efforts included:

- Driver behavior (speeding, distraction)
- Overcoming decades of car-centric highway design, maintenance and operating practices.
- Improving data on bicycling and walking, including on bike/ped volumes, roadway features to support safety and traffic stress analysis, and better crash data to eliminate undercounting of ped/bike crashes and allow better analysis of crash causes.
- Available resources vs. need and demand.
- Process for reaching consensus on investment priorities

Opportunities identified in the plan documents include:

- Adoption and implementation of the new Complete Streets Policy
- Improving collaboration with law enforcement and other highway safety partners
- Use of Big Data/AI for improving ped/bike volume data as well as parameters like prevailing speed and volume by segment
- Dedicated funding under the IJA/BIL
- Innovative design alternatives

Discussion followed regarding needs in the RPC MPO region.

4. 2025 Project Selection Criteria Weighting – D. Walker

Walker reviewed the project selection criteria weighting process discussed at previous meetings. The Project selection process is a part of the MPO's Long Range Transportation Plan and the state's Ten Year Plan. He then covered the results of the TAC survey regarding setting the weights for each of the criteria and presented the draft weights for each criterion based on the results. Walker stated that the criteria weights will be utilized to prioritize projects for the State Ten year Plan, and that the June meeting will present a prioritized list of projects and short list from which the TAC will select projects to be sent to an engineering team for scoping. Based on engineer recommendations, draft priority projects will be sent to NHDOT in November.

Extensive discussion regarding the weights followed with a motion proposed to set the weights as the following:

Criteria	Local	Regional	Inter-Regional
Economic Development	12%	9%	12%
Equity, Accessibility and Environmental Justice	14%	8%	8%
Mobility	8%	14%	10%
Natural Hazards Resiliency	10%	9%	6%
Network Significance	10%	16%	19%
Safety	20%	18%	19%
State of Repair	16%	17%	16%
Support	10%	9%	10%

Motion: R. Nichols; Seconded by M. Connors. Approved 5-4 with one abstention.

5. Agency Updates and Announcements – Multiple TAC Members

Not enough time was available to cover this topic at the meeting.

6. Open Discussion/Comments

A project updates memo was provided to TAC members.

Meeting adjourned at approximately 2:00 p.m.

Respectfully submitted,
David Walker, Recording Secretary

MEMORANDUM

To: Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 6/20/2024

RE: 2023 TIP Amendment #6

Attached is a report that lists the changes that Amendment #6 proposes to make to the 2023 Transportation Improvement Program (TIP) (covering fiscal years 2023-2026) within the Rockingham Planning Commission region. This information is also available on the RPC website (www.therpc.org), along with the full statewide revision report for those interested in the proposed changes to projects from other parts of the state.

Overall, there are eight requested changes (4 Statewide and 4 Regional projects) that RPC must address as part of Amendment #6. Three are “scope only” scope only changes, one is a new addition to the TIP, and the remainder are changes in funding and schedule. The project listings in the Long Range Transportation Plan (LRTP) are being updated at the same time to maintain consistency between the two documents. As part of the public engagement process for Amendment #6, the MPO is conducting a public comment period between June 27, 2024 and July 9, 2024 and a public engagement portal will be made available to collect any comments received (<https://publicinput.com/rpc2023tipamendments>). A final opportunity for comments will be during a public hearing at the **July 10, 2024 MPO Policy Committee Meeting**. Action will be taken on the amendment at the conclusion of the public hearing.

Analysis

This amendment changes results in a net increase in funding during the TIP years (2023-2026) of \$25,385,979 largely due to the \$31.5 million increase in funding for the PAVE-T2-RESURF program and the inclusion of the OHSS program (\$2.0 million). In addition Greenland 43849 is increasing in funding by \$95,000 as well. This is offset by a \$7.7 million decreases in TIP funding for North Hampton 24457 (-\$4.1 million) and STBG-FTA program (-\$3.6 million). North Hampton 24457 construction is being delayed to 2027 (beyond the TIP) and STBG-FTA funds were transferred to FTA for FY24 and those numbers no longer show in this programmatic project.

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

Comments Received

The comment period has not started for Amendment #6 and no comments have been received to date.

Recommendation

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

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

Proposed Motion:

RPC Transportation Advisory Committee endorse the changes included in Amendment 6 and recommend approval to the MPO Policy Committee.


Table 1: Summary of Amendment #5 Revisions

Project #	Location	Scope	2023-2026 TIP Funding Change	Total Project Cost*	Reason for Change
43849	GREENLAND	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	\$95,000	\$220,000	Increased funding for engineering study. Changed funding program and delayed from FY24 to FY25
24457	NORTH HAMPTON	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	(\$4,146,522)	\$8,928,611	Added PE phase for FY25. Shifted ROW from FY24 to FY25. Shifted CON from FY25 to FY27
OHSS	PROGRAM	Replacement or rehabilitation of overhead sign structure	\$2,000,000	\$10,000,000	New TIP/STIP Project
PAVE-T2-RESURF	PROGRAM	Resurfacing Tier 2 Roadways	\$31,050,000	\$536,950,000	Increased PE funding. Increased CON funding in FY25 and FY26.
STBG-FTA	PROGRAM	Funds transferred from STBG to FTA to supplement public/human services transportation statewide.	(\$3,612,500)	\$48,900,000	Decreased "OTHER" in FY24 as funds were transferred to FTA programs
44355	Londonderry/Windham/Seabrook	Implement improvements on 3 signalized corridors in Londonderry NH 102, Windham NH 111 & Seabrook US 1	\$0	\$927,338	Scope description change
40641	PLAISTOW	Traf Calm & Sfty Imprves to NH 121A from Library Dr just south of Pollard Rd to the RR xing. (~1.6m)	\$0	\$1,372,399	Scope description change
TRAFMON	PROGRAM	Traffic data (vol/vehicle class/wght monitoring/wght safety) monitor & support FHWA reqs (TMG/HPMS).	\$0	\$24,000,000	Scope description change
Total Net Change			\$25,385,979		

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

Reading the TIP Revision Report

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



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

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

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

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

	Fiscal Year				Funding Source			14	15
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
8 OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N		CAA Code: E-30					9 Total Project Cost:	\$14,542,336

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

Project Route/Location: **Various**

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

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

10

11

12

13

2023 TIP Amendment #6 – Scope Only Changes

Projects where only the scope description is changing.

LONDONDERRY/WINDHAM/SEABROOK (44355)

Approved Scope:	Scope description was blank
Proposed Scope:	<i>Implement improvements on 3 signalized corridors in Londonderry NH 102, Windham NH 111 & Seabrook US 1</i>

PLAISTOW (40641)

Approved Scope:	TC & Safety Improves to NH 121A from Library Dr just south of Pollard Rd to the RR xing. (~1.6m)
Proposed Scope:	<i>Traf Calm & Sfty Imprves to NH 121A from Library Dr just south of Pollard Rd to the RR xing. (~1.6m)</i>

PROGRAM (TRAFMON)

Approved Scope:	TRAFMON Parent Programmatic
Proposed Scope:	<i>Traffic data (vol/vehicle class/wght monitoring/wght safety) monitor & support FHWA reqs (TMG/HPMS).</i>



Revision: A06Y23
 Docket Detail: 2023 TIP Amendment 5
 Approval Date: 7/10/2024

GREENLAND (43849)

APPROVED

Project Route/Location: **NH 33**

Scope: Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE		\$125,000			\$125,000			\$125,000	STBG-FLEX, Toll Credit
		\$125,000		\$125,000	\$125,000			\$125,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$125,000

GREENLAND (43849)

PENDING

Project Route/Location: **NH 33**

Scope: Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER			\$220,000		\$220,000			\$220,000	Toll Credit, PROTECT
			\$220,000		\$220,000			\$220,000	
Regionally Significant:	N	CAA Code:	E-34	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$220,000

NORTH HAMPTON (24457)**APPROVED**Project Route/Location: **US Route 1****Scope:** Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
ROW		\$275,000			\$275,000			\$275,000	STBG-FLEX, Toll Credit
CON			\$5,576,522		\$5,576,522			\$5,576,522	HWYINF, Toll Credit, STBG-FLEX
		\$275,000	\$5,576,522	\$275,000	\$5,851,522			\$5,851,522	
Regionally Significant:	N	CAA Code:	E-19	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$6,924,022

NORTH HAMPTON (24457)**PENDING**Project Route/Location: **US Route 1****Scope:** Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$1,430,000		\$1,430,000			\$1,430,000	Toll Credit, STBG-FLEX
ROW			\$275,000		\$275,000			\$275,000	Toll Credit, STBG-FLEX
			\$1,705,000		\$1,705,000			\$1,705,000	
Regionally Significant:	N	CAA Code:	E-19	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$8,928,611

PROGRAM (OHSS)

PENDING

Project Route/Location: **Various**

Scope: Replacement or rehabilitation of overhead sign structure

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE			\$200,000	\$200,000	\$400,000			\$400,000	Toll Credit, STBG-FLEX
CON			\$800,000	\$800,000	\$1,600,000			\$1,600,000	Toll Credit, STBG-FLEX
			\$1,000,000		\$2,000,000			\$2,000,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$10,000,000

PROGRAM (PAVE-T2-RESURF)**APPROVED**Project Route/Location: **Tier 2 Highways****Scope:** Resurfacing Tier 2 Roadways

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$2,350,000	\$1,500,000	\$300,000	\$300,000	\$4,450,000			\$4,450,000	NHPP, STBG-FLEX, Toll Credit
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000			\$100,000	NHPP, STBG-FLEX, Toll Credit
CON	\$42,500,000	\$35,725,000	\$11,675,000	\$8,425,000	\$80,825,000	\$17,500,000		\$98,325,000	BET, NHPP, STBG-FLEX, Toll Credit
	\$44,875,000	\$37,250,000	\$12,000,000	\$37,250,000	\$85,375,000	\$17,500,000		\$102,875,000	
Regionally Significant:	N	CAA Code: E-10	Managed By: DOT	RPCS: Statewide	Total Project Cost: \$505,900,000				

PROGRAM (PAVE-T2-RESURF)**PENDING**Project Route/Location: **Tier 2 Highways****Scope:** Resurfacing Tier 2 Roadways

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$2,350,000	\$1,845,000	\$2,500,000	\$2,155,000	\$8,850,000			\$8,850,000	NHPP, STBG-FLEX, Toll Credit
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000			\$100,000	NHPP, STBG-FLEX, Toll Credit
CON	\$42,500,000	\$35,725,000	\$23,375,000	\$23,375,000	\$107,475,000	\$17,500,000		\$124,975,000	NHPP, BET, Toll Credit, STBG-FLEX
	\$44,875,000	\$37,595,000	\$25,900,000	\$37,595,000	\$116,425,000	\$17,500,000		\$133,925,000	
Regionally Significant:	N	CAA Code: E-10	Managed By: DOT	RPCS: Statewide	Total Project Cost: \$536,950,000				

PROGRAM (STBG-FTA)**APPROVED**Project Route/Location: **Various****Scope:** Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER		\$3,612,500	\$3,612,500	\$3,612,500	\$9,000,000		\$1,837,500	\$10,837,500	Other, STBG-FLEX, Toll Credit
		\$3,612,500	\$3,612,500	\$3,612,500	\$9,000,000		\$1,837,500	\$10,837,500	
Regionally Significant:	N	CAA Code:	E-0	Managed By:	Muni/Local	RPCS:	Statewide	Total Project Cost:	\$52,512,500

PROGRAM (STBG-FTA)**PENDING**Project Route/Location: **Various****Scope:** Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER			\$3,612,500	\$3,612,500	\$6,000,000		\$1,225,000	\$7,225,000	Other, STBG-FLEX, Toll Credit
			\$3,612,500		\$6,000,000		\$1,225,000	\$7,225,000	
Regionally Significant:	N	CAA Code:	E-0	Managed By:	Muni/Local	RPCS:	Statewide	Total Project Cost:	\$48,900,000

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

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction 50k- 200K	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 15,825,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ -	\$ 117,703,157	\$ 75,677,953
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 8,616,152
Recreational Trails	\$ 1,255,265	\$ -	\$ 354,792	\$ 1,610,057	\$ 1,419,169
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 648,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 679,423	\$ 4,568,703	\$ 3,001,493
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 401,500	\$ 6,968,996	\$ 7,685,299
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 251,691	\$ 5,148,814	\$ 14,780,245
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 535,842	\$ 18,968,046	\$ 57,266,143
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 6,043,865
	\$ 225,104,574	\$ -	\$ 21,467,186	\$ 246,571,760	\$ 234,428,007
Surplus/(Deficit)					\$ 12,143,754

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

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,086,032	\$ 12,813,222	\$ 5,996,423
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 10,388,611
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 50,000	\$ 120,107,220	\$ 89,425,683
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 454,135
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 3,890,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 809,087	\$ 4,776,152	\$ 5,952,083
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 880,878	\$ 7,043,789	\$ 10,707,509
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 518,136	\$ 7,216,982	\$ 10,669,181
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 22,190,708
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 590,130	\$ 5,585,196	\$ 6,556,039
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,420,031	\$ 55,080,046	\$ 75,161,061
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 1,128,524
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 334,318
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 772,617
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,264,570
TAP-Non Urban Areas Under 5K	\$ 1,379,579	\$ -	\$ 345,468	\$ 1,725,047	\$ 1,381,873
State Planning and Research	\$ 6,557,345	\$ -	\$ 390,000	\$ 6,947,345	\$ 6,028,821
	\$ 263,465,832	\$ -	\$ 8,579,543	\$ 272,045,375	\$ 254,557,421
Surplus/Deficit					\$ 17,487,954

2. Conway buyback deobligations \$19M NHPP

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 701,473	\$ 12,663,206	\$ 2,805,890
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,629,350
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 104,950	\$ 122,563,314	\$ 92,512,022
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 584,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 5,533,717
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 739,698	\$ 7,025,867	\$ 7,909,900
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 24,142	\$ 6,856,965	\$ 3,898,877
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 31,729	\$ 12,531,902	\$ 15,960,843
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 738,779	\$ 5,833,745	\$ 16,340,937
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 71,053,331
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 6,433,486
	\$ 269,485,149	\$ -	\$ 4,999,700	\$ 274,484,848	\$ 240,551,429
Surplus/Deficit					\$ 33,933,419

General Notes

Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Formula and Match Funding for 2024
Financially Constrained by Funding Category

Funding Category	Federal Apportionment ² (A)	Proposed Transfers	Federal Available Balance ³ (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 472,327		\$ 689,737	\$ 1,162,064	\$ -	\$ -	\$ 1,162,064	\$ -	\$ 1,162,064
Carbon Reduction Program Under 5k	\$ 1,459,116		\$ 2,850,961	\$ 4,310,077	\$ -	\$ -	\$ 4,310,077	\$ -	\$ 4,310,077
Carbon Reduction Program>200k	\$ 797,579		\$ 1,593,998	\$ 2,391,577	\$ -	\$ -	\$ 2,391,577	\$ -	\$ 2,391,577
Carbon Reduction 50k- 200K	\$ 733,769		\$ 808,832	\$ 1,542,601	\$ -	\$ -	\$ 1,542,601	\$ -	\$ 1,542,601
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580	\$ 37,292
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296	\$ 7,795,748
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ 3,098,665	\$ 279,360	\$ 15,825,257	\$ -	\$ -	\$ 15,825,257	\$ 15,825,257	\$ 0
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (40,000,000)	\$ -	\$ 77,703,157	\$ -	\$ -	\$ 77,703,157	\$ 75,677,953	\$ 2,025,204
PROTECT	\$ 6,057,602	\$ 2,558,550	\$ -	\$ 8,616,152	\$ -	\$ -	\$ 8,616,152	\$ 8,616,152	\$ (0)
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 354,792	\$ 4,801,374	\$ 1,419,169	\$ 3,382,205
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 648,500	\$ 3,916,604
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 679,423	\$ 4,621,109	\$ 3,001,493	\$ 1,619,616
STBG-50 to 200K ¹	\$ 6,042,070		\$ -	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040	\$ 908,909
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 401,500	\$ 8,752,201	\$ 7,685,299	\$ 1,066,902
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973	\$ 2,165,302
STBG-Off System Bridge	\$ 4,897,123	\$ 298,199	\$ 9,333,232	\$ 14,528,554	\$ -	\$ 251,691	\$ 14,780,245	\$ 14,780,245	\$ -
STBG-State Flexible	\$ 18,432,204	\$ 34,044,586	\$ 4,703,005	\$ 57,179,795	\$ -	\$ 535,842	\$ 57,715,637	\$ 57,266,143	\$ 449,494
TAP-50K to 200K	\$ 680,168		\$ 368,012	\$ 1,048,180	\$ -	\$ 188,717	\$ 1,236,897	\$ 754,866	\$ 482,031
TAP-5K to 49,999	\$ 437,824		\$ 355,626	\$ 793,450	\$ -	\$ 81,941	\$ 875,391	\$ 327,763	\$ 547,628
TAP-Areas Over 200K	\$ 739,316		\$ 1,810,371	\$ 2,549,687	\$ -	\$ 189,367	\$ 2,739,055	\$ 757,469	\$ 1,981,586
TAP-Flex	\$ 2,230,564		\$ 3,889,237	\$ 6,119,801	\$ -	\$ 555,042	\$ 6,674,843	\$ 2,220,166	\$ 4,454,677
TAP-Non Urban Areas Under 5K	\$ 1,352,528		\$ 2,282,293	\$ 3,634,821	\$ -	\$ 338,694	\$ 3,973,515	\$ 1,354,777	\$ 2,618,738
State Planning and Research	\$ 6,428,770		\$ 1,301,363	\$ 7,730,133	\$ -	\$ 390,000	\$ 8,120,133	\$ 6,043,865	\$ 2,076,269
Total	\$ 225,104,574	\$ -	\$ 38,633,062	\$263,737,636	\$0	\$ 21,467,186	\$ 285,204,822	\$ 234,428,007	\$ 50,776,816

- Newington-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.
- Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)
- Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 4,519,554	\$ -	\$ -	\$ 4,519,554	\$ 4,519,554
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 24,897,597	\$ -	\$ -	\$ 24,897,597	\$ 24,897,597
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
Scenic Byways (Enfield 44286)	\$ 734,417	\$ -	\$ 183,604	\$ 918,021	\$ 918,021
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,625,991	\$ -	\$ 1,254,712	\$ 26,880,702	\$ 26,880,702
Disadvantaged Business Enterprise (DBE)	\$ 89,666	\$ -	\$ -	\$ 89,666	\$ 89,666
Federal Highway Administration (FHWA) Earmarks	\$ 642,548	\$ -	\$ 160,637	\$ 803,185	\$ 803,185
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 48,755,288	\$ -	\$ -	\$ 48,755,288	\$ 48,755,288
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 17,416,270	\$ -	\$ -	\$ 17,416,270	\$ 17,416,270
National Highway Performance Exempt	\$ 7,821,361	\$ -	\$ -	\$ 7,821,361	\$ 7,821,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ 10,203,512	\$ 10,203,512
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 856,280	\$ 1,608,459	\$ 1,608,459
State Transportation Innovation Council (STIC) Funding	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
TOTAL	\$ 111,527,012	\$ 1,375,802	\$ 2,271,629	\$ 115,174,444	\$ 115,174,444
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 71,192,993	\$ -	\$ 4,058,500	\$ 75,251,493	\$ 75,251,493
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,051,365	\$ -	\$ 762,841	\$ 3,814,206	\$ 3,814,206
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 6,273,850	\$ -	\$ -	\$ 6,273,850	\$ 6,273,850
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 41,377,979	\$ -	\$ -	\$ 41,377,979	\$ 41,377,979
National Highway Performance Exempt	\$ 6,240,000	\$ -	\$ 50,000	\$ 6,290,000	\$ 6,290,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 589,547	\$ 1,356,770	\$ 1,356,770
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 133,154,480	\$ 25,000	\$ 5,460,888	\$ 138,640,368	\$ 138,640,368
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 50,865,479	\$ -	\$ 7,476,319	\$ 58,341,798	\$ 58,341,798
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,970,275	\$ -	\$ 1,742,569	\$ 8,712,844	\$ 8,712,844
Forest Highways	\$ 1,893,640	\$ -	\$ -	\$ 1,893,640	\$ 1,893,640
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 104,950	\$ 2,604,950	\$ 2,604,950
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 462,058	\$ 1,112,847	\$ 1,112,847
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 69,517,987	\$ 25,000	\$ 9,785,896	\$ 79,328,882	\$ 79,328,882

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,887,811	\$ -	\$ 5,427,344	\$ 13,315,155	\$ 13,315,155
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,049,500	\$ -	\$ 3,257,423	\$ 9,306,923	\$ 9,306,923
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ 3,774	\$ 2,092,272	\$ 10,492,815	\$ 10,492,815
TOTAL	\$ 29,505,834	\$ 3,774	\$ 12,532,478	\$ 42,042,087	\$ 42,042,087
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 9,545,484	\$ -	\$ 5,724,498	\$ 15,269,982	\$ 15,269,982
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,177,447	\$ -	\$ 1,748,462	\$ 8,925,909	\$ 8,925,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 18,829,071	\$ -	\$ 10,054,961	\$ 28,884,032	\$ 28,884,032
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 10,301,382	\$ 3,850	\$ 2,568,287	\$ 12,873,519	\$ 12,873,519
TOTAL	\$ 45,853,383	\$ 3,850	\$ 20,096,209	\$ 65,953,442	\$ 65,953,442
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,153,535	\$ -	\$ 5,591,797	\$ 13,745,332	\$ 13,745,332
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,671,103	\$ -	\$ 1,342,888	\$ 7,013,991	\$ 7,013,991
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,958,726	\$ -	\$ 8,515,473	\$ 24,474,199	\$ 24,474,199
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,730,876	\$ 3,927	\$ 1,675,520	\$ 8,410,323	\$ 8,410,323
TOTAL	\$ 36,514,240	\$ 3,927	\$ 17,125,678	\$ 53,643,845	\$ 53,643,845
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,510,989	\$ -	\$ 5,897,041	\$ 14,408,030	\$ 14,408,030
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,473,012	\$ -	\$ 1,288,106	\$ 6,761,117	\$ 6,761,117
FTA5311-Nonurbanized Area (Rural) formula program	\$ 16,554,963	\$ -	\$ 8,843,524	\$ 25,398,486	\$ 25,398,486
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,638,201	\$ 4,086	\$ 1,652,060	\$ 8,294,347	\$ 8,294,347
TOTAL	\$ 37,177,165	\$ 4,086	\$ 17,680,731	\$ 54,861,981	\$ 54,861,981

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 44,629,325	\$ -	\$ 44,629,325	\$ 44,629,325
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,683,487	\$ -	\$ 25,000	\$ 1,708,486	\$ 1,708,486
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 44,461,058	\$ 3,366,110	\$ 47,827,168	\$ 47,827,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,452,873	\$ -	\$ 46,452,873	\$ 46,452,873
TOTAL	\$ 1,683,487	\$ 180,028,812	\$ 3,391,110	\$ 185,103,408	\$ 185,103,408
2024					
BETTERMENT-State Funded	\$ -	\$ 51,916,065	\$ -	\$ 51,916,065	\$ 51,916,065
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 24,141,192	\$ -	\$ 25,000	\$ 24,166,192	\$ 24,166,192
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,292	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 69,713,920	\$ 8,216,130	\$ 77,930,050	\$ 77,930,050
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,064,836	\$ -	\$ 52,064,836	\$ 52,064,836
TOTAL	\$ 24,141,192	\$ 213,837,060	\$ 8,895,478	\$ 246,873,729	\$ 246,873,729
2025					
BETTERMENT-State Funded	\$ -	\$ 46,668,334	\$ -	\$ 46,668,334	\$ 46,668,334
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 437,338	\$ -	\$ -	\$ 437,338	\$ 437,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,019	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,025,291	\$ 5,186,113	\$ 72,211,403	\$ 72,211,403
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,156,428	\$ -	\$ 42,156,428	\$ 42,156,428
TOTAL	\$ 437,338	\$ 196,230,394	\$ 5,523,132	\$ 202,190,864	\$ 202,190,864
2026					
BETTERMENT-State Funded	\$ -	\$ 35,875,900	\$ -	\$ 35,875,900	\$ 35,875,900
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 278,307	\$ -	\$ -	\$ 278,307	\$ 278,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 41,080,415	\$ 4,005,951	\$ 45,086,366	\$ 45,086,366
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,810,791	\$ -	\$ 42,810,791	\$ 42,810,791
TOTAL	\$ 278,307	\$ 171,336,847	\$ 4,005,951	\$ 175,621,106	\$ 175,621,106

Memorandum

DATE: June 25, 2024
TO: MPO Transportation Advisory Committee
FROM: David Walker, Assistant Director
RE: Project Selection for the Ten Year Plan

The next phase in the project prioritization process is for the MPO to identify candidate projects for the State Ten Year Plan from the projects in the Long Range Transportation Plan and those recently submitted by communities. RPC received submittals for 5 new projects and updated information for several. Including the new projects, the MPO Long Range Transportation Plan contains 169 total projects. Of these, 52 are already included in the State Ten Year Plan or Transportation Improvement Program leaving 117 to evaluate. Ten of these projects are currently not eligible for federal funding or are otherwise infeasible, are not needed in the next ten years, or are being funded via other methods. This leaves 107 to score against the project selection criteria and rank. Those projects have been distributed into three groups based on scale (Local, Regional, Inter-Regional) as shown in the table below. Each of those projects has been scored against the established statewide criteria using the weights set by the TAC on June 23, 2022.

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

The top ten projects from each category (by score) are included in the attached **Preliminary Candidate Project List** worksheet. In addition to the location, and scope, the worksheet includes an "Notes" column that includes information that relates to each project and may help decision-making regarding priorities for development of cost estimates.

Other important information from the table:

- Projects are listed by score/rank in each category (Local, Regional, Inter-Regional).
- Cost information is included where that information is available. Older cost estimates have been inflated to present day and then out 10 years to give a rough idea of the cost each project would have in the Ten Year Plan.

- The scopes that are included here are considered a starting point for the purpose of defining a rough cost for the Long Range Transportation Plan and the State Ten Year Plan. They may be revised somewhat as part of the scope and cost review. In addition, if included in the Ten Year Plan, each project will go through an alternatives analysis and design process that will evaluate alternatives, select a preferred option, and then refine the scope and costs accordingly.

Based on the scoring outcomes and staff assessment of the projects in the top ten for each category, staff recommendation is the following as a starting point for discussion:

1. Hold off trying to program any sea-level rise/resiliency projects (except for those on NH 1B in Rye/New Castle) as it is unclear at this time what the most appropriate solutions are unclear making scope and cost estimates challenging. Instead pursue funding to conduct a study to explore alternatives at those sites and better define preferred alternatives and costs.
2. Update cost estimates completed in 2020 and 2022 based on NHDOT reviews.
 - a. Portsmouth 6379005 – Maplewood Ave Culvert
 - b. Raymond 6383001 – NH 102/Blueberry Hill Rd Safety Improvements
 - c. Stratham 6431007 – Stratham Gateway Bike/Ped Improvements
 - d. Stratham 6431001 – Stratham Circle Improvements
 - e. Portsmouth 6379021 – Portsmouth Traffic Circle Improvements
 - f. Brentwood 6055004 – NH 125/South Road Roundabout from 2024 Road Safety Audit.
3. Add new cost estimates for the following projects:
 - a. Rye-New Castle 6397006/6323003 – Address low spots on NH1B based on analysis in New Castle Causeway Feasibility Study
 - b. Plaistow 6375004 – Main Street/North Avenue intersection improvements
 - c. Seabrook 6409006 - NH1A Bicycle and Pedestrian Improvements
 - d. Greenland 6187003 – NH 33/Bayside/Winnicut Road intersection improvements.
 - e. Epping 61470011 – Epping 5 corners (NH27/Blake Rd/Friend St/Depot St) safety and operational improvements
 - f. Hampton 6197021 – NH 101 eastbound/I-95 interchange safety and operational improvements
 - g. Coastal Communities 6001018 – Route 1A Evacuation ITS Improvements

The TAC decision will be to determine which projects will go to the consulting engineers for scope and cost estimate development/refinement. Those scope and cost estimates will be utilized this fall as the basis for selecting priorities for the Ten Year Plan. The expectation is resources are available to update estimates for the 6 projects listed above as well as develop scope and cost estimates for 7-8 projects.

Recommended Action: TAC approve a short list of projects as priorities for the development of scope and cost estimates.

LOCAL SCALE PROJECTS (Top 10 by Score)

Rank	Project Num	Community	Project	Scope	Est. Base Cost	Est. Inflated Cost	Notes	Staff Rec
1	6379005	Portsmouth	Replace Maplewood Ave Culvert over North Mill Pond	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	\$12,200,576	\$20,754,778	Cost Estimate completed in 2022. Recommended for State Aid Bridge Program.	Update
2	6397006, 6323003	Rye - New Castle	NH 1B	Address sea-level rise induced flooding in Rye on NH 1B just east of BG's Boathouse and Marina and West of Sanders Poynt near the Wentworth golf course. Mitigate sea-level rise induced flooding on NH 1B in New Castle adjacent to Neals Pit Lane and address water flow in culverts under NH 1B and Neals Pit Lane. Roadway would be elevated 2.5 feet.	\$1,000,000	\$1,581,904	Included in NH1B Causeway feasibility study but not in resulting project. Cost is based on New Castle 29614 Feasibility Study and is likely underestimated as it was included as part of the causeway improvements.	New Estimate
3	6383001	Raymond	NH 102/Blueberry Hill Safety Improvements	Safety improvements at the NH 102 intersection with Blueberry Hill Road	\$1,450,000	\$2,466,640	Estimate completed in 2022. In queue for a Road Safety Audit by NHDOT	Update
4	6375004	Plaistow	NH 121A/North Ave. Intersection improvements	Intersection improvements at North Avenue and NH 121A In Plaistow	\$1,865,000	\$4,562,513	Long standing project proposal in the LRTP since the 1990s. Most recent information on intersection operations is 10+ years old	New Estimate
5	6431007	Stratham	Stratham Gateway Bicycle and Pedestrian Improvements	The project would construct sidewalks along NH 108 linking a series of individual segments that were installed as part of private development. Signals would be upgraded to support pedestrians and bicycle accommodations would be installed.	\$2,825,000	\$4,805,695	Estimate done by HTA in 2022. Cost includes NHDOT revisions.	Update
6	6379040	Portsmouth	Junkins Avenue/Parrott Avenue coastal flooding mitigation	Address sea-level rise induced flooding on Parrott Avenue and Junkins Avenue adjacent to South Mill Pond.		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
7	6397009	Rye	Marsh Road and Parsons Road coastal flooding mitigation	Address sea-level rise induced flooding on Marsh Road and Parsons Road in Rye		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
8	6409021	Seabrook	South Main Street coastal flooding mitigation	Address impacts of sea-level rise and storm surge induced flooding on South Main Street in Seabrook		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
9	6379013	Portsmouth	Bartlett St. Bridge Replacement	Bridge upgrade / replacement over Hodgson Brook	\$342,000	\$1,118,875	Concerns raised by NHDOT in 2020 include that part of the bridge may be Federally owned and some of the bridge is privately owned. Cost estimate is 20+ years old. Recommended for the State Aid Bridge Program	Hold
10	6197010	Hampton	Reconstruction of Winnacunnet Road	This project would rebuild all of the Winnacunnet Road within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$8,280,000	\$18,836,411	Cost estimate is approximately 10 years old. Inflated 20 years.	Hold

REGIONAL SCALE PROJECTS (Top 10 by Score)

Rank	Project Num	Community	Project	Scope	Est. Base Cost	Est. Inflated Cost	Notes	Staff Rec
1	6197014	Hampton	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from Nudd Avenue to Dumas Avenue	\$18,000,000	\$28,474,280	NHDOT has applied for a federal grant that would fund this phase of the project if received. Project costs are estimated to be \$14-18 million per the work for Hampton 40797. \$18 million is used here to be conservative.	Hold
2	6197023	Hampton	NH 27	Address the impacts of sea-level rise and storm surge induced flooding on High Street	\$2,481,491	\$4,221,341	Cost estimate developed by HTA in 2022. Concerns raised by NHDOT regarding scope of projects addressing coastal flooding	Hold
3	6431001	Stratham	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signalization, sidewalks, bicycle lanes, crosswalks, Bus shelters, traffic calming measures, and signage improvements.	\$8,879,962	\$15,105,979	Estimate completed for RPC in 2022. Project was not selected to move forward at that time	Update
4	6397011	Rye	NH 1A/ Locke Rd/ Harbor Rd	Address sea-level rise induced flooding on NH 1A in the vicinity of Rye Harbor		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
5	6409006	Seabrook	NH 1A	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].		\$0	This project has been in the LRTP for 20+ years. There is no cost estimate	New Estimate
6	6397007	Rye	NH 1A	Address sea-level rise induced flooding on NH 1A between Brackett Road and Odiome Point State Park		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
7	6187003	Greenland	NH 33	Address Capacity issues at signalized intersection of NH 33 and Winnicut Rd/Bayside Rd.	\$5,200,000	\$9,512,586	Analysis of bridge adjacent to this intersection is in the TIP. Cost is based on a 2020 estimate by VAI for the Town of Greenland and includes bridge work and continuing the signalized intersection (as opposed to a roundabout)	New Estimate
8	6147011	Epping	NH 27	Reconfiguration of the intersection of NH 27 with Blake Road/Friend Street/Depot Road/School Street to improve safety and operations		\$0	Project was submitted by Epping in 2022. There is no cost estimate available.	New Estimate
9	6197026	Hampton	Ashworth Avenue	Address impacts of sea-level rise and storm surge induced flooding on Ashworth Avenue and side streets		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
10	6197016	Hampton	Ocean Blvd	Capacity and traffic flow improvements on Ocean Boulevard from Dumas Avenue to High Street	\$18,000,000	\$28,474,280	Rough Estimate of \$16-18 million completed as part of Hampton 40797. This portion of the project remains unfunded. Conservative cost utilized.	Hold

INTER-REGIONAL SCALE PROJECTS (Top 10 by Score)

Rank	Project Num	Community	Project	Scope	Est. Base Cost	Est. Inflated Cost	Notes	Staff Rec
1	6379021	Portsmouth	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	\$8,280,000	\$14,085,365	Cost estimate completed in 2022. Traffic Engineering study only is in the Ten Year Plan. Advocate pushing to advance study so that decisions regarding funding construction can be made.	Update
2	6197025	Hampton	NH 101/ Brown Ave	Address impacts of sea-level rise and storm surge induced flooding on NH 101, Highland Avenue, Church Street, and Brown Avenue.		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
3	6379041	Portsmouth	US Route 1	Address the impacts of sea-level rise and storm surge induced flooding on US 1 where it crosses Sagamore Creek in Portsmouth		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
4	6409022	Seabrook	NH 286	Address impacts of sea-level rise and storm surge induced flooding on NH 286 in Seabrook.		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
5	6379020	Portsmouth	US Route 1 Bypass	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	\$7,590,000	\$21,472,476	Not clear how much demand there is for this project. Inflated 26 years due to age of estimate	Hold
6	6379006	Portsmouth	US Route 1 Bypass	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	\$9,867,000	\$27,914,219	Not clear how much demand there is for this project. Inflated 26 years due to age of estimate	Hold
7	6001028	Hampton-Hampton Falls	US Route 1	Address impacts of sea-level rise and storm surge induced flooding on US 1 through the Hampton-Seabrook Estuary		\$0	Concerns raised by NHDOT in 2022 regarding scope of projects addressing coastal flooding	Hold
8	6055004	Brentwood	NH 125	Implement Long-Term Safety Measures (Roundabout) identified in February 2024 Road Safety Audit	\$2,399,000	\$3,794,989	Road Safety Audit completed in February 2024. Short and Medium-term improvements will be implemented in next year or so. Long term improvements are HSIP eligible but not yet scheduled.	Update
9	6197021	Hampton	NH 101/I-95	Safety and operational improvements on NH 101 eastbound interchange with I95		\$0	Would need to work with NHDOT to improve scope of this project	New Estimate
10	6001018	Seacoast Communities	NH 1A	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	\$2,139,000	\$5,232,824	From 2012 Regional ITS Architecture. Inflated from 2012	New Estimate