DRAFT

Rockingham Planning Commission

2019-2022 Transportation Improvement Program

DRAFT

RPC
2-14-2019

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

WHEREAS the USDOT Fixing America's Surface Transportation (FAST) Act legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450.306 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

WHEREAS the requirements of Section 1101(b) of the FAST Act (Public Law 114-94) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq*.) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.324 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

WHEREAS the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

NOW, THEREFORE, BE IT RESOLVED THAT the **Rockingham Planning Commission**, the Metropolitan Planning Organization (MPO) for **Atkinson, Brentwood, Danville, East Kingston , Epping, Exeter, Fremont, Greenland, Hampstead, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton ,North Hampton, Plaistow, Portsmouth, Raymond, Rye, Salem, Sandown, Seabrook , South Hampton, and Stratham, New Hampshire,** certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that the **Rockingham Planning Commission** 2019-2022 Transportation Improvement Program and 2045 Metropolitan Transportation Plan were adopted by the Commission at its meeting on, along with this Self-Certification Resolution.

Tim Roache, Executive Director
Rockingham Planning Commission

Date: _____

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

Date: _____

Table of Contents

Appendices

1.0 Introduction

The Rockingham Planning Commission (RPC) is a regional planning commission established by its member municipalities under the enabling authority of New Hampshire RSA 36. Its planning region consists of 27 communities located in the southeastern corner and seacoast of New Hampshire (see list to the right and **Figure 1**). The RPC's purpose is threefold: to assist communities with their individual planning needs, to develop regional plans to guide and coordinate development in the region, and to help communities work together to address common problems.

The RPC is designated as the Metropolitan Planning Organization (MPO) for portions of the Portsmouth and Boston Urbanized Areas with established planning area boundaries that match those of the planning commission. As the MPO for the region, the RPC is responsible for the development of plans and programs that provide for the operation, maintenance, and improvement of the regional multimodal surface transportation facilities and system for the urbanized area that encompasses all 27 communities and a population of approximately 190,000 people. In addition, the MPO provides a public forum for discussion of transportation and related needs, and provides technical planning assistance to member communities and agencies.

RPC Communities

Atkinson	Newfields
Brentwood	Newington
Danville	Newton
East Kingston	North Hampton
Epping	Plaistow
Exeter	Portsmouth
Fremont	Raymond
Greenland	Rye
Hampstead	Salem
Hampton	Sandown
Hampton Falls	Seabrook
Kensington	South Hampton
Kingston	Stratham
New Castle	

2.0 TIP Requirements

TIPs must be developed in accordance with the most recent Federal Transportation legislation (the FAST Act[1]), joint federal metropolitan planning regulations (23 CFR 450) issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the Clean Air Act. ***Figure 2-1*** identifies the requirements established by these regulations and how the MPO fulfills them.

Figure 2-1: TIP Requirements

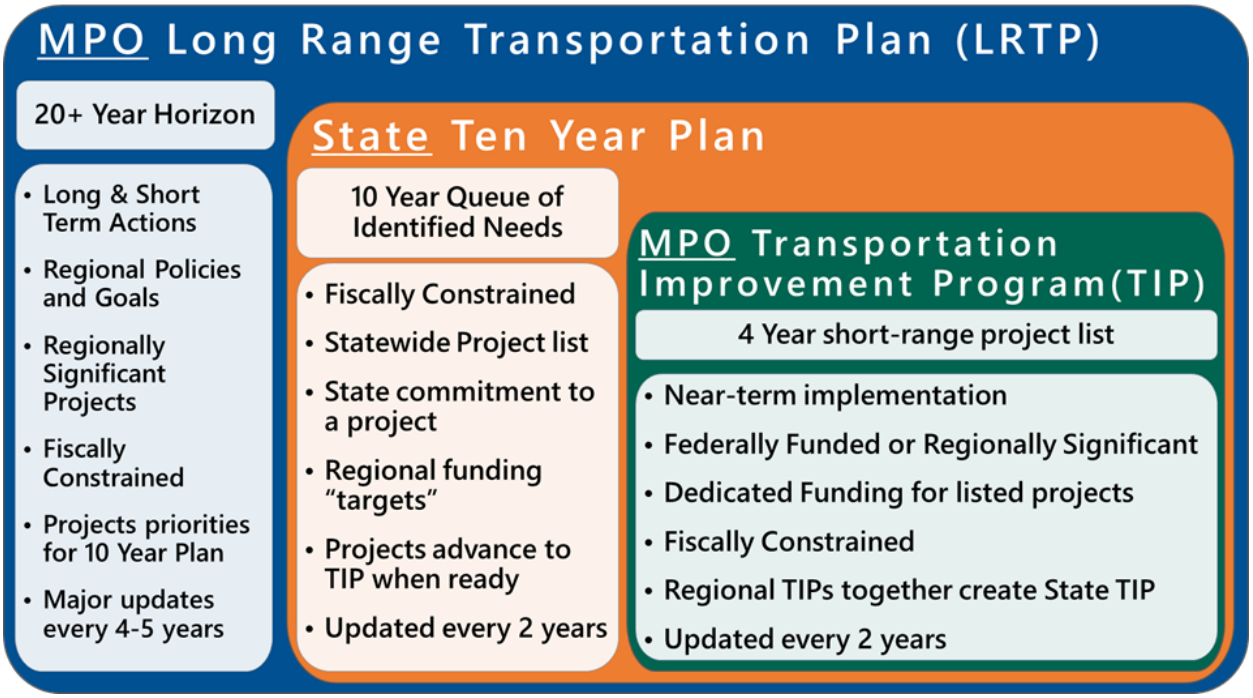
Requirement	***How the MPO meets the Requirement***
The TIP must cover a period of at least four years and be updated at least every four years.	*The TIP includes four fiscal years and the MPO adopts a new TIP every two years in conjunction with the State TIP, State Ten Year Plan process, and 3 other New Hampshire MPO TIP adoption.*
The TIP must be made available for public review and interested parties must have reasonable opportunity for public comment.	*Adopting a new TIP requires a 30-day comment period, and all amendments include at least a 10 day comment period with notices on the MPO website, distributed to MPO TAC and Policy Committee members, local communities, and transit agencies. All TIP documents are published on the MPO website.*
Shall reflect the investment priorities established in the current Metropolitan Transportation Plan	*The current Long Range Transportation Plan establishes a planning framework that merges New Hampshire Livability Principles, a vision for the region's future & established goals, with Federal Planning Factors & a performance-based approach. The projects included in the TIP reflect efforts to address these priorities.*
TIP must be designed to make progress toward achieving performance targets identified in the Metropolitan Transportation Plan.	*The TIP includes a listing of the region's performance measures & targets. Projects that play a role in advancing those metrics are identified.*
Include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area	*The TIP includes all federally funded transportation projects in the region. In some cases, projects are incorporated into a grouped project and listed under one of NH's 37 statewide programs.*
Must include regionally significant projects requiring an action by FHWA or FTA whether or not the projects are to be funded with Federal funds.	*The TIP includes projects on the NH Turnpike system as well as any other projects funded with state, local, or private resources that are deemed regionally significant.*
For each listed project, the TIP shall include: Sufficient descriptive material to identify the project or phase; Estimated total project cost; The amount of Federal funds proposed to be obligated during each program year for the project or phase; Identification of the agencies responsible for carrying out the project or phase;	*Projects in the TIP include data to identify the specific location of the project, the general scope, and total cost. Information is provided by phase, fiscal year, and funding source. The agency responsible for the project is included as well as air quality conformity exemption status, and whether the project is considered regionally significant.*
In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP; In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations.	*The TIP identifies the exempt/not-exempt status of each project as well as the process by which the MPO demonstrates consistency with conformity requirements. The only TCM in the current NH SIP is continuation of the State emissions inspection program.*
The TIP shall be financially constrained by year & include a financial plan that demonstrates which projects can be implemented using current & proposed revenue sources.	*The TIP is fiscally constrained by year as demonstrated in the financial plan component of the document.*

[1] Fixing America's Surface Transportation Act, 2015. https://www.fhwa.dot.gov/fastact/

3.0 Transportation Planning and Programming

Federal regulations require that the RPC, as the MPO for the Seacoast and Southeastern region of New Hampshire, maintain the transportation planning process for the metropolitan planning area that includes development of a Long Range Transportation Plan (LRTP), and a short-range Transportation Improvement Program (TIP) which is aggregated with the other MPO TIPs into the State Transportation Improvement Program (STIP) . In addition, New Hampshire Revised Statutes RSA 240:3 identifies a role for the MPO in the statewide Ten Year Plan Development Process which identifies transportation project priorities around the state over the upcoming ten year period. These documents, and their overlapping development processes, form the basis of the transportation planning and programming process of the region. ***Figure 3-1*** provides a brief overview of the documents, and they are described in more detail in the following paragraphs.

Figure 2*: Interaction between the MPO Long Range Plan, the State Ten Year Plan, and The Transportation Improvement Program*



MPO Long Range Transportation Plan

The MPO Long Range Transportation Plan (LRTP) is a 20+ year plan for transportation improvements in the region that directs the decision-making process to implement the regional vision and achieve goals and objectives. Through describing existing and expected future conditions and assessing needs, the document forms a blueprint for the development and management of the region's transportation system to 2045. The LRTP incorporates the TIP by reference as the short range, project specific component. The current LRTP incorporates the 2019-2022 TIP as the first four years of the MTP, incorporates a new fiscal

constraint analysis, and extends the horizon year to 2045. The LRTP is fully updated every 5 years with interim updates that coincide with adoption of a new MPO TIP.

State Ten Year Plan

The State Ten Year Plan is the statewide queue of identified needs and committed projects for New Hampshire produced by NHDOT and the Governor's Advisory Council on Intermodal Transportation (GACIT) in conjunction with the MPOs and Regional Planning Commissions. The MPO provides NHDOT a list of priorities for implementation from the LRTP that is constrained to a "target" funding amount, and this is combined with the priorities for the other 8 planning regions, new priorities identified by the State, and operational and maintenance needs to form a program of projects to be implemented. This document is updated every two years and must undergo review by the Governor and the Legislature prior to being enacted into law. The adopted Ten Year Plan becomes the basis of the next STIP.

State Transportation Improvement Program

The Federal Metropolitan Planning Rules require that the TIP, when adopted by the MPO and approved by the Governor, be included without modification in the State TIP (known as the 'STIP'). Under the New Hampshire TIP/STIP development process, the NHDOT receives a list of project priorities for the State Ten Year Plan that becomes subject to revision by the NHDOT, the Governor, Governor's Advisory Commission on Intermodal Transportation (GACIT), and the State Legislature. After final action by the Legislature, the MPO is asked to adopt a final TIP, which may include changes not previously considered or approved by the MPO. The MPO will review the final draft for such changes and determine whether or not the TIP remains financially constrained; that it reflects the project specific content of the adopted MPO Transportation Plan and that it continues to represent local and regional priorities.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a short-range program of regional transportation projects scheduled for construction or implementation in the MPO area over a period of four succeeding Federal fiscal years (FY 2019, 2020, 2021, and 2022 in this instance). It is prepared by the MPO in cooperation with local governments, regional transit agencies, and the New Hampshire Department of Transportation (NHDOT). The projects identified are prioritized by year and have been selected for funding as jointly agreed upon by the MPO and the NHDOT. The TIP is the enactment of the Long Range Transportation Plan vision, goals, and objectives, and the development and construction of those projects in the State Ten Year Plan that are ready for implementation. The document establishes a fiscally constrained list of projects to be implemented by mode, funding source, and geographic area, as well as identifies improvements which will aid in improving the performance of the transportation system in regards to condition, safety, and congestion.

3.1 Transportation Planning & Programming in New Hampshire

Figure 3-2 shows the how the development processes for the MPO LRTP and TIP and the State Ten Year Plan and STIP are interwoven with the ultimate goal to produce a comprehensive and consistent flow of projects from the MPO LRTP to the State Ten Year Plan and then the STIP and TIP. The MPO completes comprehensive updates to the LRTP every four years (steps 1-4 of the bottom cycle of Figure 3-2) and this

provides the overall vision, goals, and objectives for the regional transportation system as well as a fiscally constrained list of identified improvements. This constrained project list provides the basis for MPO recommendations of projects to be included in the State Ten Year Plan as part of the biennial update of that document. During even numbered years, the MPO solicits for projects from communities, regional transit agencies and other partners, as well as collects needs identified through the Congestion Management Process (CMP), corridor studies, safety studies, and other analyses. Identified projects are checked for federal funding eligibility, general feasibility, and are prioritized according to a set of project selection criteria agreed upon by NHDOT and the nine Regional Planning Commissions. The current project selection criteria are:

- ***Congestion***: The extent to which the project is intended to reduce traveler delay. Estimated based on scope of project, location, and current levels of congestion.
- ***Freight Mobility***: The degree to which the project impacts the movement of goods. Estimated based on perceived utility as a freight corridor.
- ***Alternative Modes***: The extent to which the project impacts accommodations for alternative modes of travel. Does the project improve access to goods and services for people without a car.
- ***Traffic Volume***: The highest volume project location receive the highest score and the lowest volume project location receives the lowest score.
- ***Facility Importance***: Based on Functional classification. Higher classes of roadways receive higher scores. This reflects the "Tiered" approach desired by NHDOT.
- ***Safety measures***: To what degree is the project oriented towards making the roadways safer. Is the project purpose primarily safety or is it something else.
- ***Safety Performance***: Relative crash frequency at the location based on the last 5 years of available data. Crash severity is factored as well.
- ***State of Repair***: Roads and Bridges are listed separately but it is a single criterion. The physical condition of the road or bridge. Roadways in better condition will score higher and bridges in the worst condition will score higher. Currently this is based on the same information from 2013 but will be updated when the new data is received from NHDOT
- ***Support***: The degree to which the project supports the vision, goals, and objectives of the community and region. This looks for support of the project by local and regional boards/committees, in local and regional planning documents (corridor studies, Master Plan, Comprehensive Economic Development Strategy), as well as potential economic benefits, and opportunities to leverage other sources of funding. In addition, the project must be compatible with the principles, goals, and objectives of the MPO Long Range Transportation Plan.
- ***Resiliency***: The degree to which the proposed project helps to address transportation systems preparedness. Scoring will look for improvements that mitigate or resolve exposure to damage from natural hazards such as flooding or sea level rise. Data from the RPC's stream crossing inventory, the Tides to Storms and C-RISE studies, the Coastal Risks and Hazards Commission report, as well as other information will be utilized to identify project locations susceptible to natural hazards.

The highest ranked projects are fiscally constrained and submitted as the MPO priorities for the State Ten Year Plan in the spring of odd numbered years. The state develops the draft Ten Year Plan, holds hearings, and submits a GACIT approved Ten Year Plan to the Governor in the fall of odd numbered years. At the

beginning of the following even numbered year, the Governor submits their recommended Ten Year Plan to the State Legislature for review and approval which generally occurs in May or June of even numbered years. The legislatively approved Ten Year Plan is signed into law by the Governor over the summer and the projects listed in the first four years form the basis of the STIP along with ongoing projects that are not yet completed and other federally funded projects that are prioritized outside of the Ten Year Plan process such as Transportation Alternatives (TAP), and the Highway Safety Improvement Program (HSIP). The TIP is derived from the STIP projects within the MPO boundaries along with the statewide programs, is fiscally constrained, and endorsed by the TAC. At the same time, the MPO LRTP project list is updated to maintain fiscal constraint and consistency with the TIP, STIP, and Ten Year Plan.

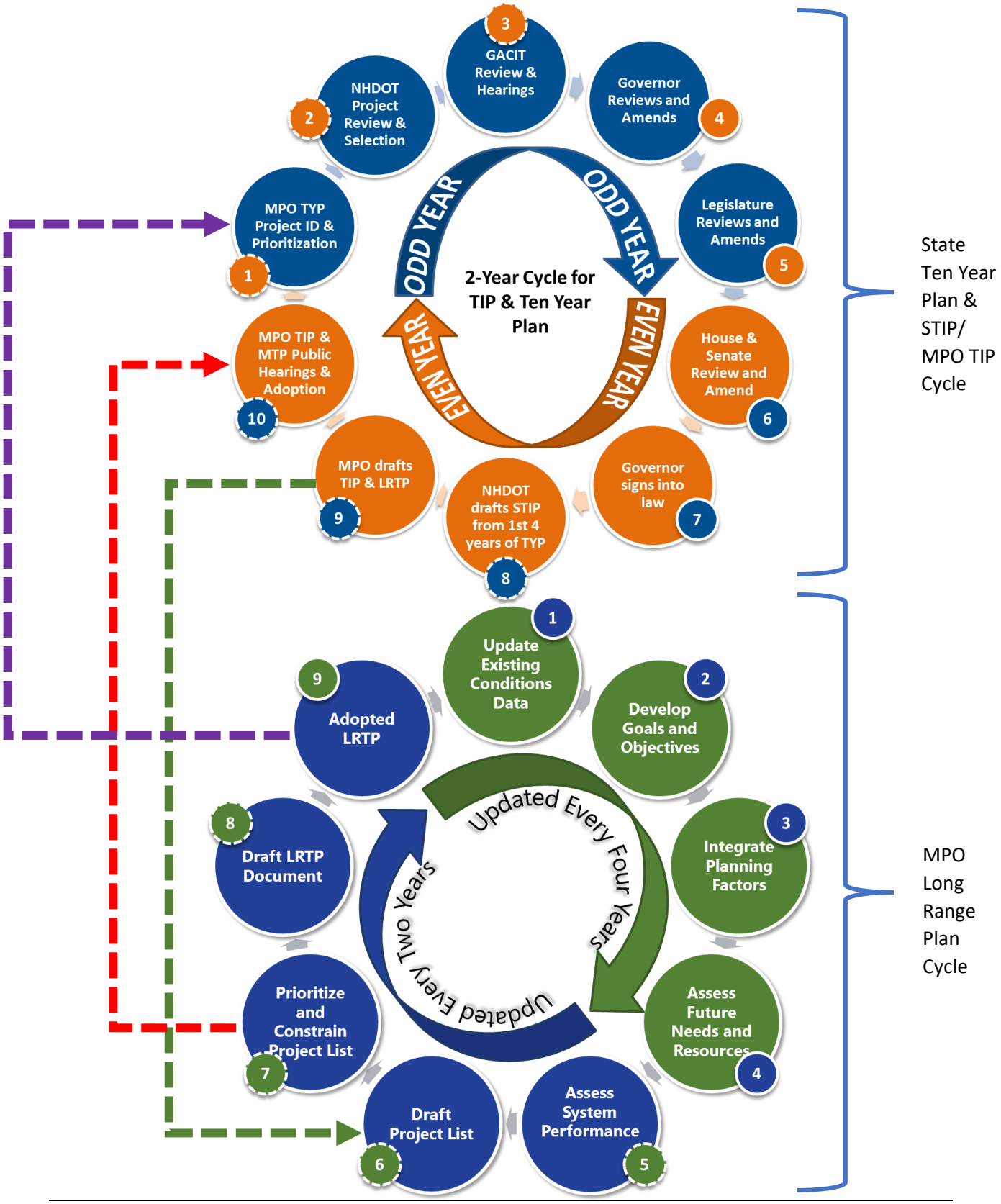
3.2 TIP Development Process

The MPO TIP development process is integrated with the State Ten Year Plan cycle and ***Figure 3-3*** shows the milestone dates. The MPO began its TIP and MTP update process in the fall of 2016 with the establishment of a project selection process and set of criteria in conjunction with NH DOT and the other eight New Hampshire Planning Commissions. The MPO used this common methodology for soliciting projects from communities, transit agencies, and other planning partners, as well as for selecting projects for the State Ten Year Plan and the TIP. In May 2017 a list of MPO priorities was submitted to NHDOT for the Ten Year Plan and, after some revisions to maintain fiscal constraint, NHDOT produced a draft Ten Year Plan in August 2017. GACIT hearings during September and October 2017 led to a revised draft Ten Year Plan submitted to the Governor in December. After review and additional revisions the Governor submitted the Ten Year Plan to the Legislature in January 2018 and the further revised document was approved and returned to the Governor for signature in May, 2018. The 2019-2028 Ten Year Plan was signed into law in July 2018 and the NHDOT began work on STIP development from the approved document. In November, 2018 the draft STIP was released to the MPOs so that they could begin TIP development. A draft TIP was produced for public comment on January 14, 2019.

Figure 3-3: Important Dates in the TIP Development Process

December, 2016	MPO requests project proposals from communities and interested parties.
May 2, 2017	MPO Ten Year Plan Priorities submitted to NH DOT
August 23, 2017	NH DOT submits Draft Ten Year Plan to GACIT
Sept-Oct, 2017	GACIT Public Hearings on the Draft Ten Year Plan
December 20, 2017	GACIT Submits Draft Ten Year Plan to Governor
January 16, 2018	Governor Submits Ten Year Plan to Legislature
May 23, 2018	Legislature Approves 2019-2028 Ten Year Plan
July 2, 2017	Governor Signs 2019-2028 Ten Year Plan
November 16, 2018	NH DOT Releases 2019-2022 STIP Project list
December 13, 2018	Interagency Consultation Review of draft STIP
January 14, 2019	Start of 30 Day Public Comment period on TIP and Plan
January 24, 2019	RPC TAC Meeting – TIP Endorsement
February 13, 2019	RPC Policy Committee Meeting – TIP Adoption

FIGURE 3-2: Development Process for the Rockingham Planning Commission Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and State Ten Year Plan (TYP)



3.3 Interagency Consultation Process

The conformity rule requires that Federal, State, and local transportation and air quality agencies establish formal procedures to ensure interagency coordination on critical issues. Regular participants in the New Hampshire interagency consultation process are FHWA, FTA, EPA, NHDOT, NH Department of Environmental Services Air Resources Division, and the four MPOs (Nashua RPC, RPC, Southern New Hampshire RPC, and Strafford RPC). In addition, public transportation operators and the five non-MPO planning commissions participate as necessary. In New Hampshire, interagency consultation serves as a forum for discussion of TIP and STIP development, amendments, and minor revisions, as well as key assumptions and methodologies to be used in conformity analyses, strategies to reduce mobile source emissions, specific impacts of major projects, and issues associated with travel demand and emissions modeling. The New Hampshire process consists of monthly meetings where issues related to the TIP/STIP, Long Range Transportation Plan, and air quality conformity are discussed. Agendas and other relevant materials are sent to members at least one week prior to the meeting for participants to review and provide feedback.

3.4 Environmental Justice and Title VI

An important consideration for the 2019-2022 Transportation Improvement Program and 2045 Long Range Transportation Plan is the impact of its elements on minority and low-income populations in the MPO region. Title VI of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or ethnic origin in the provision of transportation benefits and in the imposition of adverse impacts.

Building on Title VI, Executive Order 12898 (1994), requires each federal agency to achieve environmental justice by identifying and addressing any disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low income population. Executive Order 12898 defines “minority” as a person who is African American, Hispanic, Asian American, American Indian, or an Alaskan Native. A low-income person means a person whose household income is at or below the federal poverty level. For 2017 the poverty threshold was $24,600 for a family of four.

The USDOT’s Final Order to Address Environmental Justice in Minority Populations and Low Income Populations requires transportation programming and planning activities to:

- Include explicit consideration of the effects of transportation decisions on minority and low-income populations.
- Provide meaningful opportunities for public involvement by members of minority and low-income populations.
- Gather, where relevant, appropriate and practical, demographic information (race, color, national origin, and income level) on populations served or affected by transportation decisions.
- Minimize or mitigate any adverse impact on minority or low-income populations.

The Executive Order and Civil Rights Act require the Transportation Improvement Program and Long Range Transportation Plan to address the needs and concerns of protected communities, both in terms of benefits received and impacts imposed. Procedurally, the MPO is working to address these needs

through expanding its public outreach efforts. Substantively, the MPO is working to expand access to transportation for low-income and minority populations.

3.5 Public Involvement

The MPO Public Participation Plan, adopted in 2018, establishes a set of goals for any public involvement effort undertaken by the MPO. The intended outcome is that transportation plans, programs and projects reflect local, regional, and state priorities and needs, and consider a range of transportation options and the overall social, economic, energy, and environmental effect of transportation decisions. These goals are:

- ***Goal 1: Educate and Present Information:*** The MPO is responsible for providing information to the public. MPO staff will educate and present information about the role of the MPO, the regional transportation planning process, including the sources of funding, data on transportation system performance, and impacts of regional planning decisions.
- ***Goal 2: Solicit Public Input:*** The MPO will actively seek out input and participation from the broad range of individuals, groups and organizations affected by the transportation system to identify transportation related needs, desires, issues and concerns.
- ***Goal 3: Facilitate Information Flow between the Public and Decision-Makers:*** MPO staff are responsible for compiling public issues, comments and concerns into complete and concise documents for presentation to the decision-makers. The MPO staff will also schedule and organize meetings where the public can present concerns to Staff or MPO Committees.
- ***Goal 4: Consider Public Concerns in Decision-Making***: The MPO will consider the public concerns that are presented to them by the staff as well as those presented to them by individual persons at public meetings. MPO staff will consider public concerns as they prepare draft planning documents.

In addition to the overarching goals, the Public Participation Plan[2] establishes a process for public involvement relating to Major Policy Actions, namely TIP and Plan approvals and amendments, to ensure that the Policy Committee has ample opportunity to carefully consider the issues and the views of the public before approving the documents. For Major Policy Actions, the following steps are required:

1. The Technical Advisory Committee (TAC), reviews work of the MPO staff, NHDOT, and other public input, and makes a recommendation to the Policy Committee on planning and implementation procedures.
2. The chair of the Policy Committee sets a public hearing date that allows at least a 10-day period for the public to review documents before the public hearing. The public comment period on core policy documents (adoption of LRTP, TIP) will remain open for at least 30 days in accordance with federal regulation.
3. After setting the public hearing date, a notice of the public hearing is published in the two major newspapers serving the MPO region – the Portsmouth Herald/ SeacoastOnline.com and the

[2] The Rockingham Planning Commission Public Participation Plan was adopted by the MPO in April 2018. This document and other information about the MPO public involvement can be found on the MPO website at: http://www.rpc-nh.org/transportation/public-engagement

Lawrence Eagle-Tribune – at least 10 days in advance of the public hearing. Notices may also be published in other newspapers. The notice includes the time, date and location of the public hearing as well as how the subject document can be reviewed. The subject document is also made available on the RPC web site (www.rpc-nh.org).

4. A formal public hearing is conducted. The views of the public as well as the recommendations of any applicable MPO ad hoc committees are heard at the hearing.
5. After considering all comments and recommendations in the public hearing, action on the policy is then taken by the Policy Committee at its next scheduled meeting. If public hearings are coupled with Policy Committee meetings on the same night, the Policy Committee may take action immediately following the hearing, unless the Committee votes that some aspect of the input received from the public requires further information or analysis to ensure a fully informed decision.
6. A summary of significant public comments and responses is included in the final published policy document or made available as a separate document.

4.0 Fiscal Constraint Analysis

The metropolitan planning rules require that a TIP must be determined to be financially constrained, by year. For the first three years of the four-year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted.

4.1 Financial Plan

Based upon information supplied by the NH DOT, the MPO has determined that the FY 2019-2022 TIP as presented is financially constrained. This determination is based upon the following assumptions:

- For all projects requiring local match, that the match will be made available in a timely manner and that Toll Credits will be utilized to meet the State matching requirements unless otherwise stated.
- For all projects including federal funds and programmed by the NHDOT for FY 2019, 2020, 2021, and 2022, that the NHDOT has determined that the required funds by year and category will be available.
- All costs associated with projects are inflated to the year of construction at 2.55% per year and indirect costs (NHDOT overhead) are incorporated at 10% of total project cost.
- New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects listed in the Ten Year Plan without regard to regional boundaries. This creates a situation where the amount of funding expended in the region can vary substantially from year to year depending on the number of state high priority projects occurring in this region at the same time. In the case of the 2019 to 2022 TIP, this varies from 37% of the state total funding in the first year of the TIP/STIP to 23% of the state total in the last year due to the scale and expected completion timeframes of several large projects in the region.

The full fiscal constraint analysis for the STIP, provided by NHDOT, is included with this document as ***Appendix A***. Fiscal constraint analysis for the TIP is included in ***Figures 4-2 through 4-5*** on the following pages. ***Figure 4-2*** Compares the expected revenue for projects in the region with the estimated total projects costs as programmed in the TIP and finds that the amount of funding available is adequate to address the projects programmed over the next four years. The funding matches exactly as the regional share of available funding is assumed to be what is programmed in the STIP. While the project tables in Section 7.3 show the full cost of the Statewide Programs, the fiscal constraint analysis includes just the regional share of those costs and revenues instead of the full costs.

Figure 4-2: TIP Fiscal Constraint Analysis

Estimated Regional Share of Available Funding[1,]

Fiscal Year	Federal	State[2]	Other	Statewide Programs[3]	Total Target Funding
2019	$ 46,173,789	$ 59,006,448	$ 20,288,635	$ 11,255,309	***$ 136,724,181***
2020	$ 48,409,633	$ 70,638,916	$ 2,782,877	$ 10,806,562	***$ 132,637,988***
2021	$ 27,866,970	$ 50,060,216	$ 7,610,941	$ 11,888,821	***$ 97,426,947***
2022	$ 37,494,972	$ 14,082,529	$ 2,012,712	$ 11,756,929	***$ 65,347,142***

Estimated Total Project Costs[4]

Fiscal Year	Regional Projects	Statewide Programs[5]	Transit	Turnpike Projects[6]	Total Project Costs	Remaining[7]
2019	$ 94,791,457	$ 11,255,309	$ 8,045,729	$ 22,631,687	**$ 136,724,181**	$ -
2020	$ 78,549,791	$ 10,806,562	$ 7,965,734	$ 35,315,901	**$ 132,637,988**	$ -
2021	$ 53,322,229	$ 11,888,821	$ 7,189,168	$ 25,026,730	**$ 97,426,947**	$ -
2022	$ 39,145,561	$ 11,756,929	$ 7,413,045	$ 7,031,607	**$ 65,347,142**	$ -

1 Estimated available funding is derived from projects programmed in the Draft 2019-2022 STIP
2 Includes bond revenues, turnpike funds, and road toll funds. Turnpike Toll Credits are not included.
3 Statewide Program funds available derived from a share (13.3%) of the total Programmatic funding in STIP
4 Project costs are inflated at 2.55% per year from the year of the most recent cost estimate
5 13.3% share of Statewide Programmatic funds from STIP. Assumed to be equal to regional share of available funding.
6 Turnpike Expenditures are based on the Ten Year Plan from 2019-2028.
7 Estimated as difference between estimated regional target funding and total project cost for each fiscal year

4.2 Operations and Maintenance

Fiscal constraint requirements necessitate that the estimated costs of preserving, maintaining, and operating the region's transportation system be included in the TIP and Long Range Transportation Plan. While some of these funds are captured in the "Statewide" projects included in the TIP, there are many that are not as they are conducted using state or local funds.

Roadway

NHDOT's Fiscal Year 2020-2021 biennial budget provides information regarding the funding available at the state level for the operation and maintenance of the transportation system. These funds come from the following sources:

Figure 4-3: NHDOT Operations and Maintenance Budget[1]

Year	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total
FY19	$175,400,000	$49,900,000	$46,900,000	$1,100,000	$19,800,000	$293,100,000
FY20	$174,100,000	$40,200,000	$47,900,000	$1,500,000	$18,800,000	$282,500,000
FY21	$178,700,000	$51,400,000	$47,800,000	$1,200,000	$19,200,000	$298,300,000
FY22	$179,366,667	$48,666,667	$48,433,333	$1,366,667	$18,666,667	$296,500,000

[1]Data from NHDOT Operating Budget available at:
https://www.nh.gov/dot/media/documents/nhdot_2018_agency_efficiency_budget_presentation_lr.pdf

- ***Highway Fund:*** This is the primary source of funding for the NHDOT Operating budget and is composed of revenue collected by the Department of Safety and includes the NH Road Toll (gas tax), Vehicle Registration Fees, and court fines for traffic violations. About 58% of gas tax revenues go to operating costs for NHDOT and NH Department of Safety.
- ***Turnpike Funds:*** New Hampshire has approximately 90 miles of toll supported roadways managed by the Department of Transportation. Funds from tolls, fines and administrative fees generated by the turnpike system can only be utilized on the Turnpike system. The system raises approximately $130 million per year of which approximately $49 million is dedicated towards operations and maintenance.
- ***General Funds:*** There are a small amount of State of New Hampshire general funds that go towards operation and maintenance of the transportation system. Primarily these funds are utilized for airport operations support however matching funds for Federal Transit Administration (FTA) grants for transit projects and operations are also supported.
- ***Federal Funds:*** NHDOT receives revenues from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure improvements and construction projects. Primarily funds are from the Federal Highway Administration but also moneys are received from the Federal Transit Administration (FTA), Federal Aviation Administration (FAA), and Federal Emergency Management Administration (FEMA). Approximately $32 million in federal funds was utilized in FY18 to balance the operating budget instead of being utilized for construction programs.
- ***Other Funds:*** Other funds are derived from a number of minor sources. This includes revenues from the sale of fuel to municipalities, railroad licensing fees, permitting fees, emergency repair funds, and sale of surplus land.

Based on the information provide in the NHDOT Fiscal Year 2020-2021 biennial budget, this equates to approximately $32,000 per mile of roadway for maintenance and operations.

At the local level, communities are spending a similar amount to NHDOT on a per mile basis. A 2016 scan of the Annual Report for each community in the region identified $64.2 million in funding being budgeted to maintain and operate the local roadways. This translates to under $32,000 per mile in 2016 and between $34,500 and $37,200 inflated to 2019-2022.

Figure 4-4: Local Transportation System Operations and Maintenance Expenditures[1]
(Estimates based on FY16 Town Reports)

Year	Highway	Snow Removal[2]	Lighting[2]	Warrant/CIP	Total	Cost/mile
2016	$21,449,873	$1,205,260	$1,614,436	$39,961,476	$64,231,045	$31,982
2019	$23,132,987	$1,299,833	$1,741,117	$43,097,146	$69,271,083	$34,492
2020	$23,722,878	$1,332,979	$1,785,515	$44,196,124	$71,037,496	$35,371
2021	$24,327,812	$1,366,970	$1,831,046	$45,323,125	$72,848,952	$36,273
2022	$24,948,171	$1,401,828	$1,877,737	$46,478,864	$74,706,601	$37,198

[1]Inflated at 2.55% per year from 2016 to 2019-2022 estimates.

[2]Some communities include individual budget line items for snow removal and lighting, others incorporate it into the general highway department budgets.

Transit

Federal Transit Administration Section 5307 Urban Formula funding anticipated to be available to COAST and CART, the two public transit agencies in the region. Allowable uses for Section 5307 differ based on the size of the Census-defined Urbanized Area (UZA) in which a transit system operates. In Urbanized Areas with population between 50,000 and 200,000 (Small UZAs), Section 5307 funding may be used for operating expense (at a 50% federal/50% non-federal match split) as well as capital expenses (at an 80% federal/20% non-federal match split). In Urbanized Areas over 200,000 in population (Large UZAs), Section 5307 funding may only be used for capital expenses (at an 80% federal/20% non-federal match split). Non-federal funding is typically drawn from municipalities in New Hampshire, but may also include state, private sector, and other sources. Both systems receive funds based on the New Hampshire portion of the Boston Urbanized Area, which may be used only for capital expenses. COAST also receives funding based on apportionments to the Dover-Rochester and Portsmouth Urbanized Areas, which may be used for either capital or operating expenses. CART also receives Section 5307 funding based on the apportionment to the Derry-Londonderry-Windham segment of the Nashua Urbanized Area, which may be used for either capital or operating expenses. Beyond apportionments for FY2020 identified in the FAST Act, future allocations are forecast to increase 1.5% annually. The TIP anticipates that the two transit systems will provide service levels that can be supported by this level of funding, including continuation of existing service and proposed service expansions. Although the plan is constrained on an annual basis by available federal funding, implementation of new services is also dependent on local support from communities served by the systems.

Figure 4-5: Expected Transit funding
Allocations to COAST & CART plus matching funds

Year	FTA Allocation	State Funds	Local Match	Total
2019	$3,997,197	$7,125	$3,070,858	$7,075,180
2020	$3,954,697	$3,375	$3,119,501	$7,077,573
2021	$4,086,854	$3,750	$3,151,853	$7,242,457
2022	$4,129,354	$7,500	$3,155,603	$7,292,457

5.0 Air Quality Conformity

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176I to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The Boston-Manchester-Portsmouth (SE), NH 8-hour Ozone Nonattainment Area included 52 communities in portions of Hillsborough, Merrimack, Rockingham, and Strafford Counties in southeast New Hampshire (see inset for community names). Those communities were designated as a moderate non-attainment area for the 8-hour ozone National Ambient Air Quality Standard (NAAQS) on April 30, 2004 and re-designated to "Attainment" status in April, 2012. As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-hour Ozone NAAQS, and as of November 6, 2017 all of New Hampshire is unclassifiable/attainment for the 2015 8—hour Ozone NAAQS.

Communities in the Boston-Manchester-Portsmouth (SE), NH 8-Hour Ozone Nonattainment Area (1997 Ozone Standard)

Hillsborough Co (part)

Amherst Town, Bedford Town, Brookline Town, Goffstown Town, Hollis Town, Hudson Town, Litchfield Town, Manchester City, Merrimack Town, Milford Town, Nashua City, Pelham Town

Merrimack Co (part)

Hooksett Town

Rockingham Co (part)

Atkinson Town, Auburn Town, Brentwood Town, Candia Town, Chester Town, Danville Town, Derry Town, East Kingston Town, Epping Town, Exeter Town, Fremont Town, Greenland Town, Hampstead Town, Hampton Town, Hampton Falls Town, Kensington Town, Kingston Town, Londonderry Town, New Castle Town, Newfields Town, Newington Town, Newmarket Town, Newton Town, North Hampton Town, Plaistow Town, Portsmouth City, Raymond Town, Rye Town, Salem Town, Sandown Town, Seabrook Town, South Hampton Town, Stratham Town, Windham Town

Strafford Co (part)

Dover City, Durham Town, Rochester City, Rollinsford Town, and Somersworth City

5.1 Transportation Conformity Requirements

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision[3] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

Per the court's decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[4] for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the 2045 RPC Long Range Transportation Plan and 2019-2022 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the RPC 2045 Long Range Transportation Plan and 2019-2022 TIP.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109I. This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Rockingham Planning Commission MPO 2045 Long Range Transportation Plan and 2019-2022 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

[3] EPA-420-B-18-050, November 2018 and other guidance can be found on the EPA website at: https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

[4] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

5.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

Assumptions used in the 2019-2022 TIP and 2045 Long Range Transportation Plan are derived from the most recent estimates of current and future population, employment, travel, and congestion.

- 2040 Population projections were developed by the State of New Hampshire Office of Strategic Initiatives (OSI) in 2016 in conjunction with the nine regional planning commissions. These projections were extended to 2045 utilizing the same methodology.
- 2045 Employment projections were developed utilizing growth rates from the NH Department of Employment Security's Economic and Labor Market Information (ELMI) Bureau 2014-2024 10 year projections for Regional Planning Commission areas completed in February 2017.
- The MPO Regional Travel Demand Model is calibrated to 2015 and utilizes available traffic counts, travel time data, and Highway Performance Monitoring System (HPMS) data, and other factors to establish baseline travel demand.
- The MPO Long Range Transportation Plan discusses transit ridership and operations in the MPO region for both regional and inter-city services.
- The New Hampshire SIP includes a single TCM, the New Hampshire Vehicle OBD and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in the state since 2005.

5.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with NH Department of Transportation, NH Department of Environmental Services Air Resources Division Mobile Source Program, The four New Hampshire MPOs (NRPC, RPC, SNHPC, and SRPC) as well as the five rural Regional Planning Commissions (CNHPC, LRPC, NCC, SWRPC, and UVLSRPC), FHWA, FTA, and EPA. Interagency Consultation consists of monthly meetings/conference calls that discuss TIP/STIP, Long Range Transportation Plan, and Air Quality Conformity related topics and issues. Interagency consultation was conducted consistent with the New Hampshire Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the MPO Public Participation Program. The draft 2019-2022 TIP, 2045 Plan, and Air Quality Conformity Determination were published on the MPO website on January 14, 2019. A 30 Day public Comment Period was opened on January 14, 2019 and concluded on February 12, 2019 and a public hearing was held on February 13, 2019.

5.4 Timely Implementation of TCMs

The New Hampshire SIP includes a single TCM, the New Hampshire Vehicle OBD and Safety Testing Program. This program has been in place and used to inspect all 1998 and newer light-duty motor vehicles registered in the state since 2005.

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The RPC 2045 Long Range Transportation Plan and 2019-2022 TIP are fiscally constrained, as demonstrated in Chapter 5 of the 2045 Long Range Transportation Plan and section 4.1 of the TIP.

5.6 Conclusion

The conformity determination process completed for the 2045 Long Range Transportation Plan and 2019-2022 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

6.0 TIP Revision Process

There are two types of revisions that are allowable for the TIP; Administrative Adjustments, and Amendments. The determination as to which type of change is utilized for each project is one that is made through the Interagency Consultation process and is based on established thresholds detailed in the STIP Revision Procedures on NHDOT's website as well as . These thresholds are based on the type and scale of the changes that are being considered.

The NH Department of Transportation (NHDOT), through cooperation and coordination with the Metropolitan Planning Organizations (MPO) and the rural Regional Planning Commissions (RPC), maintains the Statewide Transportation Improvement Program (STIP). To comply with Federal rules the MPO area Transportation Improvement Plans (TIPs) and the NHDOT STIP must be consistent with one another. The approved STIP is frequently revised to reflect changes in project schedules, funding needs, and scopes; therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised.

These changes may be initiated by the NHDOT, MPO, or public transit agency in the region. Depending upon their significance and complexity, the completion of the revision will require coordination from several agencies and Federal approval. To assist with coordinating the process of TIP and STIP revisions and amendments, an interagency consultation process has been established which includes the NHDOT Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), and the NH Department of Environmental Services (NHDES), MPOs and RPCs. The process is intended to address and coordinate issues relating to MPO public comments and participation periods, statewide comment periods, financial constraint and air quality conformity determinations.

The procedure for formally amending the MPO TIP and the New Hampshire STIP differs depending on the nature and scale of the proposed amendment. Through Interagency Consultation, criteria have been developed describing the thresholds and triggers that will define what type of action is required to make a revision to the TIP or STIP as well as the length of any public comment period required. Following are the thresholds or events that trigger the necessity for an amendment and the provisions that would allow for an administrative modification or information only change including a table that illustrates the cost change thresholds and required public comment periods for each. Further details on each are provided in the MPO prospectus.

6.1 Administrative Modification

Administrative Modifications, sometimes referred to as minor revisions, encompass less substantive changes to projects and require interagency consultation, approval by NHDOT and a designee of the MPO, and notification of FHWA/FTA. Consistent with the definitions included in 23 CFR 450.104, administrative modifications are classified as minor revisions.

- A moderate change in the total cost of a project (See Project Cost Thresholds table);
- Combining or separating two or more projects that are part of an approved TIP;
- Combining or separating phases within a project that are part of an approved TIP;

- Identifying a specific project that was part of a general parent project (statewide projects for example) and adjusting the parent project accordingly;
- Adding or removing a non-regionally significant project that had been included with Unofficial Status (illustrative purposes). Only projects that are not regionally significant and exempt from air quality conformity would be eligible for addition through an administrative modification. If the addition impacts the financial constraint of the TIP an Amendment is required;

6.2 Amendments

Amendments are the most substantive revisions to projects and require a 10 to 30 day public comment period, interagency consultation, adoption by NHDOT and approval by the MPO, approval by FHWA/FTA, and in non-attainment or maintenance areas, a finding of conformity. Consistent with the definitions included in 23 CFR 450.104, amendments are classified as major revisions.

- Any change to a project that impacts the Air Quality Analysis used for the current Conformity Determination. Primarily affects Not Exempt projects or phase of a project;
- Adding or removing a regionally significant or Not Exempt project or phase of a project;
- Adding or removing a federally funded project or phase of a project;
- Making a change in the scope of work of a project that uses state or federal funds or of any regionally significant projects regardless of the funding source;
- A significant change in the total cost of a project (See table);
- A change in the fiscal year of any phase of a project in areas where expedited project selection procedures have not been adopted.

7.0 Transportation Improvement Program Projects

The primary focus of the TIP is to list the projects to be implemented over the next four years. This is done in four components:

- Establishing the status of projects from the previous TIP
- Identifying the individual projects occurring in the region
- Listing the "Grouped Projects"
- Detailing the regional transit agency projects

Each of these is discussed in the following sections and include tables providing details on the scope, cost, and timing of each project.

7.1 Status of Projects from the Previous TIP

The progress of projects in the Rockingham Planning Commission Transportation Improvement Program is tracked in two ways. First, a List of Obligated Projects[5] is published annually by the MPO. This document identifies those projects for which federal funds were obligated, or drawn down, during the previous fiscal year. This aids the MPO and the public in understanding project status as individual projects move from planning to implementation. Second, federal planning regulations indicate that the Transportation Improvement Program should include a list of "major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects."[6] The previous TIP covered fiscal years 2017-2020 and so projects in the first two years (2017 and 2018) will have been developed and constructed as scheduled, potentially delayed to fiscal years 2019 or 2020, and in some cases, project have been dropped completely. There were 21 regional projects identified in the 2017-2020 TIP that were planned for implementation in the first two years (2017-2018) and the overall status of these projects is incorporated into ***Figure 7-1***. No projects were identified that were "dropped" from the TIP and discontinued. Eleven of the twenty-one projects in Figure 7-1 were completed as scheduled and another three are in progress and will be completed without needing to be included in the 2019-2022 TIP. This represents 86% of the total funding of all the projects. Seven projects experienced enough delay to move into fiscal years 2019 and/or 2020 and have been included in the 2019-2022 TIP. A detailed listing of the projects, along with the status of each of the projects is listed in ***Figure 7-2***.

Figure 7-1: Status of Projects Scheduled for 2017 or 2018 from the 2017-2020 TIP

Status		% of Total	Funding	% of Total
Completed/In Progress	14	67%	$ 90,027,751	86%
Delayed to 2019 or later	7	33%	$ 15,264,822	14%
Total	21	100%	$ 105,292,573	100%

[5] The Annual List of Obligated Projects is published in December each year and is available at: http://www.rpc-nh.org/transportation/annual-list-obligated-projects.

[6] 23 CFR 450.326 - Development and content of the transportation improvement program (TIP)

Figure 7-2: Status of Projects from the 2017-2020 TIP

Project Number	Project Name	Route	Scope	Total Cost	Status
41744	COAST	Cooperative Alliance for Seacoast Transportation	To replace three pre-2009 heavy duty buses with three new heavy duty buses.	$1,425,000	In Progress
26942	East Kingston	NH Route 107A	NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064	$2,370,609	Completed
41743	Exeter	Rockingham Control Siding	Rehabilitate the Rockingham Control Siding	$1,600,000	Delayed to 2019 TIP
29609	Hampton	NH 1A	Engineering study / design for Ocean Blvd improvements	$275,000	Completed
26485	Hampton – Portsmouth	Hampton Branch Rail Corridor	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	$4,400,000	Delayed to 2019 TIP
29610	Hampton Falls	US 1	Intersection improvements to enhance traffic operations and safety	$275,000	Delayed to 2019 TIP
29614	New Castle	NH 1B	Feasibility study for causeway improvements for NH 1B	$137,500	Delayed to 2019 TIP
11238	Newington – Dover	NH 16 / US 4 / SPLDG TPK	NH16 Widen Turnpike Including Little Bay Bridges From Gosling Road To Dover Toll.	$33,581,793	Completed
11238O	Newington – Dover	NH 16 / US 4 / SPLDG TPK	NH 16 / US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridges	$21,877,886	Completed
10044K	Plaistow Kingston	NH 125	NH 125 Reconstruction East Road, Plaistow northerly 22pprox. 6.0 mile to Main St. Kingston.	$4,007,300	Completed
13455D	Portsmouth	US 1 Bypass	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over US 1 Bypass	$7,059,481	In Progress
27690	Portsmouth	US 1 Bypass	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106	$1,802,329	In Progress
28757	Portsmouth	Various Schools in Portsmouth	Bicycle lanes on Lafayette Road and Middle Street.	$276,973	Completed
13455E	Portsmouth	US Rte. 1 Bypass	Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street	$1,922,438	Completed
29781	Portsmouth	Woodbury Ave., Market St., Granite St.	Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St	$1,455,000	Completed
40893	Portsmouth	Grafton Road	Study the long-term needs of the Portsmouth Transportation Center	$275,000	Delayed to 2019 TIP
10418	Salem To Manchester	I-93	Programmatic Mitigation (CTAP, NHDES Land Protection Program) (PE & ROW Only)	$8,577,322	Delayed to 2019 TIP
10418V	Salem To Manchester	I-93	Final design services for PE & ROW	$11,301,696	Completed
14633Z	Salem To Manchester	I-93	Corridor Smart Work Zone	$1,889,166	Completed
14633P	Salem To Manchester	I-93	CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.	$0	Delayed to 2019 TIP
41510	Seabrook – Hampton	NH Route 1A	Interim repairs to the Hampton Harbor bascule lift bridge carrying NH 1A over Hampton River	$783,080	Completed

7.2 Individually listed projects

The funding allocated to regional projects included in the TIP for implementation is summarized in ***Figure 7-3*** and each of the projects are listed individually in ***Figure 7-4***. Projects are sorted by community/location and project numbers and represent all projects that are either federally funded or are considered regionally significant and thus require federal action as part of the TIP approval. Figure 7-4 includes all individually listed projects in the region with the exception of the FTA funding for the regional transit agencies. Each of these agencies (CART, COAST, and UNH Wildcat Transit) show a single project for each of their FTA funding allocations. Further details on the transit projects are include in in Section 7.4 and the accompanying figures. The project details incorporated into Figure 7-4 include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year after 2019. Total costs for each project are also shown and this includes costs accrued for the years before and that may be programmed after the TIP timeframe.

Figure 7-3: Total Funding for Individually Listed TIP Projects by Fiscal Year and Source

Fiscal Year	Federal	State	Other	Total
2019	$ 43,444,947	$ 36,367,659	$ 19,534,037	$ 99,346,642
2020	$ 45,781,722	$ 35,319,458	$ 2,044,896	$ 83,146,076
2021	$ 25,185,619	$ 25,029,858	$ 6,858,004	$ 57,073,480
2022	$ 34,691,404	$ 7,041,264	$ 1,238,535	$ 42,971,204
	$ 149,103,692	**$ 103,758,560**	**$ 29,675,471**	**$ 282,537,402**

7.3 Grouped projects

Federal regulations allow projects that are exempt from air quality conformity analysis to be grouped together as single project listings in the TIP. Project types that can be grouped include pavement resurfacing projects, safety projects, and bridge rehabilitation projects. In New Hampshire, this has been put into practice in the TIP and MPO Long Range Plans listings as “Statewide Programs” and there are currently 37 of these totaling just over $342 million in funding during the four years as summarized in ***Figure 7-5***. Figure 7-6 provides the details for the statewide programs incorporating the same data as the regional projects in Figure 7-4. The project details include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year after 2019. Total costs for each project are also shown and this includes costs accrued for the years before and that may be programmed after the TIP timeframe.

Figure 7-5: Statewide Program Total Funding by Fiscal Year

Fiscal Year	Federal	State	Other	Total
2019	$ 74,084,434	$ 6,977,383	$ 3,262,319	$ 84,324,135
2020	$ 71,633,680	$ 6,094,505	$ 3,233,961	$ 80,962,147
2021	$ 79,780,246	$ 6,025,000	$ 3,265,123	$ 89,070,369
2022	$ 78,760,339	$ 6,025,000	$ 3,296,907	$ 88,082,247
	$ 304,137,171	**$ 25,091,441**	**$13,058,310**	**$ 342,286,922**

7.4 Transit Agency Project Details

Transit agencies generally have a lot of discretion on how the Federal Transit Administration (FTA) funding that they receive is expended within the guidelines established by the law and FTA regulations. The funding for transit agencies is generally categorized into the following categories with limitations for each based on the source as well as the size of the transit agency (large urban or small):

- Operating Assistance
- Preventive Maintenance
- Miscellaneous Support Equipment
- Bus Station Equipment
- General and Comprehensive Planning
- ADA Operations
- Capital Program
- Mobility Management

The State Department of Transportation, the MPO, and any Public Transit providers in the MPO region must coordinate on how these projects are listed in the TIP as well as the requirements for any revisions to the TIP/STIP. For the efficiency purposes, the TIP and STIP include transit projects grouped by agency and FTA funding Program. This ensures that each regional transit agency has a single project listing per funding source. These can be seen for CART, COAST, and UNH Wildcat Transit in Figure 7-4. The benefit of listing the projects in this manner is that the transit agencies can encumber grant funds within their overall funding allocation without having to wait for a TIP/STIP revision. The limitation to this new format is that the details of the transit projects are not included in the project listings. To account for that, ***Figure 7-7*** includes the detailed funding information for COAST, CART, and Wildcat Transit.

Figure 7-4: Regional Projects List

DOCKET: A0

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DRAFT

COAST (68069)

SCOPE: COAST - capital/oper for Newington-Dover infrastructure project support.

TotalCost: **$9,930,559**

Facility: Cooperative Alliance for Seacoast Transportation (COAST)

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$998,369	$917,966	$0	$0	$1,916,335	$1,805,006	$111,329	$0	TpkCap, FTA5307, CMAQ, TollCr
Totals:	$998,369	$917,966	$0	$0	$1,916,335	$1,805,006	$111,329	$0	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SRPC

EPPING (29608)

SCOPE: NH Rte 125 Improvements from NH 101 to NH 87 - 2.6 miles

TotalCost: **$11,532,426**

Facility: NH 125

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$676,830	$124,936	$0	$0	$801,766	$801,766	$0	$0	NHS, TollCr
ROW	$451,220	$84,604	$264,546	$0	$800,370	$800,370	$0	$0	NHS, TollCr
CON	$0	$0	$0	$9,380,290	$9,380,290	$9,380,290	$0	$0	NHS, TollCr
Totals:	$1,128,050	$209,540	$264,546	$9,380,290	$10,982,426	$10,982,426	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

EXETER (40436)

Facility: NH Route 111 (Kingston Road)

SCOPE: Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

TotalCost: **$1,072,008**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$943,600	$0	$0	$0	$943,600	$630,880	$0	$312,720	Towns, RLH
Totals:	$943,600	$0	$0	$0	$943,600	$630,880	$0	$312,720	

Regionally Significant: N Clean Air Act Code: E-4 RPCs: RPC

EXETER (40623)

Facility: NH 111A

SCOPE: Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)

TotalCost: **$3,634,806**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$0	$0	$0	$304,141	$304,141	$304,141	$0	$0	STP5to200k, TollCr
Totals:	$0	$0	$0	$304,141	$304,141	$304,141	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

HAMPTON (40797)

Facility: Ocean Boulevard

SCOPE: Improvements to Ocean Boulevard.

TotalCost: **$7,663,874**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$82,500	$620,428	$433,806	$0	$1,136,733	$1,136,733	$0	$0	STP5to200k, TollCr
ROW	$0	$0	$289,204	$0	$289,204	$289,204	$0	$0	STP5to200k, TollCr
Totals:	$82,500	$620,428	$723,010	$0	$1,425,937	$1,425,937	$0	$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: RPC

HAMPTON - PORTSMOUTH (26485)

Facility: Hampton Branch Rail Corridor

SCOPE: Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

TotalCost: **$6,637,400**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$44,000	$0	$0	$0	$44,000	$44,000	$0	$0	CMAQ, TollCr
ROW	$5,500,000	$0	$0	$0	$5,500,000	$5,500,000	$0	$0	CMAQ, TollCr
CON	$0	$990,000	$0	$0	$990,000	$990,000	$0	$0	CMAQ, TollCr
Totals:	$5,544,000	$990,000	$0	$0	$6,534,000	$6,534,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

HAMPTON FALLS (29610)

Facility: US 1

SCOPE: Intersection improvements to enhance traffic operations and safety

TotalCost: **$275,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$275,000	$0	$0	$0	$275,000	$275,000	$0	$0	STPFlex, TollCr
Totals:	$275,000	$0	$0	$0	$275,000	$275,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-34 RPCs: RPC

NEW CASTLE - RYE (16127)

Facility: NH 1B

SCOPE: Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071

TotalCost: **$12,248,071**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	$0	$22,561	$0	$0	$22,561	$22,561	$0	$0	STP>200k, STP<200k, TollCr, STP5to200k
CON	$0	$9,024,400	$0	$0	$9,024,400	$9,024,400	$0	$0	STP5to200k, TollCr
Totals:	$0	$9,046,961	$0	$0	$9,046,961	$9,046,961	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

NEWFIELDS - NEWMARKET (28393)

Facility: NH 108

SCOPE: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

TotalCost: **$6,489,975**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$220,000	$220,000	$56,403	$0	$496,403	$496,403	$0	$0	STP5to200k, TollCr, STPFlex
CON	$0	$0	$0	$2,313,631	$2,313,631	$2,313,631	$0	$0	STPFlex, TollCr
Totals:	$220,000	$220,000	$56,403	$2,313,631	$2,810,033	$2,810,033	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC, SRPC

NEWINGTON - DOVER (11238Q)

Facility: NH 16, US 4 & SPAULDING TURNPIKE

SCOPE: Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)

TotalCost: **$70,643,719**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$16,314,288	$16,314,288	$9,569,361	$0	$42,197,937	$0	$42,197,937	$0	NonPar, TpkCap
Totals:	$16,314,288	$16,314,288	$9,569,361	$0	$42,197,937	$0	$42,197,937	$0	

Regionally Significant: Y Clean Air Act Code: N/E RPCs: RPC, SRPC

NEWINGTON - DOVER (11238S)

Facility: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

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

TotalCost: **$33,809,996**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$0	$13,064,870	$13,713,519	$7,031,607	$33,809,996	$0	$33,809,996	$0	TpkCap
Totals:	$0	$13,064,870	$13,713,519	$7,031,607	$33,809,996	$0	$33,809,996	$0	

Regionally Significant: Y Clean Air Act Code: E-19 RPCs: RPC, SRPC

NEWTON (29617)

SCOPE: Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)

TotalCost: **$1,248,638**

Facility: NH 108

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$165,000	$56,403	$0	$0	$221,403	$221,403	$0	$0	STP<5k, TollCr
ROW	$27,500	$0	$0	$0	$27,500	$27,500	$0	$0	STP<5k, TollCr
CON	$0	$0	$0	$889,736	$889,736	$889,736	$0	$0	STPFlex, TollCr
Totals:	$192,500	$56,403	$0	$889,736	$1,138,638	$1,138,638	$0	$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCs: RPC

NORTH HAMPTON (24457)

SCOPE: Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)

TotalCost: **$6,555,272**

Facility: US Route 1

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$220,000	$84,604	$0	$0	$304,604	$304,604	$0	$0	STPFlex, TollCr, NHS
ROW	$275,000	$0	$0	$0	$275,000	$275,000	$0	$0	STPFlex, TollCr
CON	$0	$0	$5,205,669	$0	$5,205,669	$5,205,669	$0	$0	STPFlex, TollCr
Totals:	$495,000	$84,604	$5,205,669	$0	$5,785,272	$5,785,272	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

PLAISTOW (40641)

SCOPE: Main Street Traffic Calming and Safety Improvements

TotalCost: **$1,165,134**

Facility: NH 121A / Main Street

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$0	$57,841	$47,453	$0	$105,293	$105,293	$0	$0	Bridge, TollCr
Totals:	$0	$57,841	$47,453	$0	$105,293	$105,293	$0	$0	

Regionally Significant: N Clean Air Act Code: E-51 RPCs: RPC

PLAISTOW - KINGSTON (10044E)

Facility: NH 125

SCOPE: Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

TotalCost: **$22,793,873**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$324,500	$28,201	$28,920	$29,658	$411,279	$411,279	$0	$0	NHS, TollCr
ROW	$0	$1,861,283	$28,920	$29,658	$1,919,861	$1,919,861	$0	$0	NHS, TollCr
Totals:	$324,500	$1,889,484	$57,841	$59,316	$2,331,140	$2,331,140	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

PORTSMOUTH (20258)

Facility: Peverly Hill Rd.

SCOPE: Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.

TotalCost: **$1,738,036**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$90,000	$0	$0	$0	$90,000	$72,000	$0	$18,000	CMAQ, Towns, NonPar
ROW	$15,000	$0	$0	$0	$15,000	$12,000	$0	$3,000	CMAQ, Towns
CON	$1,143,729	$0	$0	$0	$1,143,729	$366,022	$0	$777,707	CMAQ, Towns, NonPar
Totals:	$1,248,729	$0	$0	$0	$1,248,729	$450,022	$0	$798,707	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

PORTSMOUTH (29640)

Facility: US 1

SCOPE: US Rte 1 Improvements (1.7 mi.) from Constitution Dr to Wilson Rd & from Ocean Rd to White Cedar Dr

TotalCost: **$22,065,069**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$797,500	$0	$0	$1,156,815	$1,954,315	$1,954,315	$0	$0	NHS, TollCr
ROW	$0	$0	$0	$3,736,513	$3,736,513	$3,736,513	$0	$0	NHS, TollCr
Totals:	$797,500	$0	$0	$4,893,329	$5,690,829	$5,690,829	$0	$0	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

PORTSMOUTH (40642)

SCOPE: Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street

TotalCost: **$669,119**

Most Recent Revision: A0

Facility: Maplewood Avenue

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$0	$30,000	$29,226	$0	$59,226	$47,381	$0	$11,845	STPFlex, Towns
Totals:	$0	$30,000	$29,226	$0	$59,226	$47,381	$0	$11,845	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

PORTSMOUTH (41752)

SCOPE: Add a multi-use path for bike/pedalong Elwyn Rd extending from Rt1 to Harding Rd.

TotalCost: **$1,024,353**

Most Recent Revision: A0

Facility: NA

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$45,000	$30,765	$0	$0	$75,765	$60,612	$0	$15,153	CMAQ, Towns
ROW	$0	$76,913	$0	$0	$76,913	$61,530	$0	$15,383	CMAQ, Towns
CON	$0	$871,675	$0	$0	$871,675	$697,340	$0	$174,335	CMAQ, Towns
Totals:	$45,000	$979,353	$0	$0	$1,024,353	$819,482	$0	$204,871	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

PORTSMOUTH (42350)

SCOPE: Realign Lang Road to connect to Longmeadow Road

TotalCost: **$1,081,489**

Most Recent Revision: A0

Facility: Lang Road/Longmeadow Road/US Route 1

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$110,000	$0	$0	$0	$110,000	$0	$0	$110,000	Towns
ROW	$5,000	$0	$0	$0	$5,000	$0	$0	$5,000	Towns
CON	$966,489	$0	$0	$0	$966,489	$869,840	$0	$96,649	HSIP, Towns
Totals:	$1,081,489	$0	$0	$0	$1,081,489	$869,840	$0	$211,649	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: RPC

PORTSMOUTH, NH - KITTERY, ME (15731)

Facility: US 1 Bypass

SCOPE: Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

TotalCost: **$221,363,322**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	$0	$10,550,000	$2,563,750	$2,629,126	$15,742,876	$15,742,876	$0	$0	STPFlex, TollCr, Maine, NHS
Totals:	$0	$10,550,000	$2,563,750	$2,629,126	$15,742,876	$15,742,876	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

PORTSMOUTH, NH - KITTERY, ME (16189)

Facility: I-95

SCOPE: REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

TotalCost: **$33,913,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$1,060,000	$0	$0	$0	$1,060,000	$0	$530,000	$530,000	Maine, MinGuar
CON	$20,800,000	$5,900,000	$6,153,000	$0	$32,853,000	$0	$13,343,350	$19,509,650	Maine, MinGuar
Totals:	$21,860,000	$5,900,000	$6,153,000	$0	$33,913,000	$0	$13,873,350	$20,039,650	

Regionally Significant: Y Clean Air Act Code: E-19 RPCs: RPC

PROGRAM (CART5307)

Facility: Various

SCOPE: CART operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.

TotalCost: **$8,269,631**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$564,839	$530,452	$542,140	$633,710	$2,271,141	$1,540,756	$9,572	$720,813	FTA5307, NHHF, Other, FTA5339
Totals:	$564,839	$530,452	$542,140	$633,710	$2,271,141	$1,540,756	$9,572	$720,813	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SNHPC

PROGRAM (CART5310)

Facility: Various

SCOPE: CART funding for seniors and individuals with disabilities. Annual FTA Section 5310 apportionment.

TotalCost: **$2,227,293**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$287,235	$147,759	$150,714	$153,728	$739,436	$591,549	$0	$147,887	FTA5310, Other
Totals:	$287,235	$147,759	$150,714	$153,728	$739,436	$591,549	$0	$147,887	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: RPC, SNHPC

PROGRAM (CART5339)

Facility: Various

SCOPE: CART funding for capital vehicles and equipment. Annual FTA Section 5339 apportionment.

TotalCost: **$629,126**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$46,493	$47,423	$48,371	$49,339	$191,626	$162,882	$14,372	$14,372	FTA5339, NHHF, Other
Totals:	$46,493	$47,423	$48,371	$49,339	$191,626	$162,882	$14,372	$14,372	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: RPC, SNHPC

PROGRAM (COAST5307)

Facility: Various

SCOPE: COAST operating, ADA, capital preventive maintenance, planning, FTA 5307 funds

TotalCost: **$37,304,961**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$2,591,976	$2,643,815	$2,696,691	$2,750,625	$10,683,107	$8,546,486	$0	$2,136,621	FTA5307, Other
Totals:	$2,591,976	$2,643,815	$2,696,691	$2,750,625	$10,683,107	$8,546,486	$0	$2,136,621	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SRPC

PROGRAM (FTA5307)

Facility: Boston Urbanized Area (UZA)

SCOPE: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

TotalCost: **$63,135,438**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$3,556,817	$3,678,319	$3,751,252	$3,825,643	$14,812,030	$14,812,030	$0	$0	FTA5307, Other, TollCr
Totals:	$3,556,817	$3,678,319	$3,751,252	$3,825,643	$14,812,030	$14,812,030	$0	$0	

Regionally Significant: N Clean Air Act Code: E-21 RPCs: RPC, SNHPC

SALEM (12334)

Facility: NH 28

SCOPE: RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA

TotalCost: **$12,191,530**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$150,000	$0	$0	$0	$150,000	$120,000	$0	$30,000	Bridge, Towns
ROW	$1,000,000	$0	$0	$0	$1,000,000	$500,000	$0	$500,000	Bridge, Towns
CON	$2,644,108	$1,500,000	$0	$0	$4,144,108	$3,315,286	$0	$828,822	RepEarmark, Towns, Bridge
Totals:	$3,794,108	$1,500,000	$0	$0	$5,294,108	$3,935,286	$0	$1,358,822	

Regionally Significant: N Clean Air Act Code: E-52 RPCs: RPC

SALEM (41750)

Facility: Manchester & Lawrence Rail Line

SCOPE: Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.

TotalCost: **$867,978**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$145,000	$0	$0	$0	$145,000	$116,000	$0	$29,000	CMAQ, Towns
ROW	$0	$51,275	$0	$0	$51,275	$41,020	$0	$10,255	CMAQ, Towns
CON	$0	$671,703	$0	$0	$671,703	$537,362	$0	$134,341	CMAQ, Towns
Totals:	$145,000	$722,978	$0	$0	$867,978	$694,382	$0	$173,596	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: RPC

SALEM TO MANCHESTER (10418T)

SCOPE: CORRIDOR SERVICE PATROL (Salem to Manchester)

TotalCost: **$1,097,352**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$93,500	$11,000	$0	$0	$104,500	$104,500	$0	$0	STP-Safety, EquityBonus, STPFlex, TollCr, NHS, STP<200k
Totals:	$93,500	$11,000	$0	$0	$104,500	$104,500	$0	$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: RPC, SNHPC

SALEM TO MANCHESTER (10418W)

SCOPE: Chloride Reduction Efforts

TotalCost: **$5,040,000**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$1,032,000	$0	$0	$0	$1,032,000	$1,014,408	$0	$17,592	Earmark, NHHF, Other, TollCr, STPFlex
Totals:	$1,032,000	$0	$0	$0	$1,032,000	$1,014,408	$0	$17,592	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: RPC, SNHPC

SALEM TO MANCHESTER (10418X)

SCOPE: Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

TotalCost: **$8,942,092**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$362,840	$297,564	$167,738	$0	$828,142	$828,142	$0	$0	Bridge, TollCr, STPFlex, TIFIA
OTHER	$30,925	$0	$0	$0	$30,925	$27,183	$2,242	$1,500	STPFlex, TollCr, NonPar, Bridge, TIFIA
Totals:	$393,765	$297,564	$167,738	$0	$859,067	$855,325	$2,242	$1,500	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC, SNHPC

SALEM TO MANCHESTER (13933A)

SCOPE: Mainline, State Line to Exit 1 NB & SB

TotalCost: **$22,055,019**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$15,565,019	$3,410,000	$0	$0	$18,975,019	$5,246,149	$13,728,870	$0	STPFlex, TollCr, BrSpec
Totals:	$15,565,019	$3,410,000	$0	$0	$18,975,019	$5,246,149	$13,728,870	$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: RPC

SALEM TO MANCHESTER (14633J)

SCOPE: Exit 1 to Exit 5 - Construct 4th lane northbound and southbound

TotalCost: **$11,935,000**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$11,096,787	$453,213	$0	$0	$11,550,000	$11,550,000	$0	$0	NHS, TollCr
Totals:	$11,096,787	$453,213	$0	$0	$11,550,000	$11,550,000	$0	$0	

Regionally Significant: Y Clean Air Act Code: N/E RPCs: RPC, SNHPC

SALEM TO MANCHESTER (14800A)

SCOPE: MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D

TotalCost: **$49,772,025**

Facility: I-93

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$560,448	$3,047,006	$6,950,531	$6,870,671	$17,428,656	$15,303,830	$0	$2,124,826	NHS, TollCr, NonPar, RZEDSub, STP>200k, CMAQ, Bridge
Totals:	$560,448	$3,047,006	$6,950,531	$6,870,671	$17,428,656	$15,303,830	$0	$2,124,826	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC

SALEM TO MANCHESTER (14800E)

Facility: I-93

SCOPE: I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)

TotalCost: **$46,258,268**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$4,635,916	$4,181,961	$0	$0	$8,817,878	$8,817,878	$0	$0	STP-Safety, NHS, TollCr, NonPar, CMAQ, STPFlex, Bridge
Totals:	$4,635,916	$4,181,961	$0	$0	$8,817,878	$8,817,878	$0	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC

SALEM TO MANCHESTER (14800H)

Facility: I-93

SCOPE: Final Design Services for PE & ROW - Debt service for 10418V

TotalCost: **$11,556,495**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$1,247,177	$933,538	$0	$0	$2,180,715	$2,180,715	$0	$0	CMAQ, NHS, TollCr, STPFlex, NonPar
ROW	$209,256	$156,632	$0	$0	$365,888	$365,888	$0	$0	CMAQ, NHS, TollCr, STPFlex, NonPar
Totals:	$1,456,433	$1,090,170	$0	$0	$2,546,603	$2,546,603	$0	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC, SNHPC

SEABROOK (41712)

Facility: US 1

SCOPE: Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

TotalCost: **$2,800,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$300,000	$0	$0	$0	$300,000	$150,000	$0	$150,000	NonPar, STP5to200k, TollCr
ROW	$0	$200,000	$0	$0	$200,000	$100,000	$0	$100,000	NonPar, STP5to200k, TollCr
CON	$0	$0	$2,300,000	$0	$2,300,000	$1,150,000	$0	$1,150,000	NonPar, STP5to200k, TollCr
Totals:	$300,000	$200,000	$2,300,000	$0	$2,800,000	$1,400,000	$0	$1,400,000	

Regionally Significant: N Clean Air Act Code: N/E RPCs: RPC

SEABROOK - HAMPTON (15904)

SCOPE: Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)

TotalCost: **$42,311,577**

Facility: NH 1A

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$1,650,000	$225,610	$1,503,860	$1,186,314	$4,565,784	$4,565,784	$0	$0	STP>200k, TollCr, STP5to200k, STPFlex
ROW	$0	$0	$578,408	$0	$578,408	$578,408	$0	$0	STP>200k, TollCr, STP5to200k
Totals:	$1,650,000	$225,610	$2,082,267	$1,186,314	$5,144,192	$5,144,192	$0	$0	

Regionally Significant: N Clean Air Act Code: E-19 RPCs: RPC

STATEWIDE (68069B)

SCOPE: Statewide rideshare database utilizing Trapeze Ridepro software

TotalCost: **$180,521**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$25,782	$27,070	$0	$0	$52,852	$42,281	$10,570	$0	CMAQ, TpkCap
Totals:	$25,782	$27,070	$0	$0	$52,852	$42,281	$10,570	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: RPC, SRPC

Figure 7-6: Statewide Programs List

DOCKET: A0

1/14/2019

DRAFT

COMMUTER/INTERCITY BUS REPLACEMENT (40284)

SCOPE: Replacement of existing state-owned coaches used for commuter and intercity bus.

TotalCost: **$14,568,249**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$0	$0	$1,152,275	$0	$1,152,275	$1,152,275	$0	$0	FTA5307, CMAQ, TollCr
Totals:	$0	$0	$1,152,275	$0	$1,152,275	$1,152,275	$0	$0	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: Statewide

PROGRAM (ADA)

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

TotalCost: **$3,103,093**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$200,000	$200,000	$205,100	$210,330	$815,430	$815,430	$0	$0	BrOffSys, TollCr, STP-Enhance
Totals:	$200,000	$200,000	$205,100	$210,330	$815,430	$815,430	$0	$0	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: Statewide

PROGRAM (BRDG-HIB-M&P)

SCOPE: Maintenance and preservation efforts for High Investment Bridges

TotalCost: **$34,640,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$800,000	$100,000	$100,000	$100,000	$1,100,000	$1,100,000	$0	$0	STPFlex, TollCr
ROW	$20,000	$20,000	$20,000	$20,000	$80,000	$80,000	$0	$0	STPFlex, TollCr
CON	$300,000	$1,004,640	$2,800,000	$2,800,000	$6,904,640	$6,904,640	$0	$0	STPFlex, TollCr
Totals:	$1,120,000	$1,124,640	$2,920,000	$2,920,000	$8,084,640	$8,084,640	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

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

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

TotalCost: **$129,175,000**

Facility: Tier 1-2 Bridges

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$550,000	$100,000	$100,000	$100,000	$850,000	$850,000	$0	$0	STPFlex, TollCr
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000	$0	$0	STPFlex, TollCr
CON	$7,550,000	$8,000,000	$8,000,000	$8,000,000	$31,550,000	$31,550,000	$0	$0	STPFlex, TollCr
Totals:	$8,125,000	$8,125,000	$8,125,000	$8,125,000	$32,500,000	$32,500,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

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

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

TotalCost: **$51,143,000**

Facility: Tier 3-4 Bridges

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$100,000	$50,000	$50,000	$50,000	$250,000	$250,000	$0	$0	STPFlex, TollCr
ROW	$10,000	$10,000	$10,000	$10,000	$40,000	$40,000	$0	$0	STPFlex, TollCr
CON	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$14,000,000	$14,000,000	$0	$0	STPFlex, TollCr
Totals:	$3,610,000	$3,560,000	$3,560,000	$3,560,000	$14,290,000	$14,290,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (CBI)

SCOPE: Complex Bridge Inspection (PARENT)

TotalCost: **$7,712,276**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$250,000	$250,000	$250,000	$250,000	$1,000,000	$1,000,000	$0	$0	STPFlex, TollCr
Totals:	$250,000	$250,000	$250,000	$250,000	$1,000,000	$1,000,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: Statewide

PROGRAM (CORRST)

SCOPE: Corridor Studies Statewide

TotalCost: **$7,000,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$0	$0	$700,000	$700,000	$1,400,000	$1,400,000	$0	$0	CMAQ, TollCr
Totals:	$0	$0	$700,000	$700,000	$1,400,000	$1,400,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: Statewide

PROGRAM (CRDR)

Facility: Various

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

TotalCost: **$46,795,970**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$400,000	$100,000	$100,000	$100,000	$700,000	$700,000	$0	$0	STPFlex, TollCr, STPOffSysBr
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000	$0	$0	STPFlex, TollCr
CON	$1,870,000	$1,870,000	$1,870,000	$1,870,000	$7,480,000	$7,480,000	$0	$0	STPFlex, TollCr
OTHER	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	STPFlex, TollCr
Totals:	$2,300,000	$2,000,000	$2,000,000	$2,000,000	$8,300,000	$8,300,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (DBE)

Facility: Disadvantaged Business Enterprise

SCOPE: IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)

TotalCost: **$1,420,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$65,000	$65,000	$65,000	$65,000	$260,000	$260,000	$0	$0	DBE
Totals:	$65,000	$65,000	$65,000	$65,000	$260,000	$260,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (ENV-POST-CON)

Facility: STATEWIDE

SCOPE: Environmental commitments for post-construction obligations.

TotalCost: **$638,400**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$43,000	$36,300	$36,300	$36,300	$151,900	$151,900	$0	$0	STPFlex, TollCr, Other
Totals:	$43,000	$36,300	$36,300	$36,300	$151,900	$151,900	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (FLAP)

Facility: Various

SCOPE: Improving transportation facilities that access Federal Lands within NH {FLAP}

TotalCost: **$5,512,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$92,000	$50,000	$50,000	$50,000	$242,000	$242,000	$0	$0	ForHigh
ROW	$50,000	$50,000	$25,000	$25,000	$150,000	$150,000	$0	$0	ForHigh
CON	$720,000	$275,000	$275,000	$275,000	$1,545,000	$1,545,000	$0	$0	ForHigh
Totals:	$862,000	$375,000	$350,000	$350,000	$1,937,000	$1,937,000	$0	$0	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (FTA5310)

Facility: Various

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

TotalCost: **$35,761,698**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$1,468,532	$1,352,549	$1,399,600	$1,447,592	$5,668,272	$4,534,618	$0	$1,133,654	FTA5310, Other, STPFlex
Totals:	$1,468,532	$1,352,549	$1,399,600	$1,447,592	$5,668,272	$4,534,618	$0	$1,133,654	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: Statewide

PROGRAM (FTA5339)

Facility: Various

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

TotalCost: **$90,525,692**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$5,463,560	$5,437,759	$5,546,514	$5,657,444	$22,105,277	$17,684,221	$0	$4,421,055	FTA5339, Other, NH
Totals:	$5,463,560	$5,437,759	$5,546,514	$5,657,444	$22,105,277	$17,684,221	$0	$4,421,055	

Regionally Significant: N Clean Air Act Code: E-30 RPCs: Statewide

PROGRAM (GRR)

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

TotalCost: **$29,325,909**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000	$0	$0	STPFlex, TollCr
ROW	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	STPFlex, TollCr
CON	$1,880,000	$1,880,000	$1,880,000	$1,880,000	$7,520,000	$7,520,000	$0	$0	STPFlex, TollCr
Totals:	$2,035,000	$2,035,000	$2,035,000	$2,035,000	$8,140,000	$8,140,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-9 RPCs: Statewide

PROGRAM (HSIP)

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

TotalCost: **$196,919,765**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$1,000,000	$500,000	$750,000	$500,000	$2,750,000	$2,750,000	$0	$0	HSIP, TollCr
ROW	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000	$0	$0	HSIP, TollCr
CON	$8,362,151	$9,059,081	$8,809,081	$9,059,081	$35,289,394	$35,289,394	$0	$0	HSIP, TollCr, STPFlex
OTHER	$200,000	$200,000	$200,000	$200,000	$800,000	$800,000	$0	$0	HSIP, TollCr
Totals:	$9,712,151	$9,909,081	$9,909,081	$9,909,081	$39,439,394	$39,439,394	$0	$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: Statewide

PROGRAM (LTAP)

Facility: Local Techonolgy Assistance Program

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

TotalCost: **$2,500,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
SPR	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000	$0	$0	LTAP
Totals:	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCs: Statewide

PROGRAM (MOBRR)

Facility: Various

SCOPE: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

TotalCost: **$60,175,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$100,000	$100,000	$100,000	$100,000	$400,000	$320,000	$0	$80,000	IM, Other, STPFlex
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$80,000	$0	$20,000	IM, Other, STPFlex
CON	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$18,000,000	$14,400,000	$0	$3,600,000	IM, Other, STPFlex
Totals:	$4,625,000	$4,625,000	$4,625,000	$4,625,000	$18,500,000	$14,800,000	$0	$3,700,000	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (NSTI)

Facility: National Summer Transportation Institute

SCOPE: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

TotalCost: **$320,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$20,000	$20,000	$20,000	$20,000	$80,000	$80,000	$0	$0	NSTI
Totals:	$20,000	$20,000	$20,000	$20,000	$80,000	$80,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (OJT/SS)

Facility: OJT/SS

SCOPE: On the Job training for minority and women to reach journeyman status in the construction industry.

TotalCost: **$450,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000	$0	$0	DBE
Totals:	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-35 RPCs: Statewide

PROGRAM (PAVE-T1-RESURF)

Facility: Tier 1 Highways

SCOPE: Resurface Tier 1 Highways

TotalCost: **$158,250,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$300,000	$300,000	$300,000	$300,000	$1,200,000	$1,200,000	$0	$0	STPFlex, TollCr
CON	$12,000,000	$12,250,000	$12,250,000	$12,250,000	$48,750,000	$48,750,000	$0	$0	STPFlex, TollCr
Totals:	$12,300,000	$12,550,000	$12,550,000	$12,550,000	$49,950,000	$49,950,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCs: Statewide

PROGRAM (PAVE-T2-REHAB)

Facility: Tier 2 Highways

SCOPE: Rehab of Tier 2 roads.

TotalCost: **$63,155,179**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$3,300,000	$2,500,000	$2,500,000	$2,500,000	$10,800,000	$10,800,000	$0	$0	NHDOT Op, STPFlex, TollCr
Totals:	$3,300,000	$2,500,000	$2,500,000	$2,500,000	$10,800,000	$10,800,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCs: Statewide

PROGRAM (PAVE-T2-RESURF)

SCOPE: Resurfacing Tier 2 Roadways

TotalCost: **$284,175,000**

Facility: Tier 2 Highways

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$300,000	$300,000	$300,000	$300,000	$1,200,000	$1,200,000	$0	$0	STPFlex, TollCr
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000	$0	$0	STPFlex, TollCr
CON	$15,525,000	$15,525,000	$20,400,000	$20,400,000	$71,850,000	$47,850,000	$24,000,000	$0	STPFlex, TollCr, NHDOT Op
Totals:	$15,850,000	$15,850,000	$20,725,000	$20,725,000	$73,150,000	$49,150,000	$24,000,000	$0	

Regionally Significant: N Clean Air Act Code: E-10 RPCs: Statewide

PROGRAM (PVMRK)

SCOPE: Statewide Pavement Marking Annual Project

TotalCost: **$58,900,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	STPFlex, TollCr
CON	$3,095,000	$3,095,000	$3,095,000	$3,095,000	$12,380,000	$12,380,000	$0	$0	STPFlex, TollCr
Totals:	$3,100,000	$3,100,000	$3,100,000	$3,100,000	$12,400,000	$12,400,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-11 RPCs: Statewide

PROGRAM (RCTRL)

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

TotalCost: **$26,028,645**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$1,562,500	$1,562,500	$1,562,500	$1,562,500	$6,250,000	$5,000,000	$0	$1,250,000	DRED, RecTrails
Totals:	$1,562,500	$1,562,500	$1,562,500	$1,562,500	$6,250,000	$5,000,000	$0	$1,250,000	

Regionally Significant: N Clean Air Act Code: ALL RPCs: Statewide

PROGRAM (RRRCS)

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

TotalCost: **$24,079,511**

Facility: Statewide Railroad Crossings

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$259,646	$250,000	$250,000	$250,000	$1,009,646	$1,009,646	$0	$0	TollCr, TAP
ROW	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	HSIP, TollCr, TAP
CON	$925,000	$925,000	$925,000	$925,000	$3,700,000	$3,700,000	$0	$0	TollCr, TAP
OTHER	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$0	$0	TAP, TollCr
Totals:	$1,194,646	$1,185,000	$1,185,000	$1,185,000	$4,749,646	$4,749,646	$0	$0	

Regionally Significant: N Clean Air Act Code: E-1 RPCs: Statewide

PROGRAM (SRTS)

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

TotalCost: **$8,007,473**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
ROW	$500	$0	$0	$0	$500	$500	$0	$0	SRTS
CON	$769,758	$0	$0	$0	$769,758	$769,758	$0	$0	SRTS
OTHER	$21,375	$0	$0	$0	$21,375	$21,375	$0	$0	SRTS
Totals:	$791,633	$0	$0	$0	$791,633	$791,633	$0	$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: Statewide

PROGRAM (STIC)

SCOPE: STIC Incentives

TotalCost: **$1,625,000**

Facility: Varies

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$125,000	$125,000	$125,000	$125,000	$500,000	$400,000	$100,000	$0	Betterment, STIC
Totals:	$125,000	$125,000	$125,000	$125,000	$500,000	$400,000	$100,000	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (TA)

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

TotalCost: **$45,903,489**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$315,950	$315,950	$315,950	$315,950	$1,263,800	$1,011,040	$0	$252,760	Other, RLH
ROW	$127,650	$127,650	$127,650	$127,650	$510,600	$408,480	$0	$102,120	Other, RLH, TollCr
CON	$2,698,400	$2,698,400	$2,698,400	$2,698,400	$10,793,600	$8,634,880	$0	$2,158,720	Other, RLH
OTHER	$50,000	$50,000	$50,000	$50,000	$200,000	$160,000	$0	$40,000	Other, RLH
Totals:	$3,192,000	$3,192,000	$3,192,000	$3,192,000	$12,768,000	$10,214,400	$0	$2,553,600	

Regionally Significant: N Clean Air Act Code: E-33 RPCs: Statewide

PROGRAM (TRAC)

SCOPE: Implement and participate in AASHTO TRAC program in local high schools.

TotalCost: **$396,000**

Facility: TRansportation And Civil engineering program

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$22,000	$22,000	$22,000	$22,000	$88,000	$88,000	$0	$0	STPFlex, TollCr
Totals:	$22,000	$22,000	$22,000	$22,000	$88,000	$88,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-0 RPCs: Statewide

PROGRAM (TRCK-WGHT-SFTY)

SCOPE: Truck weight safety inspection & maintenance program

TotalCost: **$1,400,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000	$0	$0	STPFlex, TollCr
Totals:	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-6 RPCs: Statewide

PROGRAM (TSMO)

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

TotalCost: **$6,675,000**

Facility: Transportation Systems Management and Operations

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$350,000	$350,000	$350,000	$350,000	$1,400,000	$1,400,000	$0	$0	STPFlex, TollCr
Totals:	$350,000	$350,000	$350,000	$350,000	$1,400,000	$1,400,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-7 RPCs: Statewide

PROGRAM (UBI)

SCOPE: Underwater Bridge Inspection (Annual Project)

TotalCost: **$1,233,500**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$60,000	$60,000	$50,000	$50,000	$220,000	$220,000	$0	$0	STPFlex, TollCr
Totals:	$60,000	$60,000	$50,000	$50,000	$220,000	$220,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-38 RPCs: Statewide

PROGRAM (USSS)

Facility: Various

SCOPE: Project to update signing on state system

TotalCost: **$8,540,000**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000	$0	$0	STPFlex, TollCr
CON	$500,000	$500,000	$500,000	$500,000	$2,000,000	$2,000,000	$0	$0	STPFlex, TollCr
Totals:	$530,000	$530,000	$530,000	$530,000	$2,120,000	$2,120,000	$0	$0	

Regionally Significant: N Clean Air Act Code: E-44 RPCs: Statewide

STATEWIDE (41374)

Facility: VARIOUS

SCOPE: Underwater Bridge Inspection for years 2018 to 2020

TotalCost: **$249,476**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$72,500	$79,476	$0	$0	$151,976	$121,530	$30,446	$0	NHDOT Op, MinGuar, STPFlex, TollCr
Totals:	$72,500	$79,476	$0	$0	$151,976	$121,530	$30,446	$0	

Regionally Significant: Y Clean Air Act Code: ATT RPCs: Statewide

STATEWIDE (41756)

Facility: Various

SCOPE: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

TotalCost: **$335,049**

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
PE	$132,000	$90,244	$0	$0	$222,244	$222,244	$0	$0	CMAQ, TollCr
CON	$0	$112,805	$0	$0	$112,805	$112,805	$0	$0	CMAQ, TollCr
Totals:	$132,000	$203,049	$0	$0	$335,049	$335,049	$0	$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: Statewide

Appendix A: NHDOT Fiscal Constraint Documentation

Fiscal Constraint tables for the 2019-2022 State Transportation Improvement Program

	2019 Improvement Program					2020 Improvement Program				
FUNDING SOURCES	***Federal Resouces**	**State Resource**	**Local/Other Resource**	**Total Resource**	**Total Programmed**	***Federal Resouces**	**State Resource**	**Local/Other Resource**	**Total Resource**	**Total Programmed**
FHWA (Federal-Aid)	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
Bridge Off System	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,389,903
Bridge On System	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge On/Off System	$ -	$ -	$ -	$ -	$ 282,013	$ -	$ -	$ -	$ -	$ -
Congestion Mitigation and Air Quality Program	$ 22,910,574	$ 5,156	$ 2,501,708	$ 25,417,439	$ 10,512,525	$ 23,458,137	$ 5,414	$ 3,439,809	$ 26,903,360	$ 8,762,028
Highway Safety Improvement Program (HSIP)	$ 13,334,358	$ -	$ 137,349	$ 13,471,707	$ 10,678,640	$ 13,653,049	$ -	$ -	$ 13,653,049	$ 9,909,081
Interstate Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
National Highway Freight	$ 8,620,759	$ -	$ -	$ 8,620,759	$ -	$ 8,826,795	$ -	$ -	$ 8,826,795	$ -
National Highway System	$ 94,860,599	$ -	$ 3,000	$ 94,863,599	$ 52,715,152	$ 97,127,767	$ -	$ -	$ 97,127,767	$ 38,961,050
Recreational Trails	$ 3,594,348	$ -	$ 312,500	$ 3,906,848	$ 1,562,500	$ 3,680,253	$ -	$ 312,500	$ 3,992,753	$ 1,562,500
Redistribution	$ 792,271	$ -	$ -	$ 792,271	$ -	$ 811,206	$ -	$ -	$ 811,206	$ -
RL - Rail Highway	$ 5,070,691	$ -	$ 156,750	$ 5,227,441	$ 1,194,646	$ 5,191,881	$ -	$ -	$ 5,191,881	$ 1,185,000
Safe Routes to School	$ 588,392	$ -	$ -	$ 588,392	$ 791,633	$ 602,454	$ -	$ -	$ 602,454	$ -
STP-5 to 200K	$ 8,205,751	$ -	$ 1,079,128	$ 9,284,879	$ 20,811,469	$ 8,401,868	$ -	$ 977,330	$ 9,379,198	$ 14,210,298
STP-Areas Less Than 200K	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Areas Over 200K	$ 5,995,955	$ -	$ 1,030,000	$ 7,025,955	$ 8,161,822	$ 6,139,258	$ -	$ 300,000	$ 6,439,258	$ 12,352,370
STP-DBE	$ -	$ -	$ -	$ -	$ 95,000	$ -	$ -	$ -	$ -	$ 95,000
STP-Enhancement	$ 212,612	$ -	$ 111,818	$ 324,430	$ -	$ 217,693	$ -	$ 92,583	$ 310,276	$ -
STP-Hazard Elimination	$ 24,070	$ -	$ -	$ 24,070	$ -	$ 24,645	$ -	$ -	$ 24,645	$ -
STP-Non Urban Areas Under 5K	$ 10,268,477	$ -	$ 15,000	$ 10,283,477	$ 9,637,593	$ 10,513,894	$ -	$ 19,724	$ 10,533,618	$ 7,409,326
STP-Off System Bridge	$ 10,501,549	$ -	$ -	$ 10,501,549	$ 264,000	$ 10,752,536	$ -	$ -	$ 10,752,536	$ 84,604
STP-Rail	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Safety	$ 62,543	$ -	$ -	$ 62,543	$ 200,000	$ 64,038	$ -	$ -	$ 64,038	$ 200,000
STP-State Flexible	$ 14,037,797	$ -	$ 1,575,890	$ 15,613,687	$ 68,691,000	$ 14,373,300	$ -	$ 2,457,574	$ 16,830,874	$ 83,286,874
TAP - Transportation Alternatives	$ 7,975,325	$ -	$ 1,643,508	$ 9,618,833	$ 4,082,620	$ 8,165,935	$ -	$ 1,088,237	$ 9,254,173	$ 3,227,893
Recovered De-Obligations	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRAND TOTAL	$ 207,056,069	$ 5,156	$ 8,566,651	$ 215,627,877	$ 189,680,611	$ 212,004,709	$ 5,414	$ 8,687,757	$ 220,697,880	$ 184,635,927
ADJUSTMENTS										
NHPP Exempt	$ 2,512,299			$ 2,512,299	$ -	$ 2,512,299	$ -	$ -	$ 2,512,299	$ -
Recovered Obligations				$ -	$ -	$ -	$ -	$ -	$ -	$ -
Resource Adjustment**** (Total Resource- FAST ACT Apportionment)	$ (28,358,456)			$ (28,358,456)	$ -	$ (29,027,379)	$ -	$ -	$ (29,027,379)	$ -
ADJUSTED TOTAL	$ 181,209,912	$ 5,156	$ 8,566,651	$ 189,781,719	$ 189,680,611	$ 185,489,629	$ 5,414	$ 8,687,757	$ 194,182,800	$ 184,635,927
FHWA (Other Funds)										
TIFIA	$ -	$ 13,728,870	$ -	$ 13,728,870	$ 13,728,870	$ -	$ -	$ -	$ -	$ -
TIGER Grants	$ -	$ 13,750,000	$ -	$ 13,750,000	$ 13,750,000	$ -	$ -	$ -	$ -	$ -
Bridge Special	$ 244,116		$ 61,029	$ 305,145	$ 305,145	$ -	$ -	$ -	$ -	$ -
NSTI National Summer Transportation Institute	$ 20,000	$ -	$ -	$ 20,000	$ 20,000	$ 20,000	$ -	$ -	$ 20,000	$ 20,000
FHWA Earmarks	$ 1,057,736	$ -	$ 44,747	$ 1,102,483	$ 1,102,483	$ 607,623	$ -	$ 202,541	$ 810,164	$ 810,164
Training and Education	$ 150,000	$ -	$ -	$ 150,000	$ 150,000	$ 150,000	$ -	$ -	$ 150,000	$ 150,000
Redistribution (Year End)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STIC Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
GRAND TOTAL	$ 1,571,852	$ 27,503,870	$ 105,776	$ 29,181,499	$ 29,181,499	$ 877,623	$ 25,000	$ 202,541	$ 1,105,164	$ 1,105,164
All FHWA FUNDS TOTAL	$ 182,781,764	$ 27,509,027	$ 8,672,427	**$ 218,963,218**	**$ 218,862,110**	$ 186,367,252	$ 30,414	$ 8,890,298	$ 195,287,964	$ 185,741,092
FTA (Federal-Aid with Match)* **										
FTA5307	$ 6,861,150	$ -	$ 1,904,805	$ 8,765,955	$ 6,463,289	$ 6,182,373	$ -	$ 1,940,237	$ 8,122,610	$ 6,475,324
FTA5307_NHDOT	$ 2,860,098	$ -	$ 350,398	$ 3,210,496	$ 2,845,453	$ 2,917,300	$ -	$ 108,512	$ 3,025,812	$ 2,942,655
FTA5307_NHDOT (Prior Year Carry Over)******	$ 845,355	$ -	$ -	$ 845,355	$ -	$ 845,355	$ -	$ -	$ 845,355	$ -
FTA5310 (includes future STP-Flex transfers)	$ 1,958,089	$ -	$ 351,153	$ 2,309,242	$ 660,760	$ 1,848,968	$ -	$ 300,062	$ 2,149,030	$ 457,515
FTA5311	$ 4,497,598	$ -	$ 4,421,635	$ 8,919,232	$ 4,421,635	$ 4,380,931	$ -	$ 4,380,931	$ 8,761,862	$ 4,380,931
FTA5339	$ 4,264,909	$ -	$ 1,092,712	$ 5,357,621	$ 4,584,464	$ 4,350,207	$ -	$ 1,091,108	$ 5,441,315	$ 4,568,095
FTA5339 (Prior Year Carry Over)	$ 105,940	$ -	$ -	$ 105,940	$ -	$ -	$ -	$ -	$ -	$ -
GRAND TOTAL	$ 21,393,139	$ -	$ 8,120,703	$ 29,513,841	$ 18,975,601	$ 20,525,134	$ -	$ 7,820,850	$ 28,345,983	$ 18,824,520
FHWA/FTA FUNDS TOTAL	$ 204,174,903	$ 27,509,027	$ 16,793,130	**$ 248,477,059**	**$ 237,837,711**	$ 206,892,386	$ 30,414	$ 16,711,148	**$ 223,633,947**	**$ 204,565,612**
INNOVATED FINANCING										
GARVEE Bond Funds (Est)	$ -	$ 8,800,000	$ -	$ 8,800,000	$ 8,800,000	$ -	$ 12,774,038	$ -	$ 12,774,038	$ 12,774,038
State Fund Sources										
Turnpike Capital	$ -	$ 27,091,978	$ 27,091,978	$ 54,183,956	$ 26,263,104	$ -	$ 58,594,650	$ -	$ 58,594,650	$ 46,077,460
Turnpike Program	$ -	$ 2,242	$ 2,242	$ 4,484	$ 2,242	$ -	$ -	$ -	$ -	$ -
Turnpike Renewal & Replacement	$ -	$ 16,898,622	$ 16,898,622	$ 33,797,244	$ 6,230,000	$ -	$ 23,035,633	$ -	$ 23,035,633	$ 5,900,000
GRAND TOTAL	$ -	$ 43,992,842	$ 43,992,842	$ 87,985,684	$ 32,495,346	$ -	$ 81,630,282	$ -	$ 81,630,282	$ 51,977,460
ALL FUNDING SOURCES TOTAL	$ 204,174,903	$ 71,501,868	$ 60,785,971	**$ 336,462,743**	**$ 270,333,057**	$ 206,892,386	$ 81,660,696	$ 16,711,148	**$ 305,264,230**	**$ 256,543,071**

* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 11/6/2018.
FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239
FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Contraint Limits

*** FTA Current Year Available funds and prior grant funds.

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 ($178,697,613 -$207,056,069) = - $28,358,456

FAST ACT Apportionment	FY2019 $178,697,613	FY2020 $182,977,330	FY2021 $182,977,330	FY2022 $182,977,330

***** Adj for Program & Unob - Adjustments for amounts programmed but not obligated.

******Includes CMAQ funds transferred to FTA

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

	2021 Improvement Program					2022 Improvement Program				
FUNDING SOURCES	***Federal Resouces**	**State Resource**	**Local/Other Resource**	**Total Resource**	**Total Programmed**	***Federal Resouces**	**State Resource**	**Local/Other Resource**	**Total Resource**	**Total Programmed**
FHWA (Federal-Aid)	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
Bridge Off System	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge On System	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge On/Off System	$ -	$ -	$ -	$ -	$ 6,825,831	$ -	$ 24,442	$ 111	$ 24,552	$ 121,657
Congestion Mitigation and Air Quality Program	$ 23,458,137	$ -	$ 3,455,348	$ 26,913,485	$ 6,342,047	$ 23,458,137	$ -	$ 2,231,382	$ 25,689,519	$ 700,000
Highway Safety Improvement Program (HSIP)	$ 13,653,049	$ -	$ -	$ 13,653,049	$ 9,909,081	$ 13,653,049	$ -	$ -	$ 13,653,049	$ 9,909,081
Interstate Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
National Highway Freight	$ 8,826,795	$ -	$ -	$ 8,826,795	$ -	$ 8,826,795	$ 18,248	$ -	$ 8,845,043	$ -
National Highway System	$ 97,127,767	$ 5,932	$ -	$ 97,133,699	$ 43,362,698	$ 97,127,767	$ -	$ 312,500	$ 97,440,267	$ 48,202,193
Recreational Trails	$ 3,680,253	$ -	$ 312,500	$ 3,992,753	$ 1,562,500	$ 3,680,253	$ -	$ -	$ 3,680,253	$ 1,562,500
Redistribution	$ 811,206	$ -	$ -	$ 811,206	$ -	$ 811,206	$ -	$ -	$ 811,206	$ -
RL - Rail Highway	$ 5,191,881	$ -	$ -	$ 5,191,881	$ 1,185,000	$ 5,191,881	$ -	$ -	$ 5,191,881	$ 1,185,000
Safe Routes to School	$ 602,454	$ -	$ -	$ 602,454	$ -	$ 602,454	$ -	$ -	$ 602,454	$ -
STP-5 to 200K	$ 8,401,868	$ -	$ 683,543	$ 9,085,412	$ 8,131,990	$ 8,401,868	$ -	$ 114,261	$ 8,516,129	$ 8,429,459
STP-Areas Less Than 200K	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Areas Over 200K	$ 6,139,258	$ -	$ 291,186	$ 6,430,445	$ 6,673,497	$ 6,139,258	$ -	$ 995,371	$ 7,134,630	$ -
STP-DBE	$ -	$ -	$ -	$ -	$ 95,000	$ -	$ -	$ -	$ -	$ 95,000
STP-Enhancement	$ 217,693	$ -	$ -	$ 217,693	$ -	$ 217,693	$ -	$ -	$ 217,693	$ -
STP-Hazard Elimination	$ 24,645	$ -	$ -	$ 24,645	$ -	$ 24,645	$ -	$ -	$ 24,645	$ -
STP-Non Urban Areas Under 5K	$ 10,513,894	$ -	$ 306,021	$ 10,819,914	$ 7,057,022	$ 10,513,894	$ -	$ -	$ 10,513,894	$ 20,523,204
STP-Off System Bridge	$ 10,752,536	$ -	$ -	$ 10,752,536	$ 925,452	$ 10,752,536	$ -	$ -	$ 10,752,536	$ -
STP-Rail	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STP-Safety	$ 64,038	$ -	$ -	$ 64,038	$ 205,100	$ 64,038	$ -	$ -	$ 64,038	$ 210,330
STP-State Flexible	$ 14,373,300	$ -	$ 1,162,079	$ 15,535,380	$ 85,572,446	$ 14,373,300	$ -	$ 1,125,000	$ 15,498,300	$ 85,436,708
TAP - Transportation Alternatives	$ 8,165,935	$ -	$ 1,425,260	$ 9,591,195	$ 4,734,771	$ 8,165,935	$ -	$ 638,400	$ 8,804,335	$ 3,192,000
Recovered De-Obligations	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRAND TOTAL	$ 212,004,709	$ 5,932	$ 7,635,937	$ 219,646,578	$ 182,582,436	$ 212,004,709	$ 42,690	$ 5,417,025	$ 217,464,424	$ 179,567,132
ADJUSTMENTS										
NHPP Exempt	$ 2,512,299	**0**	**0**	$ 2,512,299	$ -	$ 2,512,299	**$ -**	**$ -**	$ 2,512,299	$ -
Recovered Obligations	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Resource Adjustment****										
(Total Resource- FAST ACT Apportionment)	$ (29,027,379)	$ -	$ -	$ (29,027,379)	$ -	$ (29,027,379)	$ -	$ -	$ (29,027,379)	$ -
ADJUSTED TOTAL	$ 185,489,629	$ 5,932	$ 7,635,937	$ 193,131,498	$ 182,582,436	$ 185,489,629	$ 42,690	$ 5,417,025	$ 190,949,344	$ 179,567,132
FHWA (Other Funds)										
TIFIA	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TIGER Grants	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bridge Special	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
NSTI National Summer Transportation Institute	$ 20,000	$ -	$ -	$ 20,000	$ 20,000	$ 20,000	$ -	$ -	$ 20,000	$ 20,000
FHWA Earmarks	$ -	$ -	$ 741,368	$ 741,368	$ 741,368	$ -	$ -	$ -	$ -	$ -
Training and Education	$ 150,000	$ -	$ -	$ 150,000	$ 150,000	$ 150,000	$ -	$ -	$ 150,000	$ 150,000
Redistribution (Year End)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
STIC Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
GRAND TOTAL	$ 270,000	$ 25,000	$ 741,368	$ 1,036,368	$ 1,036,368	$ 270,000	$ 25,000	$ -	$ 295,000	$ 295,000
All FHWA FUNDS TOTAL	$ 185,759,629	$ 30,932	$ 8,377,305	**$ 194,167,866**	**$ 183,618,803**	$ 185,759,629	$ 67,690	$ 5,417,025	$ 191,244,344	$ 179,862,132
FTA (Federal-Aid with Match)* **										
FTA5307	$ 6,306,021	$ -	$ 1,979,237	$ 8,285,258	$ 6,395,353	$ 6,432,141	$ -	$ 2,025,003	$ 8,457,144	$ 6,591,850
FTA5307_NHDOT	$ 2,975,646	$ -	$ -	$ 2,975,646	$ 3,001,001	$ 3,035,159	$ -	$ -	$ 3,035,159	$ -
FTA5307_NHDOT (Prior Year Carry Over)******	$ 845,355	$ -	$ -	$ 845,355	$ -	$ 845,355	$ -	$ -	$ 845,355	$ -
FTA5310 (includes future STP-Flex transfers)	$ 1,869,947	$ -	$ 310,063	$ 2,180,010	$ 498,665	$ 1,891,346	$ -	$ 320,264	$ 2,211,610	$ 540,638
FTA5311	$ 4,468,550	$ -	$ 4,468,550	$ 8,937,099	$ 4,468,550	$ 4,557,920	$ -	$ 4,557,920	$ 9,115,841	$ 4,557,920
FTA5339	$ 4,437,211	$ -	$ 1,109,303	$ 5,546,514	$ 4,659,456	$ 4,525,955	$ -	$ 1,135,189	$ 5,661,144	$ 4,752,646
FTA5339 (Prior Year Carry Over)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GRAND TOTAL	$ 20,902,729	$ -	$ 7,867,152	$ 28,769,882	$ 19,023,025	$ 21,287,877	$ -	$ 8,038,376	$ 29,326,253	$ 16,443,054
FHWA/FTA FUNDS TOTAL	$ 206,662,358	$ 30,932	$ 16,244,457	**$ 222,937,747**	**$ 202,641,828**	$ 207,047,506	$ 67,690	$ 13,455,401	**$ 220,570,597**	**$ 196,305,186**
INNOVATED FINANCING										
GARVEE Bond Funds (Est)	$ -	$ 15,180,887	$ -	$ 15,180,887	$ 15,180,887	$ -	$ -	$ -	$ -	$ -
State Fund Sources										
Turnpike Capital	$ -	$ 55,858,125	$ -	$ 55,858,125	$ 55,858,125	$ -	$ 48,625,123	$ -	$ 48,625,123	$ 39,674,855
Turnpike Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Turnpike Renewal & Replacement	$ -	$ 23,035,633	$ -	$ 23,035,633	$ 1,743,350	$ -	$ 15,098,881	$ -	$ 15,098,881	$ -
GRAND TOTAL	$ -	$ 78,893,757	$ -	$ 78,893,757	$ 57,601,475	$ -	$ 63,724,004	$ -	$ 63,724,004	$ 39,674,855
ALL FUNDING SOURCES TOTAL	$ 206,662,358	$ 78,924,689	$ 16,244,457	**$ 301,831,504**	**$ 260,243,303**	$ 207,047,506	$ 63,791,695	$ 13,455,401	**$ 284,294,602**	**$ 235,980,041**

* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 11/6/2018.
FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239
FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Contraint Limits

*** FTA Current Year Available funds and prior grant funds.

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 ($178,697,613 -$207,056,069) = - $28,358,456

FAST ACT Apportionment	FY2019 $178,697,613	FY2020 $182,977,330	FY2021 $182,977,330	FY2022 $182,977,330

***** Adj for Program & Unob - Adjustments for amounts programmed but not obligated.

******Includes CMAQ funds transferred to FTA

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

Appendix B: Federal Performance Report

Assessment of the 2019-2022 TIP Investment in Addressing Federally-Mandated Performance Measures

Introduction

In 2012, the adoption of the Moving Ahead for Progress in the 21st Century Act (MAP-21) established new federal requirements for performance management to ensure the most effective use of federal transportation funds. This was continued with the adoption of the Fixing America's Surface Transportation Act (FAST) in 2015 and MPOs and State Departments of Transportation began receiving detailed guidance, metrics, and rules relating to Transportation Performance Management (TPM) in the following areas:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement & Economic Vitality
- Congestion Reduction
- Environmental Sustainability (repealed)

The MPO has established targets in the areas of Safety, Infrastructure Condition, System Reliability and Freight Movement & Economic Vitality as required by the US Department of Transportation. The MPO is not in an area that is required to implement the Congestion Reduction measures and the Greenhouse Gas measure (Environmental Sustainability) was repealed by FHWA in 2017. The MPO is required to set short-range performance targets for each of the areas above and to incorporate the targets into the transportation planning process for the region

TIP Requirements

There are two primary requirements for incorporating federal performance management requirements into the Transportation Improvement Program (TIP). The MPO is required to show that the TIP "makes progress towards achieving [the region's] performance targets" and that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving performance targets" (23 CFR §450.326). In other words, the MPO must show that the project investments within the region are helping meet performance targets and then describe how much of an effect the investments are expected to have on reaching the targets. The Performance Report is organized by goal area as listed above and the supporting performance measures with each section providing:

- ***Performance Measure Background***: This section includes an overview of the national goal area and each of the federally-required metrics for that goal, a summary of the target setting process and the most recent established targets.
- ***TIP Investments***: Anticipated investments in the 2019-2022 TIP related to each goal area (Safety, Infrastructure Condition, etc.), overall performance benefits within the goal area from the TIP, as well as specific projects identified with the primary purpose of addressing issues related to the goal area.
- ***Performance Assessment***: For each goal area, the report includes an overall assessment of the anticipated impact of the 2019-2022 TIP on achieving performance targets and a discussion of related efforts related to the specific target.

Safety

Federal performance management regulations identify two areas of transportation safety that must be addressed; road safety from traffic collisions and transit safety. The overall goal of the safety performance area is to make the nation's transportation systems safer for all users, including bicyclists and pedestrians. Transit Safety performance measure requirements are not in effect for the MPO as the regional transit systems are below the system size thresholds, and so this will focus solely on the roadway safety measures included in the final rule on the Highway Safety Improvement Program (HISP) that was effective on April 14, 2016.

Goal

The primary purpose of the HSIP roadway safety measures is to achieve significant reduction in fatalities and serious injuries on all public roads.

Performance Measures and Targets

Five performance measures were established in the HSIP final rule. These metrics are intended to identify trends and assess progress towards reducing traffic-related fatalities and serious injuries on public roads.

Goal Area	Road Safety
Performance Measures	• *Number of Fatalities* • *Rate of Fatalities per 100 million vehicle miles traveled (VMT)* • *Number of serious injuries* • *Rate of serious injuries per 100 million VMT* • *Number of non-motorized fatalities and non-motorized serious injuries*

A 5-year rolling average is used for all measures and all public roads are included

Performance Targets

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. MPOs have the option of supporting State targets or setting regional-specific targets for each of the five measures.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2017 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five

year rolling averages were developed from these values and utilized to compute projected values for 2019. In August, 2018 NHDOT adopted statewide targets for each of the five measures. The MPO chose to support the State's safety targets through ongoing planning and project programming in January, 2019. At the same time, the MPO established a separate performance target relating to motorcycle fatalities that is not required by FHWA.

The 2019 Statewide Targets and trend information are included in the table below for each of the five required metrics and for motorcycle fatalities.

State of NH 2019 HSIP Targets

Measure	2017 Value	Previous 5-Year Average	Current 5-Year Average	Current Trend	Desired Trend	2019 Target
Number of Fatalities	102	117.6	116.4	↘	↘	***116.4***
Fatality Rate per 100 Million VMT	0.746	0.900	0.881	↘	↘	***0.879***
Number of Serious Injuries	410	499.8	457.2	↘	↘	***433.2***
Serious Injury Rate per 100 Million VMT	3.567	3.847	3.462	↘	↘	***3.207***
Non-Motorized Fatalities and Serious Injuries total	54	56.4	53.4	↘	↘	***53.4***
Motorcycle fatalities *(MPO Only)*	3	2.6	2.4	↘	↘	***2.0***

2019 TIP Investment

The 2019 TIP includes just over $13 million in funding for nine projects that have the primary purpose of improving safety which is about 5% of the $282.5 million in funding that is programmed for the region over the upcoming four years. In addition, the Highway Safety Improvement Program includes approximately $39.4 million in a statewide funding pool for projects that directly work to reduce fatality and serious injury crashes, some of which will be spent in the region. While the number of projects with the primary goal of addressing safety is small (9 of 39 listings), there are another 17 projects occurring in the region where safety is also a benefit. These projects

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2019 TIP Totals	40		$282,537,402	
Primarily Safety	9	23%	$13,003,306	5%
Other w/ Safety Benefits	17	44%	$200,829,524	71%
Total Safety Benefits	26	67%	$210,904,725	76%

are generally intended to address poor infrastructure conditions, or improve capacity and reduce travel times, however they will also help to reduce crashes and improve overall safety through modernized design, traffic control systems, and other changes.

Project #	Project Name	Scope	Total Funds Programmed
26485	*Hampton - Portsmouth*	*Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped*	*$6,534,000*
20258	*Portsmouth*	*Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.*	*$1,248,729*
29617	*Newton*	*Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)*	*$1,138,638*
42350	*Portsmouth*	*Realign Lang Road to connect to Longmeadow Road*	*$1,081,489*
41752	*Portsmouth*	*Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.*	*$1,024,353*
40436	*Exeter*	*Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)*	*$943,600*
41750	*Salem*	*Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.*	*$867,978*
40641	*Plaistow*	*Main Street Traffic Calming and Safety Improvements*	*$105,293*
40642	*Portsmouth*	*Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street*	*$59,226*
			$13,003,306

Performance Assessment

In the 2019-2022 TIP, $13 million is invested in projects with a primary purpose of improving roadway safety for all users, and a total of $210 million is invested in projects that are anticipated to reduce traffic fatalities or injuries. The projects with the primary purpose of improving safety are principally focused on addressing bicycle and pedestrian safety concerns in the region, although there are two that are focused on general roadway safety (29617 and 42350). The projects that have a safety benefit but were not primarily intended as safety projects tend to address roadway safety more broadly in that many are located on heavily travelled corridors with substantial numbers of crashes, will occur in areas that have experienced fatal or serious injury crashes in the past, or will implement modern design improvements that will provide safety benefits. The fact that nearly 80% of the funds programmed in the TIP are intended to improve the safety of travel on roadways in the region indicates the MPO's commitment to reducing fatalities and serious injuries through planning and project programming.

Infrastructure Condition

There are two final rules establishing performance measures for State DOT's and MPOs related to the condition of infrastructure and assets. The ***Transit Asset Management (TAM)*** final rule was effective on October 1, 2016 and establishes four performance measures for Transit Agencies and MPOs to track regarding asset performance. ***The Pavement and Bridge Condition Performance Measures Final Rule***, effective, May 20, 2017, establishes six measures to monitor to carry out the National Highway Performance Program (NHPP). The overall goal of these performance areas is to improve the condition of existing pavements, bridges, and transit assets.

Goal

The overall goal of these performance areas is to maintain and improve the condition of existing pavements, bridges, and transit vehicles and facilities.

Performance Measures and Targets

Six measures were established in the Pavement and Bridge Condition rule and an additional four metrics were set in the Transit Asset Management rule. These metrics are intended to identify trends and assess progress towards improving the overall condition of transportation infrastructure.

Goal Area	Pavement Condition
Performance Measures	• *Percent of Interstate Miles in Good Condition* • *Percent of Interstate Miles in Poor Condition* • *Percent of Non-Interstate National Highway System Miles in Good Condition* • *Percent of Non-Interstate National Highway System Miles in Poor Condition*

Goal Area	Bridge Condition
Performance Measures	• *Percent of Bridges by deck area on the National Highway System in Good Condition* • *Percent of Bridges by deck area on the National Highway System in Poor Condition*

Goal Area	Transit Asset Condition (State of Good Repair)
Performance Measures	• *Rolling Stock: The percentage of revenue vehicles that exceed the useful life benchmark (ULB)* • *Equipment: The percentage of non-revenue service vehicles that exceed the ULB* • *Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.* • *Infrastructure: The percentage of track segments that have performance restrictions.*

Performance Targets

States are required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the pavement and bridge measures. The Transit Asset Management rule requires Transit Agencies to set targets for their assets by January 1st, 2017 for the following fiscal year, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The targets deal with 4 broad areas of asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. The RPC region contains no relevant infrastructure as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), and therefore the MPO is only required to set targets for equipment, rolling stock, and facilities.

Pavement Condition

Pavement Condition data is collected by NHDOT annually through specialized equipment mounted to a vehicle. For the first 4-year targets, pavement condition will be measured based on only the International Roughness Index (IRI), however over the next two years a transition will be made to incorporate all four required components so that the 2020 update will include "full distress and IRI" measures. The result is that the initial 4-year targets set for pavement condition may be substantially different than those set for future 2 and 4-year periods. FHWA is allowing this transition and phase-in period as many states have not historically collected the information required to make the calculations for rutting, cracking, and PSR and therefor do not have the information needed to establish baseline conditions and targets. The table below shows baseline conditions, NHDOT's 2 and 4-year targets, and the MPO 4-year targets.

Pavement Condition Baseline Estimates and Targets

	NHDOT			MPO		
System & Measure	Baseline Estimate[1]	2-Year Target	4-Year Target	Baseline Estimate[1]	*4-Year Target*	Current Status
Interstate: Good Condition	96.7%	N/A	95.0%	96.5%	***95.0%***	1.6% above target
Interstate: Poor Condition	0.2%	N/A	0.8%	0.2%	***0.8%***	75% above target
Non-Interstate NHS: Good	70.1%	65.0%	65.0%	75.7%	***65%***	16.5% above target
Non-Interstate NHS: Poor	9.8%	12.0%	12.0%	7.2%	***12%***	40% above target

[1]NHDOT utilizes 2016 as the base year for Pavement and Bridge Condition while RPC utilizes 2017 values for baseline estimates. Both RPC and NHDOT utilize 2017 values as the baseline for Travel Time Reliability measures.

Exceeding Target Meeting Target Not meeting Target

Bridge Condition

Bridge Condition data is collected by NHDOT through the regular inspection of bridges and includes all structures that meet the federal definition of a bridge. Conditions are reported in square feet of deck area and are based on the condition of the deck, superstructure, and substructure, or culvert. Each of those 3 bridge components is evaluated and the lowest rating determines the overall bridge rating. Overall ratings of 7 or better indicate that the bridge is in "Good" condition, while overall ratings of 4 or less indicate that the bridge is in "Poor" condition. The table below shows baseline NHS bridge conditions, NHDOT 2 and 4-year targets, and MPO 4-year targets.

Bridge Condition Baseline Estimates and Targets

	NHDOT			MPO			
System & Measure	Baseline Estimate[1]	2-Year Target	4-Year Target	Baseline Estimate[1]	*4-Year Target*		Current Status
NHS Bridges in Good Condition	57.0%	57.0%	57.0%	37.7%	***57.0***		34% under target
NHS Bridges in Poor Condition	7.0%	7.0%	7.0%	8.1%	***7.0***		15.7% under target

[1]NHDOT utilizes 2016 as the base year for Pavement and Bridge Condition while RPC utilizes 2017 values for baseline estimates. Both RPC and NHDOT utilize 2017 values as the baseline for Travel Time Reliability measures.

Exceeding Target Meeting Target Not meeting Target

Transit Assets

The MPO developed Transit Asset Management targets by reviewing the asset portfolios for the three transit providers in the region; Cooperative Alliance for Regional Transit (CART), Cooperative Alliance for Seacoast Transportation (COAST), and the University of New Hampshire Wildcat Transit. Calculation of regional targets for rolling stock and equipment was based on comparison of the existing regional inventory to anticipated additions and replacements. For each asset class, the total number of vehicles was compared to the number of vehicles at or above their Useful Life Benchmark (ULB). Regional baseline and target calculations will be updated on an annual basis as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Transit Asset Management (State of Good Repair) Baseline Estimates and Targets

Asset Category*	Performance Measure	Asset Class	Baseline	Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Class 1	50%	40%
		Class 2	29%	36%
		Class 3	63%	38%
		Class 4	0%	0%
		Class 5	14%	31%
		Class 6	100%	100%
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	50%	50%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	N/A	N/A
		Administrative	0%	0%
		Maintenance	0%	0%
		Storage	N/A	N/A

*The category for Infrastructure deals solely with fixed guideway/rail systems, which are not owned by any FTA funding recipients in NH and are therefore not shown in this table.

2019 TIP Investment

The 2019 TIP includes just over $138.5 million in funding for 15 projects that have the primary purpose of improving the condition of the region's infrastructure which is about 49% of the $282 million in

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2019 TIP Totals	40		$282,537,402	
Bridge/Highway Infrastructure	9	23%	$107,982,408	38%
Transit	6	15%	$30,613,675	11%
Total	15	38%	$138,596,083	49%

funding that is programmed for the region over the upcoming four years. This funding includes money for rehabilitation or replacement of three "High Investment Bridges" in the region (The high level I-95 bridge over the Piscataqua River, the moveable Sarah Long Bridge over the Piscataqua River, and the moveable Neil Underwood Bridge over the Hampton River) as well as several other bridge rehabilitations. In addition, this includes the Federal Transit Administration (FTA) funds for regional transit systems operations and capital improvements. Other highway projects that will improve the condition of the roadway within their bounds are not included in this total.

In addition to the individual projects within the MPO region, the TIP includes the statewide programs that are focused primarily on maintenance and preservation of the existing transportation network. Of the 37 statewide programs, 13 are focused on the maintenance, preservation, and operation of the highway and bridge system in the state. Nearly $240 million is programmed over the next four years to address these needs and this is nearly 70% of the $342 million set aside for statewide programs.

Performance Assessment

The stated priority of NHDOT for the last several years has been to focus on improving the overall condition of the roads and bridges in the state and maintaining that good condition. This is seen in the generally good condition of the roadways in the region and approved targets to maintain high percentages of the system in good condition. While there are many bridges in poor condition, the funding levels included in the TIP and the State Ten Year Plan include the resources to address all of those that are currently identified in poor condition. The TIP includes nearly $108 million in funding that will be primarily used to improve the condition of major pieces of infrastructure in the region including replacing or rehabilitating the two remaining moveable bridges in the region, the heavily traveled I-95 bridge between New Hampshire and Maine, and the General Sullivan Bridge which provides a critical bicycle and pedestrian link over the Great Bay. In addition, another $240 million is included for statewide operations, maintenance, and preservation programs.

On the transit side of the system, there has been a focus on understanding the current condition of assets and establishing transit asset management plans that help to monitor when replacement vehicles and other large investments are needed. The TIP includes over $30 million for transit operations, maintenance, and capital investment and this will allow the systems to continue to operate and replace vehicles as needed.

Project #	Project Name	Scope	Total Funds Programmed
16189	*Portsmouth, NH - Kittery, ME*	*Rehabilitation of Bridge Over Piscataqua River (High Level Bridge)*	*$33,913,000*
11238S	*Newington - Dover*	*Remove the superstructure General Sullivan Br &provide the most cost-effective bike/ped connection*	*$33,809,996*
15731	*Portsmouth, NH - Kittery, ME*	*Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)*	*$15,742,876*
FTA5307	*Program*	*Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.*	*$14,812,030*
COAST5307	*Program*	*COAST operating, ADA, capital preventive maintenance, planning, FTA 5307 funds*	*$10,683,107*
16127	*New Castle - Rye*	*Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071*	*$9,046,961*
24457	*North Hampton*	*Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)*	*$5,785,272*
15904	*Seabrook - Hampton*	*Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)*	*$5,144,192*
28393	*Newfields - Newmarket*	*Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054*	*$2,810,033*
CART5307	*Program*	*CART operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.*	*$2,271,141*
68069	*Coast*	*COAST - capital/operating for Newington-Dover infrastructure project support.*	*$1,916,335*
40797	*Hampton*	*Improvements to Ocean Boulevard.*	*$1,425,937*
CART5310	*Program*	*CART funding for seniors and individuals with disabilities. Annual FTA Section 5310 apportionment.*	*$739,436*
40623	*Exeter*	*Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)*	*$304,141*
CART5339	*Program*	*CART funding for capital vehicles and equipment. Annual FTA Section 5339 apportionment.*	*$191,626*
			$138,596,083

System Reliability

The System Performance Final Rule, effective, May 20, 2017, establishes six measures in three performance areas to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP) and Congestion Mitigation and Air Quality Program (CMAQ). The overall goal of these performance areas is to promote effective use of Federal transportation funds in addressing congestion and highway capacity needs, as well as reducing emissions from the transportation system. The CMAQ emissions reduction measure is applicable only to those areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The CMAQ traffic congestion measures are applicable only to those nonattainment areas that are also in urbanized areas of over 1 million people. As the RPC region is in attainment, those three measures do not apply and are not discussed in this system report.

Goal

The overall goal of these performance areas is to improve the efficiency and reliability of the transportation system for both passenger travel and goods movement.

Performance Measures and Targets

Six measures in three performance areas were established in the System Performance rule and three of them (in two areas) are applicable to the RPC MPO region. These metrics are intended to identify trends and assess progress towards improving the overall function of the highway system.

Goal Area	Reliability of the National Highway System
Performance Measures	• *Percent of reliable person-miles traveled on the Interstate* • *Percent of reliable person-miles traveled on the non-Interstate National Highway System (NHS)*

Goal Area	Freight Movement and Economic Vitality
Performance Measures	• *Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)*

Performance Targets

States are required to establish 2-year and 4-year targets for reporting progress on NHS travel time reliability and Interstate Freight Movement reliability on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the measures. These three measures are defined in the following paragraphs

Travel Time Reliability

Travel Time Reliability is defined as the percent of person-miles traveled that are reliable, or, in other words, how frequently does congestion on the system produce travel times that are excessively long. The

measure utilizes person-miles to account for transit, van pools and other high-occupancy vehicle users as well as travel by automobile and truck.

Travel Time Reliability data is collected utilizing vehicle probe data in the National Performance Measure Research Data Set (NPMRDS). This data consists of average travel times for each segment of the National Highway System and is calculated at 5-minute intervals for each day of the year and aggregated to different levels for the purposes of calculating travel time reliability measures. For Interstate Travel Time Reliability and Non-Interstate NHS Travel Time Reliability, data is collected in 15-minute segments between 6:00 AM and 8:00 PM daily. The 80th percentile travel times (longer) are then divided by the 50th percentile (normal) travel time and periods where this ratio is less than 1.5 are considered "reliable". These are converted to person-miles and collected into monthly and annual totals to determine the overall percentage of reliable travel. The goal is for all segments to be "reliable" at a rate that is greater than or equal to the target value over the course of the year.

Truck Travel Time Reliability

Truck Travel Time Reliability (TTTR), the Freight Reliability measure, is limited to interstate travel and is calculated somewhat differently than general travel time reliability. The data for TTTR is collected utilizing vehicle probe data in the National Performance Measure Research Data Set (NPMRDS). The 95th percentile truck travel time is divided by the 50th percentile (normal) truck travel time for each segment during each of 5 periods: weekday morning peak (6-10 AM), midday (10AM-4PM), and afternoon peak (4-8PM), weekends (6AM-8PM), and overnights for all days (8PM-6AM). The largest ratio for each day is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of interstate in the state/region. The goal in this instance is that the interstate system has truck travel times that are less than 1.5 times the "normal" travel time over the course of the year.

Travel Time Reliability and Truck Travel Time Reliability
Baseline Estimates and Targets

		NHDOT			MPO		
Area	**System & Measure**	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status**
Travel Time Reliability	Interstate: Person Miles	99.4%	95.0%	95.0%	100%	***95%***	5.3% above target
	Non-Interstate NHS: Person Miles	87.8%	85.0%	85.0%	89.8%	***85%***	5.6% above target
Freight Movement	Interstate Truck Travel Time Reliability (TTTR)	1.35	1.50	1.50	1.41	***1.50***	6% above target

[1]Both RPC and NHDOT utilize 2017 values as the baseline for Travel Time Reliability measures.

Exceeding Target Meeting Target Not meeting Target

2019 TIP Investment

The 2019 TIP includes just over $109 million in funding for 11 projects that have the primary purpose of improving travel time reliability through addressing bottlenecks on the system and another $51.5 million where improved reliability is a byproduct of the project or service. In total, this is about 57% of the

$282million in funding that is programmed for the region over the upcoming four years. This funding includes money for the continued expansion work occurring on I-93 and the Spaulding Turnpike (Newington-Dover). In addition, the final project of the NH 125 Plaistow-Kingston corridor plan is in progress and additional work is scheduled on NH 125 in Epping. There are also two separate sections of US 1 that are scheduled for capacity improvements to reduce bottlenecks, and a third that will begin the planning process to address a critical congestion point along the corridor.

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2019 TIP Totals	40		$282,537,402	
Primarily Travel Time Reliability	11	28%	$109,018,836	39%
Other w/ TTR Benefits	3	8%	$51,572,211	18%
Total Safety Benefits	14	67%	$160,591,047	57%

Project #	Project Name	Scope	Total Funds Programmed
11238Q	*Newington - Dover*	*Reconstruct Spaulding Turnpike from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)*	*$42,197,937*
13933A	*Salem to Manchester*	*Mainline, State Line to Exit 1 NB & SB*	*$18,975,019*
14633J	*Salem to Manchester*	*Exit 1 to Exit 5 - Construct 4th lane northbound and southbound*	*$11,550,000*
29608	*Epping*	*NH 125 Improvements from NH 101 to NH 87 - 2.6 miles*	*$10,982,426*
14800E	*Salem to Manchester*	*I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)*	*$8,817,878*
29640	*Portsmouth*	*US 1 Improvements (1.7 mi.) from Constitution Dr to Wilson Rd & from Ocean Rd to White Cedar Dr*	*$5,690,829*
12334	*Salem*	*Reconstruct Depot Intersection NH28 (Broadway) And NH 97 (Main Street) Add Turn Lanes On NH28 (MUPCA)*	*$5,294,108*
41712	*Seabrook*	*Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.*	*$2,800,000*
10044E	*Plaistow - Kingston*	*Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi*	*$2,331,140*
29610	*Hampton Falls*	*Intersection improvements to enhance traffic operations and safety*	*$275,000*
10418T	*Salem to Manchester*	*CORRIDOR SERVICE PATROL (Salem to Manchester)*	*$104,500*
			$109,018,836

In addition to the individual projects within the MPO region, the TIP includes the transit programs for COAST, CART, and UNH Wildcat transit that improve travel time reliability through reducing the number of vehicles on the roadway. Similarly, there are statewide programs in the TIP that provide benefits to travel time reliability. Particularly support for Transportation Systems, Management & Operations (TSMO) and the New Hampshire Traffic Monitoring Center (TMC) provide Intelligent Transportation Systems (ITS) and traffic management support that provides benefits along major roadways corridors.

Performance Assessment

Several large scale system capacity expansion projects have occurred in the region in recent years and these have had substantial benefits to system reliability. In particular, the implementation of open-road tolling at the Hampton toll plaza on I-95 has drastically reduced delays and stoppages on that roadway during peak summer travel times. The expansion of I-93 to four lanes from Salem to Manchester and the Spaulding Turnpike in Newington and Dover will provide similar improvements to system reliability by reducing bottlenecks, improving the function of the toll plaza, and providing additional shoulder space for disabled vehicles.

The work on US 1 in Portsmouth will provide a consistent cross-section for that corridor and will enhance bike and pedestrian access to provide an safe and convenient way to access the homes and businesses in that part of the city without a vehicle. At the southern end of US 1, the proposed expansion in Seabrook will provide a better transition between the dense development in Seabrook and the more rural Hampton Falls. The bottleneck on US 1 in the center of Hampton Falls remains a concern however the TIP includes a project to begin designing improvements that can improve the flow of traffic without compromising the existing village.

On Route 125, the engineering work for the last component of the NH 125 Plaistow-Kingston corridor plan is beginning and will see the full implementation of the access management plan and provide a facility that supports the flow of vehicles and freight along the corridor. Work further north on NH 125 in Epping will help to address an area of growing congestion from both commercial growth and increased commuting.

On the transit side of the system, there has been a focus on understanding the current condition of assets and establishing transit asset management plans that help to monitor when replacement vehicles and other large investments are needed. The TIP includes over $30 million for transit operations, maintenance, and capital investment and this will allow the systems to continue to operate and replace vehicles as needed.

STATEWIDE (42248)

SCOPE: Surface Transportation System Funding Alternatives Grant-Phase1 Study.ILLUSTRATIVE PURPOSES IN STIP

TotalCost: **$500,000**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$500,000	$0	$0	$0	$500,000	$0	$500,000	$0	Betterment
Totals:	$500,000	$0	$0	$0	$500,000	$0	$500,000	$0	

Regionally Significant: Y Clean Air Act Code: ALL RPCs: Statewide

STATEWIDE-RWIS (25198)

SCOPE: To install Road and Weather systems around the State. Ad date set for April 23, 2019

TotalCost: **$935,155**

Facility: Various

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
CON	$823,200	$0	$0	$0	$823,200	$431,200	$392,000	$0	STPFlex, TollCr, TpkCap
Totals:	$823,200	$0	$0	$0	$823,200	$431,200	$392,000	$0	

Regionally Significant: N Clean Air Act Code: ATT RPCs: Statewide

UNH (68070)

SCOPE: Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.

TotalCost: **$2,704,852**

Facility: Wildcat Transit

Most Recent Revision: A0

Phase	2019	2020	2021	2022	Phase Totals	Federal	State	Other	Funding Sources
OTHER	$239,413	$257,794	$0	$0	$497,206	$397,765	$99,441	$0	FTA5307, TpkCap
Totals:	$239,413	$257,794	$0	$0	$497,206	$397,765	$99,441	$0	

Regionally Significant: N Clean Air Act Code: E-22 RPCs: Statewide