Rockingham Planning Commission

2021-2024 Transportation Improvement Program

Approved
3-10-2021

The preparation of this document was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research [Section 505(a)], and Metropolitan Planning Programs [Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official view or policies of the U. S. Department of Transportation.

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 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 450.326 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** 2021-2024 Transportation Improvement Program and 2045 Metropolitan Transportation Plan were adopted by the Commission at its meeting on March 10, 2021, along with this Self-Certification Resolution.

Tim Roache, Executive Director
Rockingham Planning Commission

Date: 3/11/2021

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

Date:

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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 1*** identifies the requirements established by these regulations and how the MPO fulfills them.

Figure 1: TIP Requirements

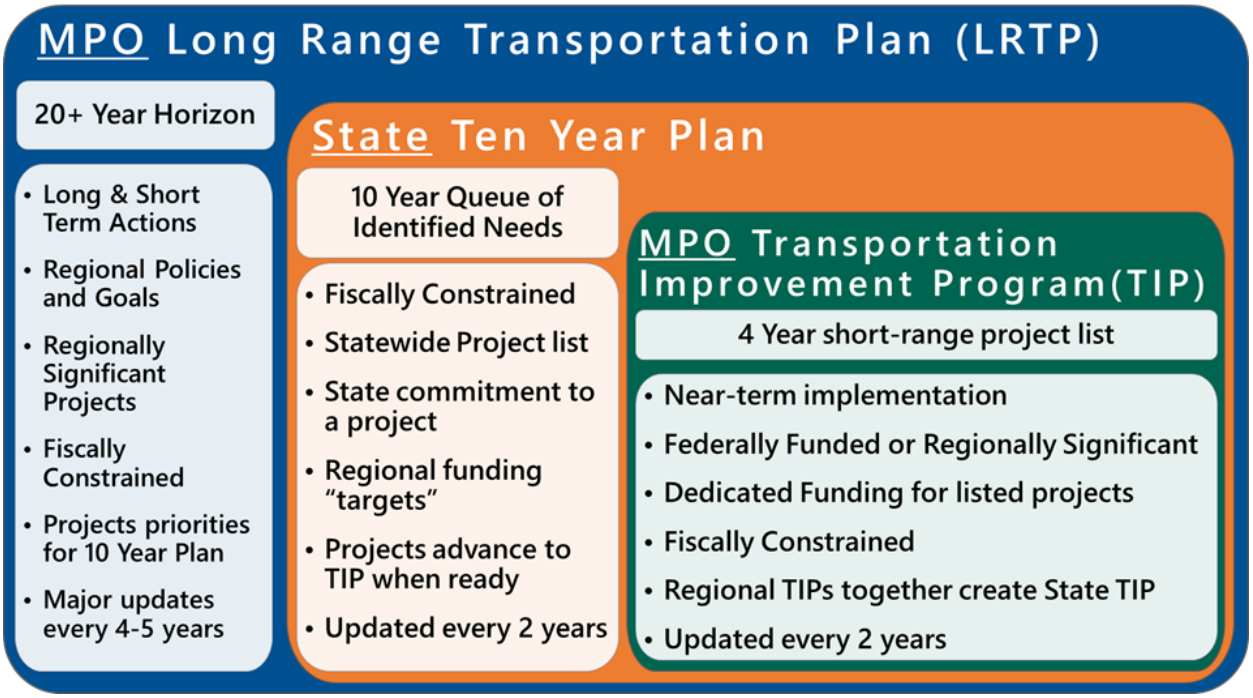
Requirement	***How the MPO meets the Requirement***
The TIP must cover a period of at least four years and be updated at least every four years.	*The TIP includes four fiscal years and the MPO adopts a new TIP every two years in conjunction with the State TIP, State Ten Year Plan process, and 3 other 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 2*** 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 2021-2024 TIP as the first four years of the MTP and incorporates a new

fiscal constraint analysis. 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 eight 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 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.

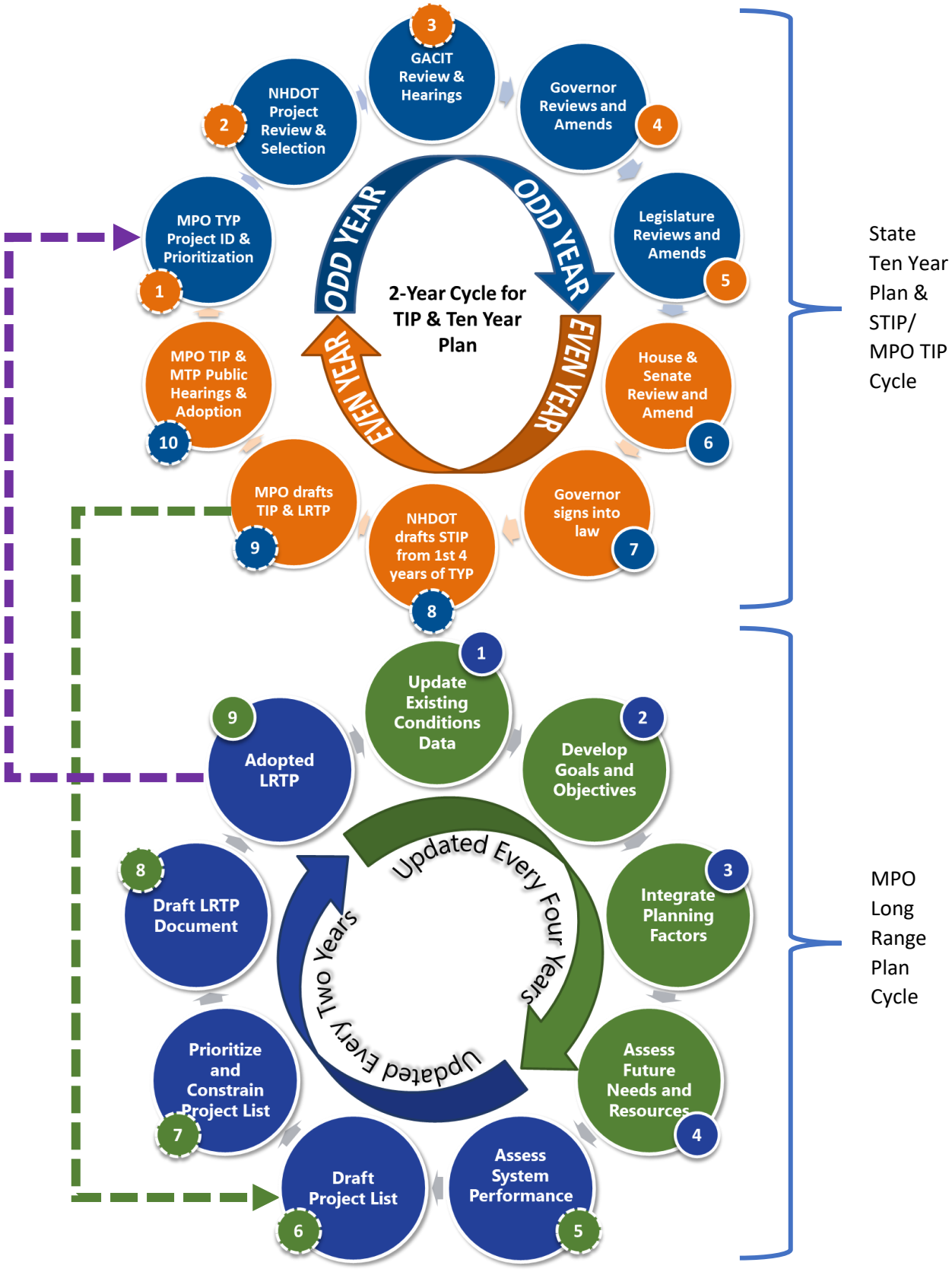
Transportation Improvement Program

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 2021, 2022, 2023, and 2024 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 safety, congestion, and infrastructure condition of the transportation system.

3.1 Transportation Planning & Programming in New Hampshire

Figure 3 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) and

FIGURE 3: Development Process for the RPC Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and State Ten Year Plan (TYP)



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 shown in ***Figure 4***.

Figure 4: 2020-2021 Project Selection Criteria

Category	Definition	How will projects be assessed?
Economic Development	The degree to which a project supports economic development needs and opportunities at the local and regional level; and the degree to which the project impacts the movement of goods	• Will the project improve access to a regional activity center (employment center, tourist destination, etc.)? • Will the project address a freight bottleneck?
Equity & Accessibility	The degree to which a project promotes access to the transportation network, benefits traditionally underserved populations and ensures accessibility by all potential users.	• Will the project expand transportation choices or enhance alternative modes, particularly for historically underserved populations? • Will the project remove or reduce barriers to access?
Mobility	The degree to which a project reduces the time needed to get from one place to another.	• The functional classification of the roadway & status as a local, regional, or statewide connection • The mobility benefits of the project
Natural Hazards Resiliency	The exposure of a location to risk of damage from natural hazards and the project approach to mitigating that risk.	• Is the project in a location with identified natural hazards risks? • How will the project mitigate or eliminate the likelihood of damage from natural hazards?
Network Significance	The importance of the service or facility to the communities, region, and larger transportation system of the state.	• The volume of traffic at the location • How critical is the location to the transportation network?
Safety	The degree to which the project impacts traveler safety in relation to safety performance and the project's expected safety benefits.	• The crash history at the location (5 years) • The expected safety improvement from the proposed project
State of Repair	The extent to which the project improves infrastructure condition in the project area and the degree to which the project impacts NHDOT and/or municipal maintenance requirements.	• The current condition of the infrastructure at the project location. • Will the project reduce maintenance requirements or add significant maintenance liabilities?
Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction	• Does the project support the goals and objectives of the MPO Long Range Transportation Plan? • Is the project a community priority? • Has a new transportation need been identified

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 and the MPO TIPs which are generally approved in the spring of odd numbered years.

3.2 TIP Development Process

As described in section 3.1 and Figure 3, the MPO TIP development process is integrated with the State Ten Year Plan and begins when the Governor signs the legislatively approved Ten Year Plan during the summer of even numbered years. ***Figure 5*** shows the milestone dates for the current cycle beginning with the Governor's approval. Building off that, NHDOT begins working on assembling a draft STIP from the projects listed in the first four years of the Ten Year Plan along with any other ongoing federally funded or regionally significant projects, and those that are selected through processes outside of the Ten Year Plan such as Transportation Alternatives (TAP) and the Highway Safety Improvement Program (HSIP). An initial project list is released to the MPOs and other planning partners for review and comment culminating with the Interagency Consultation Review (See section 3.3). Following the consultation process any final changes or corrections to projects are made and a draft STIP is released along with accompanying fiscal constraint documentation. The MPOs then begin assembling their respective TIPs from the projects in the STIP and preparing for their approval process which is generally completed in the spring of odd numbered years. At the same time, MPO Long Range Transportation Plan project lists and financial plans are updated to maintain consistency with the TIP.

Figure 5: Important Dates in the TIP Development Process	
July 2, 2020	Governor Signs 2021-2030 Ten Year Plan
December 24, 2020	NH DOT Releases 2021-2024 STIP Project list
January 14, 2021	Interagency Consultation Review of draft STIP
February 8, 2021	Start of 30 Day Public Comment period on TIP and LRTP
February 25, 2021	RPC TAC Meeting – TIP Endorsement
March 10, 2021	RPC Policy Committee Meeting – TIP Adoption

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 2021-2024 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 October 2020, 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 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.therpc.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.

[2] The Rockingham Planning Commission Public Participation Plan was adopted by the MPO in October 2020. This document and other information about the MPO public involvement can be found on the MPO website at: http://www.therpc.org/transportation/public-engagement

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 and funding program. 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

The fiscal constraint documentation for the STIP, provided by NHDOT, is included with this document as ***Appendix A***. Fiscal constraint analysis for the TIP is included in ***Figures 6 through 9*** on the following pages. ***Figure 6*** 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. Based upon information supplied by the NH DOT, the MPO has determined that the FY 2021-2024 TIP as presented is financially constrained. This determination is based upon the following assumptions:

- The estimated FHWA funding available at the state level is based on annual apportionments and derived from the 11/9/2020 Status of Funds and FTA funds are based on current apportionments and remaining prior grant funds.
- Federal Aid-Exempt sources are those that are not included in the state's apportionment
- Additional Federal resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.
- Because NHDOT programs projects statewide and does not sub-allocate federal funding to the MPOs, the regional allocations of federal funds are equivalent to the funds programmed for projects within the region.
- 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 2021, 2022, 2023, and 2024, 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 2.8% per year and indirect costs (NHDOT overhead) are incorporated at 10% of total project cost.
- The regional share of statewide programs is estimated at 13.3% based on the 50% population and 50% lane-miles of federal-aid eligible roadway.
- 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.

Figure 6: TIP Fiscal Constraint Analysis

Estimated Regional Share of Available Funding[1,]

Fiscal Year	Federal	State[2]	Other	Statewide Programs[3]	Total Target Funding
2021	$ 41,926,763	$ 13,100,821	$ 3,292,532	$ 12,751,899	**$ 71,072,015**
2022	$ 54,590,548	$ 6,048,008	$ 2,261,523	$ 10,385,950	***$ 73,289,641***
2023	$ 37,826,451	$ 20,892,260	$ 2,996,426	$ 10,928,717	***$ 72,643,855***
2024	$ 36,786,794	$ 14,960,141	$ 2,119,685	$ 11,777,102	***$ 65,643,722***
	$171,130,467	$55,004,931	$10,670,166	$45,843,669	**$282,649,232**

Federal Highway Administration Funded Projects

	2021	2022	2023	2024	Total
PE	$5,781,638	$5,025,642	$1,008,509	$377,800	***$12,193,590***
ROW	$16,127,783	$6,994,762	$372,849	$232,492	***$23,727,887***
CON	$8,373,399	$32,085,623	$29,049,803	$27,698,910	***$97,207,736***
OTHER	$0	$0	$0	$0	***$0***
Total	$30,282,820	$44,106,028	$30,431,162	$28,309,203	***$133,129,212***

Regional Share of Statewide Projects

	2021	2022	2023	2024	Total
PE	$607,026	$419,329	$351,911	$316,001	***$1,694,267***
ROW	$73,170	$70,404	$63,527	$62,862	***$269,963***
CON	$9,811,479	$7,768,395	$8,647,099	$9,510,628	***$35,737,600***
OTHER	$2,260,225	$2,127,823	$1,866,179	$1,887,611	***$8,141,838***
Total	$12,751,899	$10,385,950	$10,928,717	$11,777,102	***$45,843,669***

Federal Transit Administration (FTA) Funded Projects

	2021	2022	2023	2024	Total
OTHER	$14,940,103	$12,749,654	$10,395,490	$10,601,126	***$48,686,373***
Total Federally Funded	***$57,974,822***	***$67,241,632***	***$51,755,369***	***$50,687,431***	***$227,659,254***

Non-Federally Funded Regionally Significant Projects

	2021	2022	2023	2024	Total
PE	$1,755,050	$0	$0	$0	***$1,755,050***
ROW	$0	$0	$0	$0	***$0***
CON	$11,342,143	$6,048,008	$20,888,486	$14,956,291	***$53,234,928***
OTHER	$0	$0	$0	$0	***$0***
Total	$13,097,193	$6,048,008	$20,888,486	$14,956,291	***$54,989,978***

	2021	2022	2023	2024	Total
Total Programmed	***$71,072,015***	***$73,289,641***	***$72,643,855***	***$65,643,722***	***$282,649,232***

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 2022 Agency Efficiency 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:

- ***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 NHDOT. 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).
- ***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 2022 Agency Efficiency Budget, this equates to approximately $32,000 per mile of roadway for maintenance and operations.

Figure 7: NHDOT Operations and Maintenance Budget[1]

Year	Highway Fund	Federal Aid	Turnpikes	General Fund	Other	Total
FY20	$157,200,000	$45,500,000	$43,800,000	$1,400,000	$17,200,000	$265,100,000
FY21	$196,800,000	$51,200,000	$48,100,000	$1,400,000	$18,800,000	$316,300,000
FY22	$185,100,000	$51,400,000	$56,000,000	$1,500,000	$19,300,000	$313,300,000
FY23	$192,500,000	$52,600,000	$60,600,000	$1,500,000	$18,900,000	$326,100,000

[1]Data from NHDOT Operating Budget available at: https://www.nh.gov/dot/media/documents/nhdot-2020-agency-efficiency-budget-pres-web.pdf

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 as shown in ***Figure 8***. This translates to approximately $32,000 per mile in 2016 and between $36,700 and $39,900 inflated to 2021-2024

Figure 8: 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
2021	$24,625,797	$1,383,714	$1,853,474	$45,878,276	$73,741,261	$36,718
2022	$25,315,319	$1,422,458	$1,905,371	$47,162,868	$75,806,016	$37,746
2023	$26,024,148	$1,462,286	$1,958,721	$48,483,429	$77,928,585	$38,802
2024	$26,752,825	$1,503,230	$2,013,566	$49,840,965	$80,110,585	$39,889

[1]Inflated at 2.8% per year from 2016 to 2021-2024 estimates.
[2]Some communities include individual budget line items for snow removal and lighting, others incorporate it into the general highway department budgets.

Transit

Funding for regional transit agencies is available through the Federal Transit Administration Section 5307 (FTA5307), Section 5310 (FTA5310), and Section 5339 (FTA5339) grants and is totaled in ***Figure 9***. Located in small Urbanized Areas (population under 200,000), COAST (Portsmouth & Dover-Rochester urbanized areas) and MTA (Manchester urbanized Area) both use FTA5307 for operating expense (50% federal/50% non-federal match) as well as capital expenses (80% federal/20% non-federal match. In large Urbanized Areas (population over 200,000), FTA5307 funding may only be used for capital expenses (80% federal/20% non-federal match). MTA receives FTA 5310 and 5339 funding for providing services specific to seniors and individuals with disabilities, and capital vehicle and equipment replacement respectively, both at 80% federal/20% non-federal match). Non-federal funding is typically drawn from municipalities, but may also include state, private sector, and other sources. Both COAST and MTA receive funds based on the New Hampshire portion of the Boston Urbanized Area, which may be used only for capital expenses. Boston Urbanized Area funds are also used to fund portions of the Boston Express Inter-city service. Funds shown in Figure 9 are based on current expected apportionments through FY 2024. 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 9: Expected Transit funding
Allocations to COAST & MTA[1] plus matching funds

Year	FTA Allocation	State Funds	Local Match	Total
2021	$12,916,555	$3,628	$2,019,920	$14,940,103
2022	$10,668,443	$3,700	$2,077,511	$12,749,654
2023	$8,312,836	$3,774	$2,078,880	$10,395,490
2024	$8,477,592	$3,850	$2,119,685	$10,601,126

[1]Includes all funding for MTA, including for services outside of the MPO region.

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 2021-2024 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 Plan. The draft 2021-2024 TIP, 2045 Plan, and Air Quality Conformity Determination were published on the MPO website on February 8, 2021. A 30 Day public Comment Period was opened on February 8, 2021 and concluded on March 9, 2021 and a public hearing was held on March 10, 2020.

5.4 Timely Implementation of TCMs

The New Hampshire SIP includes no Transportation Control Measures (TCM).

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 2021-2024 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 2021-2024 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 2019-2022 and so projects in the first two years (2019 and 2020) will have been developed and constructed as scheduled, potentially delayed to fiscal years 2021 or 2022 (or beyond), and in some cases, project have been dropped completely. There were 24 regional projects identified in the 2019-2022 TIP that were planned for implementation in 2019 or 2020, and the overall status of these projects is incorporated into ***Figure 10***. No projects were identified that were "dropped" from the TIP and discontinued. Eleven of the twenty-one projects in Figure 10 were completed as scheduled and another three are in progress and will be completed without needing to be included in the 2021-2024 TIP. This represents 86% of the total funding of all the projects. Seven projects experienced enough delay to move into fiscal years 2021 and/or 2022 and have been included in the 2021-2024 TIP. A detailed listing of the projects, along with the status of each of the projects is listed in ***Figure 11***.

Figure 10: Status of Projects from the 2019-2022 TIP Scheduled for 2019 or 2020

Status		% of Total	Funding	% of Total
Completed/In Progress	11	46%	$ 169,983,085	74%
Delayed to 2021 or later	12	50%	$ 60,894,545	26%
Dropped	1	4%	$ 275,000	0.1%
Total	24	100%	$ 231,152,630	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 11: Status of Projects from the 2019-2022 TIP

Project Number	Project Name	Route	Scope	Total Cost	Status
41744	COAST	COAST	COAST - capital/oper for Newington-Dover infrastructure project support. CMAQ-to-FTA transfer.	$9,930,559	Completed
41743	Exeter	Rockingham Control Siding	Rehabilitate the Rockingham Control Siding	$1,600,000	Delayed to 2022
40436	Exeter	NH 111	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	$1,072,008	Delayed to 2023
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 2022
29610	Hampton Falls	US 1	Intersection improvements to enhance traffic operations and safety	$275,000	Study in progress
16127	New Castle-Rye	NH 1B	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	$2,132,505	Delayed to 2022
11238S	Newington-Dover	Spaulding Turnpike	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	$33,809,996	Delayed to 2024
11238Q	Newington-Dover	Spaulding Turnpike	Reconstruct Spaulding Tpk from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)	$70,643,719	Completed
41752	Portsmouth	Elwyn Road	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	$1,024,353	Delayed to 2021
42350	Portsmouth	Lang Rd/ Longmeadow Rd /US 1	Realign Lang Road to connect to Longmeadow Road	$1,081,489	Delayed to 2021
20258	Portsmouth	Peverly Hill Road	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	$1,738,036	Delayed to 2022
13455D	Portsmouth	US 1 Bypass	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over US 1 Bypass	$7,059,481	Completed
27690	Portsmouth	US 1 Bypass	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106	$1,802,329	Completed
40893	Portsmouth	Grafton Road	Study the long-term needs of the Portsmouth Transportation Center	$275,000	Dropped
16189	Portsmouth, NH – Kittery, ME	I-95	Rehabilitation of Bridge Over Piscataqua River (High Level Bridge)	$33,913,000	In Progress
12334A	Salem	NH 28	Phase 1 roadway and building demo for Salem #12334 Depot Project at intersection of NH28 & NH97	$580,000	In Progress
12334	Salem	NH 28	Reconstruct Depot Intersection NH28 (Broadway) and NH 97 (Main Street) Add Turn Lanes on NH28 MUPCA	$12,229,780	In Progress
41750	Salem	M&L Rail Line	Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.	$867,978	Delayed to 2021
13933A	Salem to Manchester	I-93	Mainline, State Line to Exit 1 NB & SB	$22,055,019	Completed
14633J	Salem to Manchester	I-93	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	$11,935,000	Completed
41712	Seabrook	US 1	Capacity improvements on US 1 between New Zealand Road and the Hampton Falls Town Line	$2,962,621	Delayed to 2023
42292	Statewide Tier 2(S) Resurfacing	Various Tier 2 South	Resurfacing of various Tier 2 roadways in the Southwest region for Maintenance & Preservation	$5,746,184	Completed
42293	Statewide Tier 2(SE) Resurfacing	Various Tier 2 Southeast	Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation	$3,743,573	Completed

7.2 Individually listed projects

The funding allocated to regional projects included in the TIP for implementation is summarized in ***Figure 12*** and each of the projects are listed individually in ***Figure 13***. 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 13 includes all individually listed projects in the region including the FTA funding for the regional transit agencies which are grouped by agency and funding source. Further details on the transit projects are include in in Section 7.4 and the accompanying figures. The project details incorporated into Figure 13 include project name and number, location, general scope, programmed cost by phase and year inflated to year of construction costs for each year. 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 12: Total Funding for Individually Listed TIP Projects by Fiscal Year and Source

Fiscal Year	Federal	State	Other	Total
2021	$ 41,926,763	$ 13,100,821	$ 3,292,532	$ 58,320,116
2022	$ 54,590,458	$ 6,051,709	$ 2,261,523	$ 62,903,690
2023	$ 37,826,451	$ 20,892,260	$ 2,996,426	$ 61,715,138
2024	$ 36,786,794	$ 14,960,141	$ 2,119,685	$ 53,866,620
	$ 171,130,467	**$ 55,004,931**	**$ 10,670,166**	**$ 236,805,563**

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 32 of these encompassing $344.7 million in funding during the four years as summarized in ***Figure 14*** with full details provided in ***Figure 15***. 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 2021. 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 14: Statewide Program Total Funding by Fiscal Year

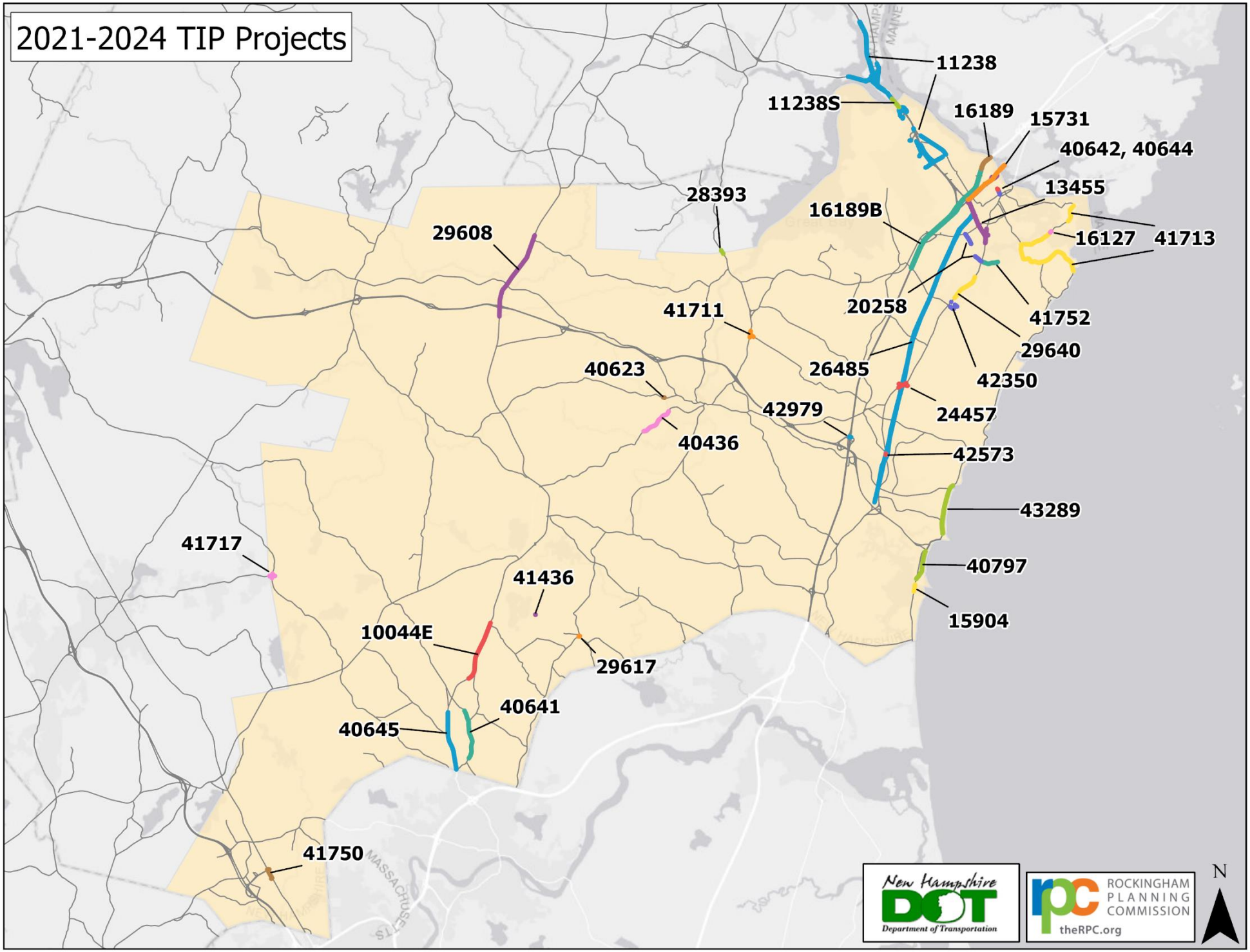
Fiscal Year	Federal	State	Other	Total
2021	$ 85,486,109	$ 7,248,207	$ 3,144,627	$ 95,878,943
2022	$ 67,666,042	$ 7,258,921	$ 3,164,890	$ 78,089,853
2023	$ 72,093,519	$ 7,147,314	$ 2,929,971	$ 82,170,804
2024	$ 78,430,130	$ 7,168,460	$ 2,951,052	$ 88,549,642
	$ 303,675,800	**$ 28,822,901**	**$12,190,540**	**$ 344,689,241**

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 COAST and MTA in Figure 13. 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 tables (Figures 14 and 15). To account for that, ***Figure 16*** includes the available federal funding information for COAST, MTA, and Wildcat Transit by use.


2021-2024 TIP Projects
11238
11238S
16189
15731
40642, 40644
13455
28393
16189B
29608
16127
41713
41711
20258
41752
29640
40623
26485
42350
42979
24457
40436
42573
43289
41717
40797
41436
15904
10044E
29617
40641
40645
41750
MASSACHUSETTS
New Hampshire DOT Department of Transportation
ROCKINGHAM PLANNING COMMISSION
theRPC.org
N

EPPING (29608)

Facility: **NH 125**

SCOPE: NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

Total Cost $2,740,492
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW		$463,854	$265,837		$729,692	$729,692			NHP, TC
PE	$880,000	$1,130,800			$2,010,800	$2,010,800			NHP, TC
	$880,000	$1,594,654	$265,837		$2,740,492	$2,740,492			

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)

Total Cost $997,181
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			$997,181		$997,181	$666,704		$330,477	TOWNS, TAP
			$997,181		$997,181	$666,704		$330,477	

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)

Total Cost $856,231
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE		$275,000		$348,739	$623,739	$623,739			STBG>200K, TC
ROW				$232,492	$232,492	$232,492			STBG>200K, TC
		$275,000		$581,231	$856,231	$856,231			

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

GARVEE DS_23 (42710)

Facility: **NH 1A**

SCOPE: Debt Service Project for Seabrook-Hampton 15904 and Warner Sutton 15747

Total Cost $7,799,066
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON				$7,799,066	$7,799,066	$7,799,066			NHP, TC
				$7,799,066	$7,799,066	$7,799,066			

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

HAMPSTEAD (41717)

Facility: **NH121/Derry Rd/Depot Rd**

SCOPE: Improve the intersection of NH121/Derry Rd/Depot Rd

Total Cost $174,369
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			$174,369		$174,369	$174,369			STBG>200K, TC
			$174,369		$174,369	$174,369			

Regionally Significant: N Clean Air Act Code: ATT 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

Total Cost $2,311,100
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$1,100				$1,100	$1,100			CMAQ, TC
PE	$55,000				$55,000	$55,000			CMAQ, TC
CON		$2,255,000			$2,255,000	$2,255,000			CMAQ, TC
	$56,100	$2,255,000			$2,311,100	$2,311,100			

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

HAMPTON (40797)

Facility: **Ocean Boulevard**

SCOPE: Improvements to Ocean Boulevard.

Total Cost $9,028,543
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,224,388	$861,579			$2,085,967	$2,085,967			STBG5-200K, TC
ROW	$113,080	$205,164			$318,244	$318,244			STBG5-200K, TC
CON				$6,624,331	$6,624,331	$6,624,331			STBG5-200K, TC
	$1,337,468	$1,066,744		$6,624,331	$9,028,543	$9,028,543			

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

HAMPTON (42573)

Facility: **US Route 1**

SCOPE: Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton

Total Cost $573,316
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$282,700	$290,616			$573,316	$573,316			STBG-FLEX, TC
	$282,700	$290,616			$573,316	$573,316			

Regionally Significant: N Clean Air Act Code: ATT 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

Total Cost $9,292,833
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$55,000				$55,000	$55,000			STBG5-200K, TC
ROW	$22,000				$22,000	$22,000			STBG5-200K, TC
CON		$9,215,833			$9,215,833	$9,215,833			STBG5-200K, TC
	$77,000	$9,215,833			$9,292,833	$9,292,833			

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

NEW CASTLE-RYE (41713)

Facility: **NH 1A & 1B**

SCOPE: Bicycle and pedestrain safety accommodationson NH 1A & 1B.

Total Cost $179,252
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			$179,252		$179,252	$179,252			STBG-FLEX, TC
			$179,252		$179,252	$179,252			

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

NEWFIELDS - NEWMARKET (28393)

Facility: **NH 108**

SCOPE: Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

Total Cost $275,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$275,000				$275,000	$275,000			STBG-FLEX, TC
	$275,000				$275,000	$275,000			

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

NEWINGTON - DOVER (11238)

Facility: **NH 16 / US 4 / SPLDG TPK**

SCOPE: NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Total Cost $1,790,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$1,495,000				$1,495,000		$1,495,000		TPKCAP
CON	$295,000				$295,000		$295,000		TPKCAP
	$1,790,000				$1,790,000		$1,790,000		

Regionally Significant: Y Clean Air Act Code: ATT 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

Total Cost $14,388,114
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON				$14,388,114	$14,388,114		$14,388,114		TPKCAP
				$14,388,114	$14,388,114		$14,388,114		

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

NEWTON (29617)

Facility: **NH 108**

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

Total Cost $1,142,612
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		$867,612			$867,612	$867,612			STBG>200K, TC
PE	$220,000				$220,000	$220,000			STBG>200K, TC
ROW	$55,000				$55,000	$55,000			STBG>200K, TC
	$275,000	$867,612			$1,142,612	$1,142,612			

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

NEWTON (41436)

Facility: **Pond Street**

SCOPE: Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

Total Cost $113,872
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			$84,810	$29,062	$113,872	$113,872			STBG-BR, TC
			$84,810	$29,062	$113,872	$113,872			

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

NORTH HAMPTON (24457)

Facility: **US Route 1**

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

Total Cost $5,363,600
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		$5,088,600			$5,088,600	$5,088,600			NHP, TC
ROW	$275,000				$275,000	$275,000			NHP, TC
	$275,000	$5,088,600			$5,363,600	$5,363,600			

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

NORTH HAMPTON (42979)

Facility: **I-95**

SCOPE: I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting

Total Cost $4,400,168
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		$2,261,600	$2,113,568		$4,375,168		$4,375,168		TPKRR
PE	$25,000				$25,000		$25,000		TPKRR
	$25,000	$2,261,600	$2,113,568		$4,400,168		$4,400,168		

Regionally Significant: Y Clean Air Act Code: E-18 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

Total Cost $13,705,520
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			$11,725,520		$11,725,520	$11,725,520			NHP, TC
PE	$110,000				$110,000	$110,000			NHP, TC
ROW	$1,870,000				$1,870,000	$1,870,000			NHP, TC
	$1,980,000		$11,725,520		$13,705,520	$13,705,520			

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

PLAISTOW (40641)

Facility: **NH 121A / Main Street**

SCOPE: Main Street Traffic Calming and Safety Improvements

Total Cost $331,724
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW			$53,644		$53,644	$53,644			STBG>200K, TC
PE	$165,000	$113,080			$278,080	$278,080			STBG>200K, TC
	$165,000	$113,080	$53,644		$331,724	$331,724			

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

PLAISTOW (40645)

Facility: **NH 125**

SCOPE: Signal coordination and control along corridor from Mass S/L to Old County Road

Total Cost $298,753
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			$298,753		$298,753	$298,753			STBG>200K, TC
			$298,753		$298,753	$298,753			

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

PORTSMOUTH (13455)

Facility: **US 1 BYPASS**

SCOPE: US 1 Bypass: Replace bridges along US Route 1 Bypass

Total Cost $33,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$33,000				$33,000	$33,000			BRIDGE, TC
	$33,000				$33,000	$33,000			

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

PORTSMOUTH (20258)

Facility: **Peverly Hill Rd.**

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

Total Cost $1,250,729
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$16,000				$16,000	$12,800		$3,200	CMAQ, TOWNS
CON	$1,143,729				$1,143,729	$366,022		$777,707	CMAQ, TOWNS
PE	$91,000				$91,000	$72,800		$18,200	CMAQ, TOWNS
	$1,250,729				$1,250,729	$451,622		$799,107	

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

PORTSMOUTH (29640)

Facility: **US 1**

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

Total Cost $4,918,206
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE		$1,162,462			$1,162,462	$1,162,462			NHP, TC
ROW		$3,755,744			$3,755,744	$3,755,744			NHP, TC
		$4,918,206			$4,918,206	$4,918,206			

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

PORTSMOUTH (40642)

Facility: **Maplewood Avenue**

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

Total Cost $154,523
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$75,000		$52,839		$127,839	$52,839		$75,000	TOWNS, STBG-FLEX, TC
ROW			$26,684		$26,684	$21,347		$5,337	STBG-FLEX, TOWNS
	$75,000		$79,523		$154,523	$74,186		$80,337	

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

PORTSMOUTH (40644)

Facility: **Market Street - RR**

SCOPE: Railroad crossing upgrade on Market Street

Total Cost $70,932
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE			$70,932		$70,932	$56,746		$14,186	STBG5-200K, TOWNS
			$70,932		$70,932	$56,746		$14,186	

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

PORTSMOUTH (41752)

Facility: **Elwyn Road**

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

Total Cost $985,800
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$75,000				$75,000	$60,000		$15,000	CMAQ, TOWNS
CON		$873,800			$873,800	$699,040		$174,760	CMAQ, TOWNS
PE	$37,000				$37,000	$29,600		$7,400	CMAQ, TOWNS
	$112,000	$873,800			$985,800	$788,640		$197,160	

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

PORTSMOUTH (42350)

Facility: **Lang Road/Longmeadow Road/US Route 1**

SCOPE: Realign Lang Road to connect to Longmeadow Road

Total Cost $1,143,489
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$5,000				$5,000			$5,000	OTHER NONPAR
CON	$966,489				$966,489	$966,489			HSIP, TC
PE	$172,000				$172,000			$172,000	OTHER NONPAR
	$1,143,489				$1,143,489	$966,489		$177,000	

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

PORTSMOUTH (42874)

Facility: **VARIOUS**

SCOPE: Purchase and install four electric charging stations for electric vehicles.

Total Cost $51,260
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		$46,260			$46,260	$37,008		$9,252	CMAQ, TOWNS
PE	$5,000				$5,000	$4,000		$1,000	CMAQ, TOWNS
	$5,000	$46,260			$51,260	$41,008		$10,252	

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

PORTSMOUTH (42879)

Facility: **New Hampshire Ave/Arboretum Dr/Pease Blvd**

SCOPE: Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

Total Cost $420,442
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			$380,442		$380,442	$304,354		$76,088	CMAQ, TOWNS
PE	$40,000				$40,000	$32,000		$8,000	CMAQ, TOWNS
	$40,000		$380,442		$420,442	$336,354		$84,088	

Regionally Significant: N Clean Air Act Code: E-51 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)

Total Cost $15,620,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$13,050,000	$2,570,000			$15,620,000	$15,620,000			NHP, TC
	$13,050,000	$2,570,000			$15,620,000	$15,620,000			

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

PORTSMOUTH, NH - KITTERY, ME (16189)

Facility: **I-95**

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

Total Cost $11,014,157
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$10,300,000	$714,157			$11,014,157		$11,014,157		TPKRR
	$10,300,000	$714,157			$11,014,157		$11,014,157		

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

PORTSMOUTH, NH - YORK, ME (16189B)

Facility: **I-95**

SCOPE: ITS Improvements to I-95 from Portsmouth, NH to York, ME

Total Cost $5,603,532
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$747,143	$3,072,251	$1,579,137		$5,398,532		$5,398,532		TPKRR
PE	$205,000				$205,000		$205,000		TPKRR
	$952,143	$3,072,251	$1,579,137		$5,603,532		$5,603,532		

Regionally Significant: Y Clean Air Act Code: E-7 RPCS: RPC

PROGRAM (COAST5307)

Facility: **Various**

SCOPE: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Total Cost $14,990,997
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$4,956,470	$3,271,169	$3,344,303	$3,419,055	$14,990,997	$9,431,114	$40,944	$5,518,939	FTA5307, OTHER, NH
	$4,956,470	$3,271,169	$3,344,303	$3,419,055	$14,990,997	$9,431,114	$40,944	$5,518,939	

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.

Total Cost $19,298,573
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$7,789,000	$5,404,962	$3,022,085	$3,082,526	$19,298,573	$19,298,573			FTA5307, TC
	$7,789,000	$5,404,962	$3,022,085	$3,082,526	$19,298,573	$19,298,573			

Regionally Significant: N Clean Air Act Code: E-21 RPCS: CNHRPC, NRPC, RP

PROGRAM (MTA5307)

Facility: **Manchester Transit Authority (MTA)**

SCOPE: MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.

Total Cost $17,452,545
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$4,255,327	$4,391,000	$4,360,639	$4,445,579	$17,452,545	$11,518,680		$5,933,865	FTA5307, OTHER
	$4,255,327	$4,391,000	$4,360,639	$4,445,579	$17,452,545	$11,518,680		$5,933,865	

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

PROGRAM (MTA5310)

Facility: **Manchester Transit Authority (MTA)**

SCOPE: Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.

Total Cost $621,184
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$150,714	$153,728	$156,803	$159,939	$621,184	$496,947		$124,237	FTA5310, OTHER
	$150,714	$153,728	$156,803	$159,939	$621,184	$496,947		$124,237	

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

PROGRAM (MTA5339)

Facility: **Manchester Transit Authority (MTA)**

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

Total Cost $199,367
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$48,371	$49,339	$50,325	$51,332	$199,367	$169,462	$14,953	$14,953	FTA5339, NHHF, OTHER
	$48,371	$49,339	$50,325	$51,332	$199,367	$169,462	$14,953	$14,953	

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

SALEM (41750)

Facility: **Manchester & Lawrence Rail Line**

SCOPE: 0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd

Total Cost $750,522
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$655,000				$655,000	$524,000		$131,000	CMAQ, TOWNS
PE	$44,522				$44,522	$35,618		$8,904	CMAQ, TOWNS
ROW	$51,000				$51,000	$40,800		$10,200	CMAQ, TOWNS
	$750,522				$750,522	$600,418		$150,104	

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

SALEM (42884)

Facility: **Various**

SCOPE: Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

Total Cost $1,573,819
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			$1,373,819		$1,373,819	$1,099,055		$274,764	CMAQ, TOWNS
PE	$200,000				$200,000	$160,000		$40,000	CMAQ, TOWNS
	$200,000		$1,373,819		$1,573,819	$1,259,055		$314,764	

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

SALEM (42885)

Facility: **Rte 28**

SCOPE: Construct Rail Trail along NH 28 for approximately 1 mile.

Total Cost $1,056,784
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			$1,056,784		$1,056,784	$845,427		$211,357	CMAQ, TOWNS
			$1,056,784		$1,056,784	$845,427		$211,357	

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

SALEM TO MANCHESTER (10418X)

Facility: **I-93**

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

Total Cost $159,500
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$159,500				$159,500	$159,500			TC, STBG>200K
	$159,500				$159,500	$159,500			

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

SALEM TO MANCHESTER (14800A)

Facility: **I-93**

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

Total Cost $20,813,225
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$548,181	$6,869,259	$6,758,028	$6,637,756	$20,813,225	$20,813,225			RZED, NHP, TC
	$548,181	$6,869,259	$6,758,028	$6,637,756	$20,813,225	$20,813,225			

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

SEABROOK - HAMPTON (15904)

Facility: **NH 1A**

SCOPE: Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710

Total Cost $21,058,191
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON			$17,195,781	$568,177	$17,763,957		$17,763,957		GARVEE
PE	$1,507,526	$1,192,105			$2,699,631	$2,699,631			STBG5-200K, TC
ROW	$594,603				$594,603	$594,603			STBG5-200K, TC
	$2,102,129	$1,192,105	$17,195,781	$568,177	$21,058,191	$3,294,234	$17,763,957		

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

STATEWIDE TIER 2 (S) (43289)

Facility: **Various**

SCOPE: Resurfacing of various Tier 2 roadways

Total Cost $5,075,025
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$5,060,000				$5,060,000	$5,060,000			STBG-FLEX, TC
PE	$15,025				$15,025		$15,025		BET, DOT NONPAR
	$5,075,025				$5,075,025	$5,060,000	$15,025		

Regionally Significant: N Clean Air Act Code: ATT RPCS: RPC, SNHPC, SRPC,

STRATHAM (41711)

Facility: **NH108/Bunker Hill Avenue**

SCOPE: Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.

Total Cost $244,717
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$150,002		$94,715		$244,717	$244,717			STBG-FLEX, TC
	$150,002		$94,715		$244,717	$244,717			

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

$60,564,870	$56,554,975	$55,416,251	$47,786,168	$220,322,264	$151,330,588	$55,030,850	$13,960,827

PROGRAM (NSTI)

Facility: **National Summer Transportation Institute**

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

Total Cost $200,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$50,000	$50,000	$50,000	$50,000	$200,000	$200,000			NSTI
	$50,000	$50,000	$50,000	$50,000	$200,000	$200,000			

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

PROGRAM (ADA)

Facility: **Various**

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

Total Cost $840,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$70,000		$70,000		$140,000	$140,000			STBG-FLEX, TC
ROW	$10,000		$10,000		$20,000	$20,000			STBG-FLEX, TC
CON		$340,000		$340,000	$680,000	$680,000			STBG-SAFETY, TC
	$80,000	$340,000	$80,000	$340,000	$840,000	$840,000			

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

PROGRAM (BRDG-HIB-M&P)

Facility: **Various**

SCOPE: Maintenance and preservation efforts for High Investment Bridges

Total Cost $6,334,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		$269,000	$2,800,000	$2,800,000	$5,869,000	$5,869,000			NHP, TC, STBG5-200K, STBG-FLEX
PE	$100,000	$85,000	$100,000	$100,000	$385,000	$385,000			STBG-FLEX, TC
ROW	$20,000	$20,000	$20,000	$20,000	$80,000	$80,000			STBG-FLEX, TC
	$120,000	$374,000	$2,920,000	$2,920,000	$6,334,000	$6,334,000			

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

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

Facility: **Tier 1-2 Bridges**

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

Total Cost $26,025,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$100,000	$50,000	$200,000	$100,000	$450,000	$450,000			NHP, TC, STBG-FLEX
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000			NHP, STBG-FLEX, TC
CON	$4,575,000	$5,000,000	$7,900,000	$8,000,000	$25,475,000	$23,920,000	$1,555,000		GF, NHP, STBG5-200K, TC, STBG<5K, STBG-FLEX
	$4,700,000	$5,075,000	$8,125,000	$8,125,000	$26,025,000	$24,470,000	$1,555,000		

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

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

Facility: **Tier 3-4 Bridges**

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

Total Cost $11,700,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$100,000	$100,000	$50,000	$50,000	$300,000	$300,000			NHP, TC, STBG-FLEX
ROW	$10,000	$10,000	$10,000	$10,000	$40,000	$40,000			NHP, STBG-FLEX, TC
CON	$3,400,000	$2,060,000	$3,400,000	$2,500,000	$11,360,000	$10,675,000	$685,000		GF, NHP, STBG5-200K, STBG<5K, STBG-FLEX, TC
	$3,510,000	$2,170,000	$3,460,000	$2,560,000	$11,700,000	$11,015,000	$685,000		

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

PROGRAM (CBI)

Facility: **Various**

SCOPE: Complex Bridge Inspection (PARENT)

Total Cost $1,000,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$250,000	$250,000	$250,000	$250,000	$1,000,000	$1,000,000			STBG-FLEX, TC
	$250,000	$250,000	$250,000	$250,000	$1,000,000	$1,000,000			

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

PROGRAM (CMAQ-FTA)

Facility: **Various**

SCOPE: Funds transferred from CMAQ to FTA.

Total Cost $8,800,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$2,200,000	$2,200,000	$2,200,000	$2,200,000	$8,800,000	$8,800,000			CMAQ, TC
	$2,200,000	$2,200,000	$2,200,000	$2,200,000	$8,800,000	$8,800,000			

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

PROGRAM (CORRST)

Facility: **Various**

SCOPE: Corridor Studies Statewide

Total Cost $2,800,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$700,000	$700,000	$700,000	$700,000	$2,800,000	$2,800,000			CMAQ, TC
	$700,000	$700,000	$700,000	$700,000	$2,800,000	$2,800,000			

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

PROGRAM (CRDR)

Facility: **Various**

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

Total Cost $7,300,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$1,437,500	$1,430,000	$1,683,300	$1,300,000	$5,850,800	$5,850,800			NHP, STBG-FLEX, TC
ROW	$27,500	$51,700	$25,000	$25,000	$129,200	$129,200			NHP, STBG-FLEX, TC
PE	$700,000	$400,000	$100,000	$100,000	$1,300,000	$1,300,000			NHP, STBG-FLEX, TC
OTHER	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000			NHP, STBG-FLEX, TC
	$2,170,000	$1,886,700	$1,813,300	$1,430,000	$7,300,000	$7,300,000			

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)

Total Cost $260,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$65,000	$65,000	$65,000	$65,000	$260,000	$260,000			DBE
	$65,000	$65,000	$65,000	$65,000	$260,000	$260,000			

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

PROGRAM (ENV-POST-CON)

Facility: **STATEWIDE**

SCOPE: Environmental commitments for post-construction obligations.

Total Cost $400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000			STBG-FLEX, TC
	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000			

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}

Total Cost $1,050,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON		$275,000	$275,000	$275,000	$825,000	$825,000			FH
PE		$50,000	$50,000	$50,000	$150,000	$150,000			FH
ROW		$25,000	$25,000	$25,000	$75,000	$75,000			FH
		$350,000	$350,000	$350,000	$1,050,000	$1,050,000			

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

Total Cost $11,020,195
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$2,977,600	$3,025,346	$2,483,787	$2,533,462	$11,020,195	$8,816,156		$2,204,039	FTA5310, OTHER, STBG-FLEX
	$2,977,600	$3,025,346	$2,483,787	$2,533,462	$11,020,195	$8,816,156		$2,204,039	

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.

Total Cost $24,829,011
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$6,732,071	$6,839,206	$5,573,136	$5,684,599	$24,829,011	$19,863,209	$2,482,901	$2,482,901	FTA5339, OTHER, NH
	$6,732,071	$6,839,206	$5,573,136	$5,684,599	$24,829,011	$19,863,209	$2,482,901	$2,482,901	

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

PROGRAM (GRR)

Facility: **Various**

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

Total Cost $8,140,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000			NHP, STBG-FLEX, TC
ROW	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000			NHP, STBG-FLEX, TC
CON	$1,880,000	$1,880,000	$1,880,000	$1,880,000	$7,520,000	$7,520,000			NHP, STBG-FLEX, TC
	$2,035,000	$2,035,000	$2,035,000	$2,035,000	$8,140,000	$8,140,000			

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

PROGRAM (HSIP)

Facility: **Various**

SCOPE: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Total Cost $37,758,475
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
ROW	$230,000	$150,000	$150,000	$150,000	$680,000	$680,000			HSIP, TC
CON	$6,471,232	$7,859,081	$9,059,081	$9,059,081	$32,448,475	$32,448,475			HSIP, TC
OTHER	$1,330,000	$200,000	$200,000	$200,000	$1,930,000	$1,930,000			HSIP, TC
PE	$1,200,000	$500,000	$500,000	$500,000	$2,700,000	$2,700,000			HSIP, TC
	$9,231,232	$8,709,081	$9,909,081	$9,909,081	$37,758,475	$37,758,475			

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

PROGRAM (LTAP)

Facility: **Local Technology Assistance Program**

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

Total Cost $600,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
SPR	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000			LTAP
	$150,000	$150,000	$150,000	$150,000	$600,000	$600,000			

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

PROGRAM (MOBRR)

Facility: **Various**

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

Total Cost $18,500,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$200,000	$100,000	$100,000	$100,000	$500,000	$400,000		$100,000	OTHER, STBG-FLEX
ROW	$25,000	$55,000	$25,000	$25,000	$130,000	$104,000		$26,000	OTHER, STBG-FLEX
CON	$4,400,000	$4,470,000	$4,500,000	$4,500,000	$17,870,000	$14,296,000		$3,574,000	OTHER, STBG-FLEX
	$4,625,000	$4,625,000	$4,625,000	$4,625,000	$18,500,000	$14,800,000		$3,700,000	

Regionally Significant: N Clean Air Act Code: ALL 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.

Total Cost $120,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000			TRAINING
	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000			

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

PROGRAM (PAVE-T1-RESURF)

Facility: **Tier 1 Highways**

SCOPE: Resurface Tier 1 Highways

Total Cost $50,200,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$12,250,000	$12,250,000	$12,250,000	$12,250,000	$49,000,000	$49,000,000			NHP, STBG-FLEX, TC
PE	$300,000	$300,000	$300,000	$300,000	$1,200,000	$1,200,000			NHP, STBG-FLEX, TC
	$12,550,000	$12,550,000	$12,550,000	$12,550,000	$50,200,000	$50,200,000			

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.

Total Cost $10,310,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$200,000	$50,000	$125,000	$125,000	$500,000	$500,000			NHP, STBG-FLEX, TC
ROW	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000			NHP, STBG-FLEX, TC
CON	$2,345,000	$6,509,000		$836,000	$9,690,000	$9,690,000			STBG-FLEX, TC, NHP
	$2,575,000	$6,589,000	$155,000	$991,000	$10,310,000	$10,310,000			

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

PROGRAM (PAVE-T2-RESURF)

Facility: **Tier 2 Highways**

SCOPE: Resurfacing Tier 2 Roadways

Total Cost $74,020,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE	$800,000	$800,000	$300,000	$300,000	$2,200,000	$2,200,000			NHP, STBG-FLEX, TC
ROW	$25,000	$25,000	$25,000	$25,000	$100,000	$100,000			NHP, STBG-FLEX, TC
CON	$29,120,000	$8,200,000	$14,000,000	$20,400,000	$71,720,000	$47,720,000	$24,000,000		BET, NHP, STBG-FLEX, TC
	$29,945,000	$9,025,000	$14,325,000	$20,725,000	$74,020,000	$50,020,000	$24,000,000		

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

PROGRAM (PVMRK)

Facility: **Various**

SCOPE: Statewide Pavement Marking Annual Project

Total Cost $12,400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$3,095,000	$3,095,000	$3,095,000	$3,095,000	$12,380,000	$12,380,000			NHP, STBG-FLEX, TC
PE	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000			NHP, STBG-FLEX, TC
	$3,100,000	$3,100,000	$3,100,000	$3,100,000	$12,400,000	$12,400,000			

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

PROGRAM (RCTRL)

Facility: **Various**

SCOPE: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Total Cost $6,250,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$1,562,500	$1,562,500	$1,562,500	$1,562,500	$6,250,000	$5,000,000		$1,250,000	DNCR, RECTRAILS
	$1,562,500	$1,562,500	$1,562,500	$1,562,500	$6,250,000	$5,000,000		$1,250,000	

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

PROGRAM (RRRCS)

Facility: **Statewide Railroad Crossings**

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

Total Cost $5,411,540
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$1,548,385	$925,000	$925,000	$925,000	$4,323,385	$4,323,385			RL, TC
ROW	$5,000	$5,000		$5,000	$15,000	$15,000			RL, TC
PE	$303,155	$250,000	$250,000	$250,000	$1,053,155	$1,053,155			RL, TC
OTHER	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000			RL, TC
	$1,861,540	$1,185,000	$1,180,000	$1,185,000	$5,411,540	$5,411,540			

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

PROGRAM (SRTS)

Facility: **Various**

SCOPE: SAFE ROUTES TO SCHOOL PROGRAM

Total Cost $25,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$25,000				$25,000	$25,000			SRTS
	$25,000				$25,000	$25,000			

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

PROGRAM (STIC)

Facility: **Varies**

SCOPE: STIC Incentives

Total Cost $500,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$125,000	$125,000	$125,000	$125,000	$500,000	$400,000	$100,000		NHDOTOB, STIC
	$125,000	$125,000	$125,000	$125,000	$500,000	$400,000	$100,000		

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

PROGRAM (TA)

Facility: **Various**

SCOPE: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Total Cost $12,768,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$2,748,400	$2,849,350	$2,748,400	$2,848,400	$11,194,550	$8,955,640		$2,238,910	OTHER, TAP
PE	$305,950	$215,000	$315,950	$215,950	$1,052,850	$842,280		$210,570	OTHER, TAP
ROW	$137,650	$127,650	$127,650	$127,650	$520,600	$416,480		$104,120	OTHER, TAP
	$3,192,000	$3,192,000	$3,192,000	$3,192,000	$12,768,000	$10,214,400		$2,553,600	

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

PROGRAM (TRAC)

Facility: **TRansportation And Civil engineering program**

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

Total Cost $88,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$22,000	$22,000	$22,000	$22,000	$88,000	$88,000			STBG-FLEX, TC
	$22,000	$22,000	$22,000	$22,000	$88,000	$88,000			

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

PROGRAM (TRCK-WGHT-SFTY)

Facility: **Various**

SCOPE: Truck weight safety inspection & maintenance program

Total Cost $400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000			STBG-FLEX, TC
	$100,000	$100,000	$100,000	$100,000	$400,000	$400,000			

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

PROGRAM (TSMO)

Facility: **Transportation Systems Management and Operations**

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

Total Cost $1,400,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$350,000	$350,000	$350,000	$350,000	$1,400,000	$1,400,000			NHP, STBG-FLEX, TC
	$350,000	$350,000	$350,000	$350,000	$1,400,000	$1,400,000			

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

PROGRAM (UBI)

Facility: **Various**

SCOPE: Underwater Bridge Inspection (Annual Project)

Total Cost $220,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$50,000	$50,000	$60,000	$60,000	$220,000	$220,000			STBG-FLEX, TC
	$50,000	$50,000	$60,000	$60,000	$220,000	$220,000			

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

PROGRAM (USSS)

Facility: **Various**

SCOPE: Project to update signing on state system

Total Cost $2,120,000
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
CON	$500,000	$500,000	$500,000	$500,000	$2,000,000	$2,000,000			NHP, STBG-FLEX, TC
PE	$30,000	$30,000	$30,000	$30,000	$120,000	$120,000			NHP, STBG-FLEX, TC
	$530,000	$530,000	$530,000	$530,000	$2,120,000	$2,120,000			

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

STATEWIDE (41756)

Facility: **Various**

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

Total Cost $334,620
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
OTHER	$165,000	$169,620			$334,620	$334,620			CMAQ, TC
	$165,000	$169,620			$334,620	$334,620			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: Statewide

FIGURE 15 - Statewide Programs
As Adopted - 03/10/2021

STATEWIDE (42878)

Facility: **Various**

SCOPE: Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

Total Cost $565,400
Most Recent Revision: A0

Phase	2021	2022	2023	2024	Total	FEDERAL	STATE	OTHER	FundingPrograms
PE		$67,848			$67,848	$67,848			CMAQ, TC
CON		$497,552			$497,552	$497,552			CMAQ, TC
		$565,400			$565,400	$565,400			

Regionally Significant: N Clean Air Act Code: E-52 RPCS: Statewide

$95,878,943	$78,089,853	$82,170,804	$88,549,642	$344,689,241	$303,675,800	$28,822,901	$12,190,540

Appendix A: NHDOT Fiscal Constraint Documentation

Fiscal Constraint tables for the 2021-2024 State Transportation Improvement Program

FFY 2021 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Federal Carry Over
FHWA (Federal-Aid Formula) [1]	**Available**	**Avaialable**	**Available**	**Available**	**Needed [2]**	**Used**	**Sources**
Congestion Mitigation and Air Quality Program	$ 10,808,150	$ -	$ 2,223,664	$ 13,031,814	$ 14,164,602	$ 1,132,788	Available Carry Over
Highway Safety Improvement Program (HSIP)	$ 9,585,537	$ -	$ -	$ 9,585,537	$ 9,231,232	$ -	
National Highway Performance & Freight	$ 101,975,762	$ -	$ 98,000	$ 102,073,762	$ 101,668,097	$ -	
Recreational Trails	$ 1,255,265	$ -	$ 312,500	$ 1,567,765	$ 1,562,500	$ -	
Redistribution Auth FAST	$ 227,914	$ -	$ -	$ 227,914	$ -	$ -	
RL - Rail Highway	$ 1,225,000	$ -	$ -	$ 1,225,000	$ 1,861,540	$ 636,540	Available Carry Over
STBG-5 to 200K	$ 8,464,164	$ -	$ 1,095,720	$ 9,559,884	$ 13,001,195	$ 3,441,311	Committed STBG-State Flexibilty
STBG-Areas Over 200K	$ 5,922,002	$ -	$ 30,265	$ 5,952,267	$ 5,126,777	$ -	
STBG-Non Urban Areas Under 5K	$ 10,591,850	$ -	$ 290,991	$ 10,882,841	$ 25,829,739	$ 14,946,898	Committed STBG-State Flexibilty
STBG-Off System Bridge	$ 3,672,842	$ -	$ -	$ 3,672,842	$ 2,414,150	$ -	
STBG-State Flexible	$ 16,776,396	$ -	$ 1,508,116	$ 18,284,512	$ 41,178,515	$ 22,894,003	Transferred CMAQ + Pledged Build Grant
TAP - Transportation Alternatives	$ 2,693,395	$ -	$ 638,400	$ 3,331,795	$ 3,217,000	$ -	
Statewide Planning & Research (SPR Part 1 & 2)	$ 5,253,557	$ -	$ 390,000	$ 5,643,557	$ 5,432,288	$ -	
TOTAL	**$ 178,451,834**	**$ -**	**$ 6,587,655**	**$ 185,039,489**	**$ 224,687,635**	**$ 43,051,540**	

Total Resources	**$ 228,091,030**
Total Programmed	**$ 224,687,635**
Surplus/(Deficit)	**$ 3,403,395**

FHWA (Non- Formula Funds/Other)					
DBE	$ 65,000	$ -	$ -	$ 65,000	$ 65,000
FHWA Earmarks	$ 169,480	$ -	$ 40,000	$ 209,480	$ 209,480
Highway Infr. Exempt	$ 48,649,565	$ -	$ 219,470	$ 48,869,035	$ 48,869,035
Local Tech Assistance Program	$ 150,000	$ -	$ -	$ 150,000	$ 150,000
NHPP Exempt	$ 2,500,018	$ -	$ -	$ 2,500,018	$ 2,500,018
NSTI National Summer Transportation Institute	$ 50,000	$ -	$ -	$ 50,000	$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	$ 457,912	$ -	$ -	$ 457,912	$ 457,912
STIC Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
Training (OJT)	$ 30,000	$ -	$ -	$ 30,000	$ 30,000
GRAND TOTAL	**$ 52,171,975**	**$ 25,000**	**$ 259,470**	**$ 52,456,445**	**$ 52,456,445**

Federal Transit Administration [3]					
FTA5307	$ 14,198,313	$ -	$ 3,429,594	$ 17,627,908	$ 17,627,908
FTA5310	$ 2,422,422	$ -	$ 448,650	$ 2,871,072	$ 2,243,248
FTA5311	$ 4,603,555	$ -	$ 4,468,550	$ 9,072,105	$ 8,937,099
FTA5339	$ 5,510,034	$ 10,974	$ 1,357,389	$ 6,878,397	$ 6,878,397
FTA-Other	$ 383,937	$ -	$ 95,984	$ 479,921	$ 479,921
GRAND TOTAL	**$ 27,118,261**	**$ 10,974**	**$ 9,800,166**	**$ 36,929,402**	**$ 36,166,573**

INNOVATIVE & TURNPIKE FINANCING[4]					
BETTERMENT	$ -	$ 6,041,466	$ -	$ 6,041,466	$ 6,041,466
GARVEE	$ -	$ -	$ 13,295,124	$ 13,295,124	$ 13,295,124
RZED	$ -	$ -	$ 1,409,496	$ 1,409,496	$ 1,409,496
SB367-4 Cents	$ -	$ 10,663,107	$ -	$ 10,663,107	$ 10,663,107
Turnpike Capital	$ -	$ 42,063,210	$ -	$ 42,063,210	$ 42,063,210
Turnpike R&R	$ -	$ 11,322,143	$ -	$ 11,322,143	$ 11,322,143
GRAND TOTAL	**$ -**	**$ 70,089,926**	**$ 14,704,620**	**$ 84,794,546**	**$ 84,794,546**

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2022 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) [1]	**Available**	**Available**	**Available**	**Available**	**Needed [2]**
Congestion Mitigation and Air Quality Program	$ 10,808,150	$ -	$ 1,378,797	$ 12,186,947	$ 12,339,920
Highway Safety Improvement Program (HSIP)	$ 9,585,537	$ -	$ -	$ 9,585,537	$ 9,049,081
National Highway Performance & Freight	$ 101,975,762	$ -	$ 80,300	$ 102,056,062	$ 61,661,343
Recreational Trails	$ 1,255,265	$ -	$ 312,500	$ 1,567,765	$ 1,562,500
Redistribution Auth FAST	$ 227,914	$ -	$ -	$ 227,914	$ -
RL - Rail Highway	$ 1,225,000	$ -	$ -	$ 1,225,000	$ 1,185,000
STBG-5 to 200K	$ 8,464,164	$ -	$ 92,213	$ 8,556,377	$ 12,083,245
STBG-Areas Over 200K	$ 5,922,002	$ -	$ 102,800	$ 6,024,802	$ 7,576,102
STBG-Non Urban Areas Under 5K	$ 10,591,850	$ -	$ 19,121	$ 10,610,971	$ 16,448,619
STBG-Off System Bridge	$ 3,672,842	$ -	$ -	$ 3,672,842	$ 825,000
STBG-State Flexible	$ 16,776,396	$ -	$ 1,637,646	$ 18,414,042	$ 51,548,632
TAP - Transportation Alternatives	$ 2,693,395	$ -	$ 638,400	$ 3,331,795	$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	$ 5,253,557	$ -	$ 390,000	$ 5,643,557	$ 5,432,288
TOTAL	**$ 178,451,834**	**$ -**	**$ 4,651,776**	**$ 183,103,610**	**$ 182,903,731**

Total Resources	**$ 183,103,610**
Total Programmed	**$ 182,903,731**
Surplus/(Deficit)	**$ 199,879**

FHWA (Non- Formula Funds/Other)					
DBE	$ 65,000	$ -	$ -	$ 65,000	$ 65,000
FHWA Earmarks	$ 2,973,971	$ -	$ 743,492	$ 3,717,463	$ 3,717,463
Forest Highways	$ 350,000	$ -	$ -	$ 350,000	$ 350,000
Highway Infr. Exempt	$ 9,232,135	$ -	$ -	$ 9,232,135	$ 9,232,135
Local Tech Assistance Program	$ 150,000	$ -	$ -	$ 150,000	$ 150,000
NHPP Exempt	$ 2,500,018	$ -	$ -	$ 2,500,018	$ 2,500,018
NSTI National Summer Transportation Institute	$ 50,000	$ -	$ -	$ 50,000	$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	$ 457,912	$ -	$ -	$ 457,912	$ 457,912
STIC Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
Training (OJT)	$ 30,000	$ -	$ -	$ 30,000	$ 30,000
GRAND TOTAL	**$ 15,909,036**	**$ 25,000**	**$ 743,492**	**$ 16,677,528**	**$ 16,677,528**

Federal Transit Administration [3]					
FTA5307	$ 11,975,836	$ -	$ 3,515,378	$ 15,491,214	$ 15,491,214
FTA5310	$ 2,443,870	$ -	$ 457,761	$ 2,901,631	$ 2,288,806
FTA5311	$ 4,695,626	$ -	$ 4,557,920	$ 9,253,546	$ 9,115,841
FTA5339	$ 5,598,229	$ 11,194	$ 1,379,035	$ 6,988,458	$ 6,988,458
FTA-Other	$ 98,602	$ -	$ 24,650	$ 123,252	$ 123,252
GRAND TOTAL	**$ 24,812,163**	**$ 11,194**	**$ 9,934,744**	**$ 34,758,101**	**$ 34,007,571**

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	$ -	$ 6,000,000	$ -	$ 6,000,000	$ 6,000,000
GARVEE	$ -	$ -	$ 17,195,781	$ 17,195,781	$ 17,195,781
RZED	$ -	$ -	$ 1,193,723	$ 1,193,723	$ 1,193,723
SB367-4 Cents	$ -	$ 3,173,456	$ -	$ 3,173,456	$ 3,173,456
Turnpike Capital	$ -	$ 19,409,337	$ -	$ 19,409,337	$ 19,409,337
Turnpike R&R	$ -	$ 6,356,408	$ -	$ 6,356,408	$ 6,356,408
GRAND TOTAL	**$ -**	**$ 28,582,793**	**$ 18,389,504**	**$ 53,328,705**	**$ 53,328,705**

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2023 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) [1]	**Available**	**Avaialable**	**Available**	**Available**	**Needed [2]**
Congestion Mitigation and Air Quality Program	$ 10,808,150	$ -	$ 1,110,257	$ 11,918,407	$ 8,451,283
Highway Safety Improvement Program (HSIP)	$ 9,585,537	$ -	$ -	$ 9,585,537	$ 9,909,081
National Highway Performance & Freight	$ 101,975,762	$ -	$ -	$ 101,975,762	$ 76,084,307
Recreational Trails	$ 1,255,265	$ -	$ 312,500	$ 1,567,765	$ 1,562,500
Redistribution Auth FAST	$ 227,914	$ -	$ -	$ 227,914	$ -
RL - Rail Highway	$ 1,225,000	$ -	$ -	$ 1,225,000	$ 1,180,000
STBG-5 to 200K	$ 8,464,164	$ -	$ 82,523	$ 8,546,687	$ 4,471,034
STBG-Areas Over 200K	$ 5,922,002	$ -	$ 721,354	$ 6,643,356	$ 6,999,541
STBG-Non Urban Areas Under 5K	$ 10,591,850	$ -	$ 12,893	$ 10,604,743	$ 19,620,428
STBG-Off System Bridge	$ 3,672,842	$ -	$ -	$ 3,672,842	$ 1,659,398
STBG-State Flexible	$ 16,776,396	$ -	$ 1,190,371	$ 17,966,767	$ 42,836,750
TAP - Transportation Alternatives	$ 2,693,395	$ -	$ 638,400	$ 3,331,795	$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	$ 5,253,557	$ -	$ 390,000	$ 5,643,557	$ 5,432,288
TOTAL	**$ 178,451,834**	**$ -**	**$ 4,458,297**	**$ 182,910,131**	**$ 181,398,610**

Total Resources	**$ 182,910,131**
Total Programmed	**$ 181,398,610**
Surplus/(Deficit)	**$ 1,511,521**

FHWA (Non- Formula Funds/Other)					
DBE	$ 65,000	$ -	$ -	$ 65,000	$ 65,000
FHWA Earmarks	$ 1,489,010	$ -	$ 372,252	$ 1,861,262	$ 1,861,262
Forest Highways	$ 350,000	$ -	$ -	$ 350,000	$ 350,000
Local Tech AssistanceProgram	$ 150,000	$ -	$ -	$ 150,000	$ 150,000
NHPP Exempt	$ 2,500,018	$ -	$ -	$ 2,500,018	$ 2,500,018
NSTI National Summer Transportation Institute	$ 50,000	$ -	$ -	$ 50,000	$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	$ 457,912	$ -	$ -	$ 457,912	$ 457,912
STIC Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
Training (OJT)	$ 30,000	$ -	$ -	$ 30,000	$ 30,000
GRAND TOTAL	**$ 5,191,940**	**$ 25,000**	**$ 372,252**	**$ 5,589,192**	**$ 5,589,192**

Federal Transit Administration [3]					
FTA5307	$ 9,646,377	$ -	$ 3,545,505	$ 13,191,882	$ 13,191,882
FTA5310	$ 2,465,748	$ -	$ 350,503	$ 2,816,251	$ 1,752,517
FTA5311	$ 4,789,539	$ -	$ 4,649,079	$ 9,438,618	$ 9,298,158
FTA5339	$ 4,587,910	$ 11,418	$ 1,126,045	$ 5,725,373	$ 5,725,373
GRAND TOTAL	**$ 21,489,574**	**$ 11,418**	**$ 9,671,132**	**$ 31,172,124**	**$ 29,967,930**

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	$ -	$ 6,000,000	$ -	$ 6,000,000	$ 6,000,000
GARVEE	$ -	$ -	$ 568,177	$ 568,177	$ 568,177
RZED	$ -	$ -	$ 931,834	$ 931,834	$ 931,834
SB367-4 Cents	$ -	$ 4,150,503	$ -	$ 4,150,503	$ 4,150,503
Turnpike Capital	$ -	$ 50,665,131	$ -	$ 50,665,131	$ 50,665,131
Turnpike R&R	$ -	$ 3,851,223	$ -	$ 3,851,223	$ 3,851,223
GRAND TOTAL	**$ -**	**$ 60,815,634**	**$ 1,500,010**	**$ 66,166,867**	**$ 66,166,867**

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2024 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) [1]	**Available**	**Avaialable**	**Available**	**Available**	**Needed [2]**
Congestion Mitigation and Air Quality Program	$ 10,808,150	$ -	$ 717,137	$ 11,525,287	$ 5,413,435
Highway Safety Improvement Program (HSIP)	$ 9,585,537	$ -	$ -	$ 9,585,537	$ 10,249,081
National Highway Performance & Freight	$ 101,975,762	$ -	$ 42,430	$ 102,018,192	$ 84,541,019
Recreational Trails	$ 1,255,265	$ -	$ 312,500	$ 1,567,765	$ 1,562,500
Redistribution Auth FAST	$ 227,914	$ -	$ -	$ 227,914	$ -
RL - Rail Highway	$ 1,225,000	$ -	$ -	$ 1,225,000	$ 1,185,000
STBG-5 to 200K	$ 8,464,164	$ -	$ -	$ 8,464,164	$ 10,194,271
STBG-Areas Over 200K	$ 5,922,002	$ -	$ -	$ 5,922,002	$ 726,539
STBG-Non Urban Areas Under 5K	$ 10,591,850	$ -	$ 2,173	$ 10,594,023	$ 17,905,999
STBG-Off System Bridge	$ 3,672,842	$ -	$ -	$ 3,672,842	$ 995,200
STBG-State Flexible	$ 16,776,396	$ -	$ 1,125,000	$ 17,901,396	$ 39,337,747
TAP - Transportation Alternatives	$ 2,693,395	$ -	$ 638,400	$ 3,331,795	$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	$ 5,253,557	$ -	$ 390,000	$ 5,643,557	$ 5,432,288
TOTAL	**$ 178,451,834**	**$ -**	**$ 3,227,640**	**$ 181,679,474**	**$ 180,735,079**

Total Resources	**$ 181,679,474**
Total Programmed	**$ 180,735,079**
Surplus/(Deficit)	**$ 944,395**

FHWA (Non- Formula Funds/Other)					
DBE	$ 65,000	$ -	$ -	$ 65,000	$ 65,000
Forest Highways	$ 350,000	$ -	$ -	$ 350,000	$ 350,000
Local Tech Assistance Program	$ 150,000	$ -	$ -	$ 150,000	$ 150,000
NHPP Exempt	$ 2,500,018	$ -	$ -	$ 2,500,018	$ 2,500,018
NSTI National Summer Transportation Institute	$ 50,000	$ -	$ -	$ 50,000	$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	$ 457,912	$ -	$ -	$ 457,912	$ 457,912
STIC Funding	$ 100,000	$ 25,000	$ -	$ 125,000	$ 125,000
Training (OJT)	$ 30,000	$ -	$ -	$ 30,000	$ 30,000
GRAND TOTAL	**$ 3,702,930**	**$ 25,000**	**$ -**	**$ 3,727,930**	**$ 3,727,930**

Federal Transit Administration [3]					
FTA5307	$ 9,837,803	$ -	$ 3,615,642	$ 13,453,445	$ 13,453,445
FTA5310	$ 2,465,748	$ -	$ 361,513	$ 2,827,261	$ 1,807,566
FTA5311	$ 4,885,329	$ -	$ 4,742,060	$ 9,627,389	$ 9,484,121
FTA5339	$ 4,679,669	$ 11,646	$ 1,148,566	$ 5,839,881	$ 5,839,881
GRAND TOTAL	**$ 21,868,549**	**$ 11,646**	**$ 9,867,781**	**$ 31,747,976**	**$ 30,585,013**

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	$ -	$ 6,000,000	$ -	$ 6,000,000	$ 6,000,000
GARVEE	$ -	$ -	$ 31,059,082	$ 31,059,082	$ 31,059,082
RZED	$ -	$ -	$ 691,720	$ 691,720	$ 691,720
SB367-4 Cents	$ -	$ 2,197,986	$ -	$ 2,197,986	$ 2,197,986
Turnpike Capital	$ -	$ 92,210,526	$ -	$ 92,210,526	$ 92,210,526
Turnpike R&R	$ -	$ 651,824	$ -	$ 651,824	$ 651,824
GRAND TOTAL	**$ -**	**$ 100,408,512**	**$ 31,750,802**	**$ 132,811,138**	**$ 132,811,138**

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

Appendix B: Federal Performance Report

Assessment of the 2021-2024 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 2021-2024 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 2021-2024 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 2009-2019 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

2021. In August, 2020 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 February, 2021. At the same time, the MPO established a separate performance target relating to motorcycle fatalities that is not required by FHWA.

The 2021 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 2021 HSIP Targets

	2019 Values			2021 Targets		
Measure	**Yearly**	**5-Year Average**	**Trend Based Target**	**Current Trend**	**Desired Trend**	**2021 Target**
Number of Fatalities	101	120	116.4	▯	▯	***120***
Fatality Rate per 100 Million VMT	0.729	0.884	0.881	▯	▯	***0.884***
Number of Serious Injuries	485	456.4	419.6	▯	▯	***456.4***
Serious Injury Rate per 100 Million VMT	3.5	3.363	2.997	▯	▯	***3.353***
Non-Motorized Fatalities and Serious Injuries total	37	48.6	45.9	▯	▯	***45.9***
Motorcycle fatalities *(MPO Only)*	1	2.6	2.56	▯	▯	***1.0***

2021 TIP Investment

The 2021 TIP includes just over $25 million in funding for fifteen projects that have the primary purpose of improving safety which is about 11.6% of the $236.8 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
2021 TIP Totals	45		$ 236,805,563	
Primarily Safety	15	23%	$25,181,849	11.6%
Other w/ Safety Benefits	6	44%	$50,176,305	23.2%
Total Safety Benefits	21	67%	$75,358,154	34.8%

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
40436	*Exeter*	*Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)*	*$997,181*
41717	*Hampstead*	*Improve the intersection of NH121/Derry Rd/ Depot Rd.*	*$174,369*
26485	*Hampton - Portsmouth*	*Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped*	*$2,311,100*
41713	*New Castle-Rye*	*Bicycle and pedestrian safety accommodations on NH 1A & 1B.*	*$179,252*
11238S	*Newington-Dover*	*Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection*	*$14,388,114*
29617	*Newton*	*Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)*	*$1,142,612*
40641	*Plaistow*	*Main Street Traffic Calming and Safety Improvements*	*$331,724*
41752	*Portsmouth*	*Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.*	*$985,800*
42350	*Portsmouth*	*Realign Lang Road to connect to Longmeadow Road*	*$1,143,489*
20258	*Portsmouth*	*Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.*	*$1,250,729*
40644	*Portsmouth*	*Railroad crossing upgrade on Market Street*	*$70,932*
40642	*Portsmouth*	*Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street*	*$154,523*
42885	*Salem*	*Construct Rail Trail along NH 28 for approximately 1 mile.*	*$1,056,784*
41750	*Salem*	*Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.*	*$750,522*
41711	*Stratham*	*Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.*	*$244,717*
			$25,181,849

Performance Assessment

In the 2021-2024 TIP, $25 million is invested in projects with a primary purpose of improving roadway safety for all users, and a total of $75 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 five that are focused

on general roadway safety (29617, 41717, 42350, 40644, and 41711). 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. Programming 23% of the funds in the TIP 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.

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.

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 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 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.

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).

2021 TIP Investment

The 2021-2024 TIP includes just over $82.7 million in funding for 13 projects that have the primary purpose of improving the condition of the region's infrastructure which is about 38% of the $236.8 million in 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 eight other bridge rehabilitation or replacement projects. There are also two projects in the region that will result in improved infrastructure condition but exist primarily to address safety and capacity concerns. In addition, while most of the Federal Transit Administration (FTA) funds for regional transit systems operations and capital improvements is used to operate the systems, the funding is also utilized for maintaining facilities and assets.

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 34 statewide programs, 13 are focused on the maintenance, preservation, and operation of the highway and bridge system in the state. Over $235 million is programmed over the next four years to address these needs and this is nearly 65% of the $363 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 performance targets that 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. 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

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2019 TIP Totals	45		$ 236,805,563	
Bridge/Highway Infrastructure	13	29%	$82,703,936	38%
Other w/ Infrastructure benefit	2	4%	$16,178,114	7.5%
Transit	5	11%	$48,686,373	22.5%
Total	20	45%	$131,390,309	61%

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 $235 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 $48 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
40623	*Exeter*	*Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)*	*$856,231*
42573	*Hampton*	*Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton*	*$573,316*
40797	*Hampton*	*Improvements to Ocean Boulevard.*	*$9,028,543*
16127	*New Castle - Rye*	*Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071*	*$9,292,833*
28393	*Newfields – Newmarket*	*Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054*	*$275,000*
21258	*Newton*	*Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)*	*$113,872*
42979	*North Hampton*	*I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting*	*$4,400,168*
24457	*North Hampton*	*Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)*	*$5,363,600*
13455	*Portsmouth*	*US 1 Bypass: Replace bridges along US Route 1 Bypass*	*$33,000*
15731	*Portsmouth, NH - Kittery, ME*	*Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)*	*$15,620,000*
16189	*Portsmouth, NH - Kittery, ME*	*Rehabilitation of Bridge Over Piscataqua River (High Level Bridge)*	*$11,014,157*
15904	*Seabrook - Hampton*	*Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)*	*$21,058,191*
43289	*Statewide Tier 2 (S)*	*Resurfacing of various Tier 2 roadways*	*$5,075,025*
COAST5307	*Program*	*COAST operating, ADA, capital preventive maintenance, planning, FTA 5307 funds*	*$11,114,704*
FTA5307	*Program*	*Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.*	*$19,298,573*
MTA5307	*Program*	*MTA operating, ADA, capital preventive maintenance, planning, FTA 5307 funds.*	*$17,452,545*
MTA5310	*Program*	*Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.*	*$621,184*
MTA5339	*Program*	*Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.*	*$199,367*
			$131,390,309

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

2021 TIP Investment

The 2021-2024 TIP includes just over $31.2 million in funding for 9 projects that have the primary purpose of improving travel time reliability through addressing bottlenecks on the system and another four projects and $12.6 million where improved reliability is a byproduct of the project or service. In total, this

is about 20% of the $236 million in funding that is programmed for the region over the upcoming four years. This funding includes 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 work is scheduled on NH 125 in Epping between NH 101 and NH 87. There are three Intelligent Transportation Systems (ITS) projects in the region that will look to use technology to help reduce congestion. The NH 125 project in Epping will add signal coordination and another project will expand signal coordination from the state line with Massachusetts through all the signals in Plaistow. The rehabilitation of the I-95 bridge over the Piscataqua river also includes work to be able to utilize the shoulders as a travel lane during peak hours to help reduce congestion.

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2019 TIP Totals	45		$ 236,805,563	
Primarily Travel Time Reliability	9	20%	$31,210,263	14.4%
Other w/ TTR Benefits	4	8.9%	$12,576,732	5.8%
Total TTR Benefits	13	28.9%	$160,591,047	20.2%

Project #	Project Name	Scope	Total Funds Programmed
29608	*Epping*	*NH 125 Improvements from NH 101 to NH 87 - 2.6 miles*	*$2,740,492*
11238Q	*Newington - Dover*	*Reconstruct Spaulding Turnpike from LBB to Dover Toll Booth & Exit 6 interchange (incl. new soundwalls)*	*$1,790,000*
40656	*Plaistow*	*Signal coordination and control along corridor from Mass S/L to Old County Road*	*$298,753*
10044E	*Plaistow - Kingston*	*Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi*	*$13,705,520*
42879	*Portsmouth*	*Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection*	*$420,442*
29640	*Portsmouth*	*US 1 Improvements (1.7 mi.) from Constitution Dr to Wilson Rd & from Ocean Rd to White Cedar Dr*	*$4,918,206*
16189B	*Portsmouth, NH – York, ME*	*ITS Improvements to I-95 from Portsmouth, NH to York, ME*	*$5,603,532*
42884	*Salem*	*Improve signal operation at 28 intersections to identify hardware and software upgrades needed.*	*$1,573,819*
10418X	*Salem to Manchester*	*Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014*	*$159,500*
			$31,210,263

In addition to the individual projects within the MPO region, the TIP includes the transit programs for COAST and MTA transit systems 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 capacity expansion projects have occurred in the region in recent years and these have produced 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 a safe and convenient way to access the homes and businesses in that part of the city without a vehicle. Further projects are planned on the southern section of the corridor to address congestion issues in Seabrook, Hampton Falls, and Hampton.

On Route 125, work was completed in recent years to create a five-lane corridor and access management controls from near the state border through Old County Road, and the engineering work for the last segment of the NH 125 Plaistow-Kingston corridor plan is under way. Work further north on NH 125 in Epping will help to address an area of growing congestion from both commercial growth and increased commuting and help to provide a facility that supports the flow of vehicles and freight along the corridor.

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 $48 million for transit operations, maintenance, and capital investment and this will allow the systems to continue to operate and replace vehicles as needed.