

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

Wednesday, December 14th, 2016
 7:00 P.M.
 Tuck Museum
 40 Park Avenue, Hampton NH
 (map/directions on reverse)

- 7:00 I. Call to Order, Welcome and Introductions
 • *Phil Wilson, Chair, Rockingham Planning Commission*
 • *Ben Moore, Trustee, Tuck Museum, Hampton Historical Society*
- 7:10 II. Minutes from October 12, 2016 RPC/MPO meeting *[Attachment 1]*
MOTION TO APPROVE
- 7:15 III. Hampton Planning Update – Hampton Planning Board
- 7:25 IV. **PUBLIC HEARING:** FY 2017-2020 MPO Transportation Improvement Program (MPO TIP)
 A. Presentation – *David Walker, Transportation Program Manager* *[Attachment 2]*
 B. Public Comment; Close Public Hearing
 C. Policy Commission Discussion and Action to Adopt **MOTION TO ADOPT**
- 7:55 V. Congestion Mitigation & Air Quality (CMAQ) Program – New Funding Round
 - *Scott Bogle, Senior Transportation Planner*
- 8:10 VI. Project Solicitation for 2019-2028 State Ten Year Plan – *David Walker* *[Attachment 3]*
- 8:30 VII. Long Range Transportation Plan Update – *S. Bogle/D. Walker* *[Attachment 4]*
- 8:50 VIII. Project and Program Updates; Other MPO Business *[summary memo to be distributed]*
- **RPC COMMISSION BUSINESS** -----
- 9:00 IX. FY 2016 Financial Audit – *C. Sinnott, Exec. Director* **MOTION TO ACCEPT** *[Attachment 5]*
- 9:15 X. Reappointment of RPC Representative (Fran McMahon) to Hampton Beach Advisory Commission – *C. Sinnott* **MOTION TO APPOINT**
- 9:25 XI. CONTRACT AUTHORIZATION: NHDES/EPA 604B Powwow River Watershed Planning
MOTION TO AUTHORIZE – *C. Sinnott* *[Attachment 6]*
- XII. Public Comment
- XIII. Adjourn

DIRECTIONS TO TUCK MUSEUM, HAMPTON

Tuck Museum Information: <http://www.hamptonhistoricalsociety.org/index.htm>

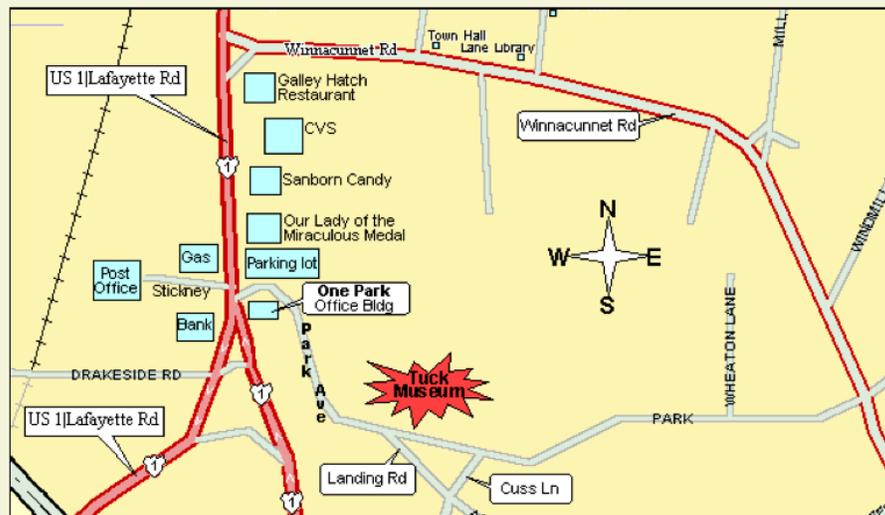
Directions: <http://www.hamptonhistoricalsociety.org/directs.htm>



Map and Directions

- Home
- About Us
- Tuck Museum
- Membership
- Donations
- Genealogy & Research
- Founders Park
- Calendar of Events
- News & Info
- Education
- Maps
- Museum Store
- Directions
- Links

The Hampton Historical Society (whose main building is the Tuck Museum) is located on Park Ave, a street off Rte.1 (Lafayette Rd) in Hampton. Park Ave is on the northbound side of Rte1, a few blocks south of the intersection of Rte.1 and Rte.27 (High Street), and one block south of Winnacunnet Rd.



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Accommodations for individuals with disabilities

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

ATTACHMENT 1

DRAFT

RPC MPO Policy

Minutes

Hampton Falls Town Hall
October 12, 2016

Members Present: Glenn Coppelman, Past Chair and Peter Coffin, Kingston; Ann Carnaby, Hampton; Francis Chase and Jason Janvrin, Seabrook; Leo Gagnon and Lucy Cushman, Stratham; Katherine Woolhouse and Don Clement, Exeter; Richard McDermott, Hampton Falls; Joan Whitney and Peter Merrill, Kensington; Robert Clark, Atkinson; Chris Cross, Newington; Stephen Gerrato, Greenland; Jim Doggett and Mary Allen, Newton; Michael Mc Andrew, New Castle; Joe Foley, Epping; Tim White, NH DES; and Glenn Davison, NH DOT.

Others Present: Charlyn Brown, Lori Ruest and Todd Santora Hampton Falls; and Dave Sharples, Exeter.

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

7:05 p.m. Policy Meeting Opened

1. Introductions and Welcome

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

Coppelman thanked McDermott and others for the food and drink. He introduced a new Commissioner from Stratham, Leo Gagnon. He read an email from Phil Wilson explaining his absence.

Todd Santora, Hampton Falls Planning Board Chair, gave a town overview and updates.

Coppelman added the zoning changes the town is undertaking.

2. RPC Business: Adoption of Bylaw Amendment re: Legislative Policy Committee

Sinnott stated the change will make the Legislative Policy Committee a standing committee and reviewed what that entails. Copies of the Legislative Forum agenda is located on the table in the back of the room.

Motion: **Chase** made a motion to adopt the Bylaw Amendment. **Doggett** seconded the motion. **Motion carried.**

3. Minutes from July 13, 2016, RPC/Policy Committee

Woolhouse made a correction on page 2, #5; Exiting should be Existing. Glenn Davison was not at the meeting.

Motion: **McDermott** made a motion to approve the minutes of July 13, 2016, with corrections. **Doggett** seconded the motion. **Motion carried.**

4. Transportation Alternative Program (TAP): MPO Ranking of Projects from the Region

- Project Summaries, Scoring Criteria and TAC rankings/Discussion and Policy Committee Ranking

Bogle gave a powerpoint presentation. The seven projects received from the region, were from the following communities: Exeter, Hampton, New Castle, Plaistow, Portsmouth, Salem and Stratham totaling \$5,776,667. **Bogle** gave an overview of the projects submitted.

There were 46 projects statewide that were submitted totaling \$5.4 million. Each region will receive approximately \$600,000. He reviewed the statewide ranking system from last round and explained two changes: 1) the criterion for multi-modal connections was eliminated; and 2) the Socioeconomic Benefits criterion was restructured.

Bogle reviewed the TAP Statewide Project Evaluation Criteria. The TAC members ranked the projects in the following order: Plaistow, Hampton, Exeter, Portsmouth, New Castle, Salem and Stratham. Comments received from the TAC were the Salem project should be ranked lower, because they had a large development in the area and the Town didn't include funds for sidewalks as a condition of approval; Portsmouth's Representative was concerned with how their project was scored concerning the points given for inclusion of the project in local/regional plans.

Bogle stated TAC members directed staff to adjust the rankings based on the discussion for changes and forward the new ranking to the Policy Committee. Incorporating the changes resulted in a three-way tie for first place between Plaistow, Hampton and Exeter. After speaking with NH DOT, they requested that the projects be ranked in order and not a tie.

Discussion ensued about towns that have received previous funding, percentage of federal funding, projects that will improve safety issues, public/local/regional support, percentage of usage and changing how the points are distributed. The Policy Committee's options are to maintain the tie or adjust the final rankings.

Motion: **Doggett** made a motion to change the tie by listing the first 3 projects in the order of Hampton, Plaistow, Exeter and keep the rest of the listing as is. **Carnaby** seconded the motion. **Motion denied, yes-5; no-13.**

Motion: **Chase** made a motion to adopt staff's original ranking and submit the list to NHDOT. **Clark** seconded the motion. **Motion carried with yes-15; no-2 and 2 abstentions.**

Clement asked that staff include TAC's ranking with the adopted ranking. **Bogle** stated staff will add that information in the cover letter to DOT.

5. Transportation Improvement Plan (TIP) for 2017-2020

- Review of Content; Project Scope/Schedule Changes; Fiscal Constraint/Public Comment and Adoption Process

Walker gave a powerpoint presentation, explaining the TIP process and what is included in the plan. Staff will be asking the committee to adopt the TIP at their December meeting. He reviewed the projects and funding needs included in the document. The following work will be completed in the next month: ensuring the TIP is financially constrained; making sure projects are listed accurately; updates to the project listing; TAC's recommendation; complete a 30-day public comment period; and to conduct a public hearing and adoption at the December 14, 2016, Policy Committee meeting. Discussion ensued.

Walker stated the project list prioritization will be conducted in 2017; how the funding will be spent; and to make sure the TIP and LRP plans have the same information in them. **Davison** stated the plan is fiscally constrained. Discussion ensued about members knowing where the funding is being spent and the future of the General Sullivan bridge. **Cross** thanked staff for all of their work.

6. Release of New NHOEP/NH RPC Population Projections 2020-2040

Walker gave a powerpoint presentation explaining the methodologies used to predict the projections and gave an overview of the outcomes. Discussion ensued about migration (both in and out of the state), the new accessory dwelling unit law, changes in aging, how each region compares to the others in the state and the next steps.

7. Long Range Transportation Plan Update

Bogle reviewed the Needs Assessment Element, which includes: congestion; bridges; safety; planning studies; freight; transit; bicycle/pedestrian; and transportation demand management. Discussion ensued.

Additional comments should be submitted to staff by October 19th for inclusion in the update.

8. COMMISSIONER/MPO MEMBER ROUNDTABLE DISCUSSION

This item will be moved to a future Commission meeting due to time constraints.

9. Project Status/Updates/Informational Items

- Municipal Road Safety Audit Applications – **Walker** stated municipalities need to contact DOT before December 1, if they would like an audit completed.
- Complete Streets “pop-up” demonstrations in the region – **Bogle** stated the Town of Exeter will conduct a demonstration later in October with more towns following.

- NPPRM on MPO Coordination/Consolidation – **Sinnott** stated the comment period was extended until the end of October.

Coppelman thanked the town of Hampton Falls for their hospitality.

10. Other Business

None.

11. Public Comment

None.

12. Adjourn

Meeting adjourned at 9:15 p.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT 2

MEMORANDUM

TO: RPC Policy Committee

FROM: David Walker

RE: Adoption of the RPC 2015-2018 Transportation Improvement Program and updated 2040 RPC Metropolitan Transportation Plan

DATE: December 8, 2016

This memorandum discusses the two linked documents that indicate the short and long range transportation project programming for the region. The **2017-2020 TIP** (Attachment 2a) details the near-term implementation plans while the **2040 Metropolitan Transportation Plan** (Projects and Fiscal Constraint only - Attachment 2b) is the assembled projects and policies to be implemented over the next 25 years. Each of these documents is discussed below and a recommended action is proposed. Both documents are currently in a 30 day public comment period that will conclude on December 13th, 2016 and a public hearing will be held at the Tuck Museum in Hampton (40 Park Avenue) to discuss and approve them on December 14th, 2016 as part of the MPO meeting.

2017-2020 Transportation Improvement Program (TIP) [Attachment #2a]

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

The proposed 2017-2020 TIP includes approximately **\$560 million** in funds projects and these are split into two tables collectively listed as **Attachment 2a** with funding information summarized in the table below.

- **Regional Projects:** This table includes all projects that explicitly occur wholly or partially within the MPO region. This table includes approximately \$229 million in projects across 19 projects and 2 transit systems. Similar to what has been seen in the past several TIP documents, much of the funding is dedicated to several ongoing large projects in the region: the I-93 widening (\$73 million), the Newington-Dover Spaulding Turnpike improvements (\$20 million), and the replacement and of the Sarah Long Bridge over the Piscataqua River between Portsmouth and

Kittery (\$65 Million – 50% paid by the State of Maine). The full listing of projects is included in the attached draft TIP document.

- **Statewide Programs:** There are a variety of projects types that are not required to be listed individually within the TIP collectively known as “Programmatic” projects and are grouped into 29 programs that direct funds to specific purposes, often related to operations, maintenance, and preservation needs or funding that goes to communities for project implementation. For the most part, decisions regarding the specific projects that come from these programs are made utilizing separate processes, such as the Highway Safety Improvement Program, Transportation Alternatives Program, or through DOT programs that identify needs such as the “Red List” of Bridges, or NH DOT District maintenance requirements. While only a portion of this funding will be spent within the MPO Region, statewide they are proposed to be funded at about \$331 million over four years. For financial planning purposes, it is assumed that 11.95% of the funding for these projects will be collectively expended within the MPO region.

MPO TIP Funding Summary by FY and Source¹

	2017	2018	2019	2020	Total
Bridges	\$ 29,014,578	\$ 35,383,281	\$ 19,788,190	\$ 15,628,832	\$ 99,814,881
Highways	\$ 16,287,294	\$ 16,471,895	\$ 28,508,326	\$ 30,003,356	\$ 91,270,870
Transit	\$ 10,076,474	\$ 8,430,637	\$ 8,622,833	\$ 8,898,763	\$ 36,028,707
Bike & Pedestrian ²	\$ 2,314,822	\$ -	\$ -	\$ -	\$ 2,314,822
Statewide Programs ³	\$ 78,324,403	\$ 79,806,405	\$ 87,268,625	\$ 85,610,423	\$ 331,009,856
Total	\$ 136,017,571	\$140,092,218	\$ 124,399,784	\$140,141,374	\$560,439,136

	Federal	State ⁴	Local/Other	Total
Bridges	\$ 45,424,114	\$ 35,521,706	\$ 18,869,061	\$ 99,814,881
Highways	\$65,005,888	\$ 22,257,116	\$ 4,007,867	\$ 91,270,870
Transit	\$ 23,883,118	\$ 979,488	\$ 11,166,102	\$ 36,028,707
Bike & Pedestrian ²	\$ 1,285,329	\$ 919,035	\$ 110,458	\$ 2,314,822
Statewide Programs ³	\$ 249,551,679	\$69,057,838	\$ 12,400,339	\$ 331,009,856
Total	\$ 385,150,128	\$ 128,735,183	\$ 46,553,827	\$560,439,136

1. Includes projects that cross MPO boundaries (I-93, Newington-Dover, Portsmouth-Kittery)
2. This is the total funding available statewide – Only a portion of these funds will be spent within the region.
3. Additional Bike & Pedestrian related projects are included with the Statewide Programs
4. \$42,823,628 of this total is made up of Turnpike Toll Credits

The 2040 Long Range Transportation Plan (Attachment 2b)

The 2040 Long Range Transportation Plan (LRTP or Plan) addresses a 20+ year planning horizon for transportation projects, and is an update to the existing plan adopted in 2014 to maintain consistency between the TIP and Plan documents. At the same time, MPO staff is currently working on a full revision of the Long Range Transportation Plan that will be completed during 2017 and will incorporate work that has been ongoing for the past 18 months. For that reason, the immediate changes that have been made to the LRTP are limited to the following:

- Incorporating approved projects and timeframes from the most recent Ten Year Plan Process.
- Updating the fiscal constraint analysis to account for new years and different revenue and cost assumptions.
- Assignment of projects by year to accommodate both the projects in the proposed 2017-2020 TIP and the 2017-2026 State Ten Year Plan.

The project list and fiscal constraint information are included with this memorandum as **Attachment #2b**. In updating the fiscal constraint information for the plan the following process was used:

1. Revenues available for transportation projects were established based on discussions with NH DOT, FHWA, and the other NH MPOs. Federal and State funding sources mirror what is found in the fiscal analysis of the State Ten Year Plan and Federal Funding is inflated using historic trends for years beyond 2026. For regional funding targets a system that distributes resources based on population and lane miles of eligible roadway weighed equally was utilized resulting in a 11.95% share of total revenues as the RPC “share” of funding.
2. Turnpike funds during the 2017-2026 period are assumed to mirror the funds listed for the region in the draft 2017-2020 STIP and the 2017-2026 State Ten Year Plan. After 2026 The annual share of Turnpike funding assumed for the region matches the MPO share of Turnpike Lane Miles (28.2%).
3. Using the 11.95% regional share for each year of the TIP and Plan leaves the MPO over budget in the TIP and Ten Year Plan years. This is because NH DOT programs projects statewide and does not adjust totals to match regional shares. That process has resulted in several large projects in the MPO region that overlap construction timeframes and creates a funding disparity. This was rectified by adjusting the MPO share of FHWA funds between 2017 and 2026 to replicate the projects and funding amounts listed in the Draft 2017-2020 STIP and the 2017-2026 Ten Year Plan.
4. Project costs were estimated and totaled. TIP and Ten Year Plan totals from each fiscal year are listed as shown in those documents. Projects that occur after the Ten Year Plan are inflated to the year of construction cost at 3.2% per year. Engineering and Right-of-Way costs are included as a flat 20% addition (10% of construction total each) to each project and are inflated as well.
5. Costs are subtracted from revenues to provide an annual balance and a cumulative balance with the requirement that each year be fiscally constrained. This analysis is used as the fiscal constraint for both the TIP and the MTP.

The resulting analysis shows that it is anticipated that the current list of projects is financially constrained under a scenario that inflates project costs **at 3.2% per year and total revenues at about 1.3% per year**. This ensures that each year of the Plan is constrained and leaves approximately 10% of the anticipated long-term funding available for programming of new transportation projects as part of the next Ten Year Plan update which will begin this fall/winter with a project solicitation to communities and transit agencies.

Recommendations

The RPC Transportation Advisory Committee (TAC) met on November 30, 2016 and **voted to recommend approval of the 2017-2020 TIP and the updated project list** and fiscal constraint for the 2040 Long Range Transportation Plan. Staff concurs with this recommendation. This is based on the following:

1. Incorporate Comments received during the public comment period. At the time of the drafting of this memorandum, two comments have been received:
 - a. Project # 20258 Portsmouth Peverly Hill Road sidewalk and bicycle lane mistakenly listed that the match was being supplied by NHDOT when it is being provided by the City of Portsmouth. This has been corrected in the attached TIP document.
 - b. Project changes from the TIP Minor Revisions that have occurred between July, 2016 and December, 2016 are rolled into the project costs and scheduled as listed in this document. While these changes have been approved already according to the TIP Minor Revision process, they are also incorporated into the TIP update to ensure consistency.
-

- c. Projects from the Town of Raymond have been added to the Long Range Transportation Plan (LRTP). The Southern New Hampshire Planning Commission includes four projects for the town of Raymond in their LRTP and as new members to the RPC, these projects need to be added to our listing. For the moment, the projects have been added in the year programmed in the SNHRPC Plan however they will be ranked and prioritized along with all other projects in the region in March/April, 2017 as part of the process of providing a prioritized list of projects to NHDOT for the Ten Year Plan.
2. ***The TIP and Plan are financially constrained.*** For the TIP, it is required that the first three years of the TIP have committed funds and that the total committed funds must not exceed the amount of funding available including advanced construction funds. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO has determined that the FY 2017-2020 TIP as presented is financially constrained. This determination is based upon the following:
- a. For all projects requiring state or local match, the MPO assumes that the match will be made available in a timely manner;
 - b. For all projects including federal funds and programmed by the NHDOT, the MPO assumes that NHDOT has determined that the required funds by year and category will be available.

The Long Range Plan must also be fiscally constrained although it is not as rigorous as the constraint for the TIP. As some projects are more than 20 years into the future knowing detailed project costs and scopes is difficult and costs should be considered “order of magnitude” and scopes “general”. The overall costs in the Plan is constrained to expected revenues (roughly 12% of anticipated funding), and in addition, each year of the Plan is constrained given an expected variation in funding from year to year. The analysis of the funds available to the MPO and the projects included in the Long Range Plan shows that the MPO can expect to have the funding available to implement the included projects, as well as some funding remaining for which to program additional work.

3. ***The TIP and Plan reflect regional project priorities.*** Many of the projects in the TIP are long-standing priorities addressing regional and inter-regional improvement needs (I-93, Newington-Dover), and the most recent Ten Year Plan process added projects that address regional and local transportation issues such as:
- Funding for three Transit Services (COAST, CART, and the I-93 Commuter).
 - Complete Streets project on Maplewood Avenue in Portsmouth
 - Complete Streets project on Main Street in Plaistow
 - Signal coordination and control projects on NH 125 in Plaistow and Epping
 - Capacity expansion of NH 125 in Epping
 - Railroad crossing improvement on Market Street in Portsmouth
 - The final piece of the NH 125 Improvements in Plaistow and Kingston

Rockingham Planning Commission

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2017-2020

Public Comment Draft - November 14, 2016

Prepared By:
Rockingham Planning Commission
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This Plan has been prepared by the Rockingham Planning Commission in cooperation with the U.S. Department of Transportation - Federal Highway Administration. The contents of the report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, the New Hampshire Department of Transportation, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission MPO

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

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

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

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

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

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

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

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

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

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

I hereby certify that the **Rockingham Planning Commission** 2017-2020 Transportation Improvement Program and 2040 Metropolitan Transportation Plan were adopted by the Commission at its meeting on **December 14th, 2016**, along with this Self-Certification Resolution.

Cliff Sinnott, Executive Director
Rockingham Planning Commission

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

Date: 12/15/2016

Date:

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ROCKINGHAM PLANNING COMMISSION

FISCAL YEARS 2017-2020

INTRODUCTION

The *Transportation Improvement Program* (TIP) is a staged multi-year program of regional transportation improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2017, 2018, 2019, and 2020). This program of projects is represented in **Tables 3,4, and 5** of this document. It is prepared by the MPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation. 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 must include all transportation projects within the MPO area proposed for federal funding under Title 23 or the Federal Transit Act, as well as any regionally significant project that will require a federal action. Federally funded transportation projects that do not appear on the TIP may not continue towards implementation. Projects listed on the TIP must be consistent with the MPO's Transportation Plan, and the TIP itself must be found to conform to the state's SIP (the State Implementation Plan for air quality attainment). Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the Plan.

The TIP is prepared by staff of the Rockingham Planning Commission and is reviewed and endorsed by the Technical Advisory (TAC). Final TIP endorsement is received from the Planning Commission acting as the MPO Policy Committee which is the designated MPO for the Portsmouth urbanized area and a portion of the Greater Boston urbanized area in New Hampshire. The metropolitan area (study area) is shown in **Figure 1** of this document.

The MPO's TIP development process changed substantially in response to the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) adopted in 1991, and the 1990 Clean Air Act Amendments (CAAA) and forms the basis of the method used today. Transportation legislation that followed ISTEA; the Transportation Equity Act for the 21st Century (TEA 21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and most recently, the Fixing America's Surface Transportation (FAST) Act have each implemented adjustments to the metropolitan planning process that have evolved to the current procedures. Each of these laws place strong emphasis on the development of both Transportation Plans and TIPs which:

- reflect locally established project priorities;
- Are financially realistic;
- Are consistent with the State's plan for air quality attainment (SIP)
- Developed with meaningful public involvement.

FIGURE 1: Rockingham Planning Commission Region



DEVELOPMENT OF THE TIP

Every two years, the MPO solicits project proposals from communities and other local & regional organizations to be considered in the regional transportation planning process. This process and the resultant documents serve as the basis for transportation planning in the region. The Rockingham Planning Commission began the current two-year cyclic process of updating its Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) in the fall of 2014. As part of this process, the MPO verified priorities of the projects already in the listed in the MTP and solicited project proposals to consider transportation improvements not yet included. Communities and other appropriate organizations were encouraged to evaluate their priorities for highway, bridge, bike/pedestrian, transit, and other transportation projects now in preparation for the application process.

To implement the goals, set forth in the FAST Act and the 1990 Clean Air Act Amendments, the RPC utilizes a set of project selection procedures and criteria to assist in setting regional priorities for transportation improvements. Since their adoption in 1995, the procedures have been modified to incorporate improvements identified in subsequent TIP/Plan development cycles. These procedures are intended to: (1) assist municipalities and other organizations in developing and submitting transportation improvement projects, and to (2) guide the MPO in prioritizing transportation improvements to be included in the Long-Range Transportation Plan and Transportation Improvement Program (TIP).

The MPO, per federal rules, is also required to meet specified minimum standards for public involvement in transportation planning. The Planning Commission, through a variety of public newspapers and on the RPC website, invited and encouraged the public to attend public hearings and discuss the process as well as voice opinions on the current transportation system, and future transportation project priorities for inclusion in the MTP and TIP.

Municipalities, transportation agencies, and other public bodies are eligible and were encouraged to submit project proposals through this process. In addition, private entities are eligible to submit proposals, provided they received the endorsement of the municipality or municipalities for which they are proposed and provided that the project sponsor has identified the source of the necessary matching funds that will be utilized. The public was encouraged to identify transportation problems and propose possible solutions for projects to be funded with federal funds, via Technical Advisory Committee representatives to the MPO and through the public hearing process. Municipalities must have the endorsement of the community's Board of Selectmen or Town/City Council.

Specific Process for the FY 2017-2020 TIP

The MPO began its TIP and MTP update process in the fall of 2014 with the development of a project selection process and criteria in conjunction with NH DOT and the other eight New Hampshire Planning Commissions. The intent was that each agency implement a common methodology for soliciting and selecting projects for inclusion in the State Ten Year Plan and through that each MPO TIP. This included the development of a common project proposal form and standardized information requirements, as well as a common set of project selection criteria. In December, 2014 RPC communities, transit agencies, and NH DOT were solicited for project proposals and asked to review existing projects listed in the MPO Plan and any projects suggested by communities during the previous two years. Projects not currently in the MPO TIP or the State 10 Year Plan would be included in the Metropolitan Transportation Plan as an identified need.

The Rockingham Planning Commission has used this opportunity to review, redefine, and if appropriate re-prioritize existing projects in the Ten Year and Long Range Transportation Plan with the goal of developing a comprehensive flow of projects from the LRTP to the Ten Year Plan and TIP. To that end, data was gathered to improve the project planning and development process. We have contacted many communities to discuss projects in the State Ten Year Plan and *the response received was that the existing projects continue to be priorities.*

A prioritized list of projects recommended for the Ten Year Plan was submitted to NH DOT in April, 2015 along with comments on the process and the draft document. In addition, this information was conveyed the Governor's Advisory Council on Intermodal Transportation (GACIT) in written form as well as via testimony at GACIT hearings in September and October, 2015. **Table 1** - Important Dates in the Project Selection Process, and **Figure 2** - Timeline of Actions and Milestones for a flowchart outline of the MTP and TIP update process.

TABLE 1: Important Dates in the TIP Development Process

December, 2014	MPO requests project proposals from communities and interested parties.
April 28, 2015	Ten Year Plan Proposals submitted to NH DOT
August 26, 2015	NH DOT submits Draft Ten Year Plan to GACIT
Sept-Oct, 2015	GACIT Public Hearings on the Draft Ten Year Plan
December 16, 2015	GACIT Submits Draft Ten Year Plan to Governor
January 14, 2016	Governor Submits Ten Year Plan to Legislature
June 9, 2016	Legislature Approves 2017-2026 Ten Year Plan
June 25, 2016	Governor Signs 2017-2026 Ten Year Plan
September 2, 2016	NH DOT Releases 2017-2020 STIP Project list
November 30, 2016	RPC TAC Meeting
November 14, 2016	Start of 30 Day Public Comment period on TIP and Plan
December 14, 2016	RPC Policy Committee Meeting

RELATIONSHIP BETWEEN THE MPO TIP & THE STATE TIP (STIP)

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

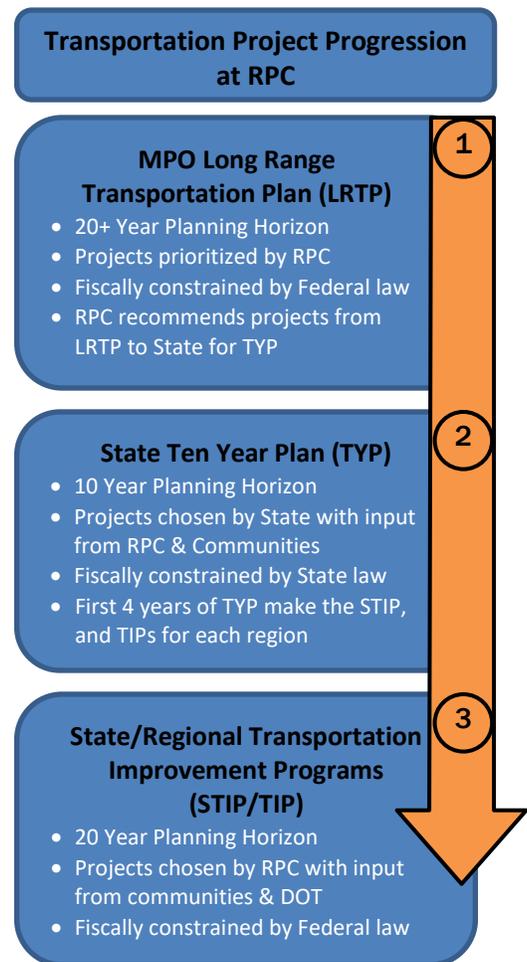
RELATIONSHIP BETWEEN THE TIP & THE LONG RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan (LRTP) is a 20+ year plan for transportation improvements in the region. The LRTP, which is currently undergoing a minor update to ensure compliance with federal regulations, incorporates the TIP by reference as the short range, project specific component. The update incorporates the 2017-2020 TIP as the first four years of the MTP, incorporates a new fiscal constraint analysis, and continues to utilize a horizon year of 2040. A full update of the Plan is currently in progress and will be completed in 2017.

FINANCIAL ANALYSIS

The metropolitan planning rules require that a TIP must be determined to be financially constrained, by year. For the first three years of the four-year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NH DOT, the MPO has determined that the FY 2017-2020 TIP as presented is financially constrained. This determination is based upon the following:

- 1) For all projects requiring local match, the MPO assumes 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.
- 2) For all projects including federal funds and programmed by the NHDOT for FY 2017, 2018, 2019, and 2020 the MPO assumes that the NHDOT has determined that the required funds by year and category will be available.
- 3) The MPO is receiving significantly more funding in the TIP than would be anticipated based on an equitable distribution of funding around the State. New Hampshire DOT programs projects on a statewide basis according to the relative priority of projects without regard to regional boundaries. This has created a situation where there are a number of high cost, high priority projects occurring in this region at the same time and has increased the share of revenues accordingly from 13.3% under an equitable distribution, to an average of 23% per year during the 2017-2020 timeframe.



The proposed 2017-2020 TIP includes approximately \$210 million in funds programmed for transportation projects. In addition, a portion of the funding in statewide programs (\$37 million) will be spent within the region. The I-93 widening project remains a large component of the TIP comprising approximately \$73 million in costs over the next four years, and the replacement of the Sarah Long Bridge between Portsmouth, NH and Kittery, ME is a similar portion at \$73 million, although 50% of the funding for that project will come from Maine. The Newington-Dover Spaulding Turnpike improvements is winding down within the region and, at approximately \$20 million, comprises a much smaller portion of the TIP than in the past several iterations. The full

listing of projects provides additional project specific cost details. The project scope is summarized in **Table 3**, while **Table 4** summarizes the project costs by fiscal year, source of funds, as well as by project phase. **Table 5** summarizes TIP projects by fiscal year and funding program. The full fiscal constraint analysis for the TIP and the Long Range Transportation Plan is included at the end of this document as **Table 6**.

AIR QUALITY CONFORMITY ANALYSIS & DETERMINATION

Federal regulations require that the Metropolitan Planning Organizations in areas designated as non-attainment or maintenance under the Clean Air Act (Section 107) prepare Air Quality Conformity Determinations on their Transportation Plans and Transportation Improvement Programs. The purpose of the conformity determination is to ensure that the plans and programs that are developed conform to all applicable federal air quality requirements.

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard) and the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area.

FIGURE 2: Development of the Rockingham Planning Commission 2040 Plan & 2017-2020 TIP, and State Ten Year Plan



PROGRESS MADE DURING THE 2015-2018 TIP

In the Rockingham Planning Commission Transportation Improvement Program for the fiscal years 2015-2018 there are a number of projects that have been developed and constructed as scheduled. In addition, some projects have incurred delay either in development or construction. These projects are listed in **Table 2** along with their status.

Table 2: Projects completed or delayed from the 2013-2016 TIP

State#	Town	Route/ Road	Scope of Work	Status
	CART	TRANSIT	Operating Assistance and Preventive Maintenance for CART Transit Service	Annual Allocation – Ongoing
	COAST	TRANSIT	Operations, Capital Program and Preventive Maintenance for COAST Transit Service	Annual Allocation - Ongoing
26942	East Kingston	NH107A	NH 107A over B&M Railroad and Road, deck replacement and rehabilitation	Under Construction
26485	Hampton-Portsmouth	Hampton Branch	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	In negotiations to buy ROW
15624	New Castle – Rye	NH 1B	Bridge Rehab or replace, Single leaf bascule moveable bridge over Little Harbor 066/071	Delayed to 18-19
11238 (L,M)	Newington-Dover	NH 16	Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	Completed
11238 (O,Q)	Newington-Dover	NH 16	Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	Under Construction
11238 S	Newington-Dover	NH 16	General Sullivan Bridge rehabilitation	Delayed to 9-20
10044G	Plaistow	NH 125	Reconstruct East road to Old Road	Under Construction
68082	Plaistow	Rail	Rail Service from Haverhill, MA to Plaistow. Construct Platform and waiting area. Acquire easements.	Project Dropped
13455 (A,B,C)	Portsmouth	US 1 Bypass	Replace bridges over the US 1 Bypass	Completed
13516	Portsmouth	Market St	Signal coordination along Market Street from I-95 to Kearsarge Street	Completed
14417	Portsmouth	Grafton Drive	Trade Port multi-use path – construct a multi-use path along Grafton Dr between NH Avenue and Portsmouth Transportation Center, and between Pease golf course and Airport Rd (TE Program) [04-54TE]	Completed
20222A & B	Portsmouth	Portsmouth Transportation Center	Expand Portsmouth Transportation Center parking to accommodate future needs and the new East-West express bus service	Completed
15731	Portsmouth, NH – Kittery, ME	US 1 Bypass	Rehabilitate and Paint Bridge over Piscataqua River. Sarah Long Bridge is now being replaced instead of rehabilitated.	Under Construction
16189	Portsmouth, NH – Kittery, ME	I-95	Rehabilitation of Bridge over Piscataqua River (High Level Bridge)	Delayed to 18-19
68087	Portsmouth-Manchester	Bus Service	Bus Service between Portsmouth and Manchester. Connect Portsmouth, Downtown Manchester & BR Airport	Pilot Service Completed. Service Discontinued

Table 2: Projects completed or delayed from the 2013-2016 TIP

State#	Town	Route/ Road	Scope of Work	Status
13880	Rochester-Somersworth-Dover-Newington-Portsmouth	Spaulding Turnpike	Express bus service for general public between Rochester and Portsmouth to have timely connections with inter-city and local transportation services [02-29CM]	Service Active
12334	Salem	NH 28	Reconstruct intersection, Main Street and Depot Street, including signals, left turn lanes & approaches	Delayed to 19-20
13933E	Salem-Manchester		Exit 2 Interchange Reconstruction	Completed
10418Z	Salem to Manchester to Concord	I-93	I-93, Implementation of Incident Management and ITS for overall corridor, to improve efficiency before, during & after I-93 construction. Includes CMAQ App [06-22CM] (CMAQ Program) [ARRA]	Completed – ITS Active

PROJECTS INCLUDED IN THE TIP

The heart of the TIP is the listing of projects to be implemented over the next four years. The 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 a part of the TIP. These listings are divided into two types;

Regional Projects: These are individual transportation projects that are of a scale that they are required to be in the TIP.

Statewide Projects and Programs: These are project types that are not required to be listed individually within the TIP and so are grouped into funding programs. When a project is funded via one of these programmatic funds it may not show up in the TIP however the total funding listed in Table 4 and 5 for each program may change. The MPO is required to show these projects in the TIP as some of the funding from each will likely be spent in the region.

Table 3 Rockingham Planning Commission 2017-2020 TIP Project Summary, shows the Project name and number, location, general scope, and total cost for the projects included in the TIP. Regional projects are listed first, followed by the Statewide projects and programs. The costs included on this table includes the 2017-2020 as well as expenditures from previous years, as well as expected future expenditures after 2020. **Table 4** shows each project by fiscal year, project phase, and source of funding (Federal, State, Other). Like Table 3, regional projects are listed first followed by statewide projects and programs. Total costs by project phase and fiscal year are included at the end of each section. Table 5 shows another variation with each project listed by fiscal year and funding program. This table includes the “Toll Credit” line item which does not represent actual cash but does count against the 20% non-federal match requirements of many projects. Summaries of funding by fiscal year and program are at the end of each section.

The fiscal constraint analysis (**Table 6**) compares estimated project cost totals to the funding expected to be available in the region for transportation projects. This is based on information provided by NH DOT in the State Transportation Improvement Program from which the regional project listing is derived and the State Ten Year Plan. The basic process is to tabulate Federal, State,

and Local/Other funding available in the state during the four fiscal years of the TIP document. Once the available funding is known statewide, the share of resource for the MPO is derived based on the current formula which calculates each region's share of population and federal eligible road miles. These two shares are weighted equally and averaged to provide each MPO with a reasonable share of expected resources. In the case of the RPC, the regional share is 13.3% of the total funding available. As New Hampshire does not sub-allocate funding directly to all of the regions, funding is more variable in the short-term and can be substantially higher or lower than an expected "share" of resource. For that reason, for the purposes of the TIP, fiscal constraint is met at the state level, and the funding available at the regional level is considered equal to the funds programmed in the draft State Transportation Improvement Program (STIP) for the same timeframe. The statewide fiscal constraint information is included as **Table 7**. *The information shows that funding is adequate for the TIP given expected revenues and expenditures.*

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

TABLE 3: PROJECT SCOPE AND TOTAL COST (ALL YEARS)

Project Name/#	Route/Road	Scope	Total Cost
PORTSMOUTH			
20258	Peverly Hill Rd.	Const. new sidewalk & striped bicycle shoulders & associated drainage along Peverly Hill Road	\$ 1,407,120
27690	US 1 By-Pass	Culvert Replacement, US 1 By-Pass over Hodgson Brook Br No 192/106	\$ 4,202,253
29640	US 1	US Rte 1 Improvements (1 mi.) from Constitution Dr to Wilson Rd and from Ocean Rd to White Cedar Dr	\$ 9,067,840
29781	Woodbury Ave. , Market St., Granite St.	Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St	\$ 446,401
PORTSMOUTH, NH - KITTERY, ME			
15731	US 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	\$ 208,345,546
16189	I-95	REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)	\$ 8,104,888
PROGRAM			
FTA5307	Boston Urbanized Area (UZA)	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	\$ 47,204,426
SALEM			
12334	NH 28	RECONSTRUCT DEPOT INTERSECTION NH28 (BROADWAY) AND NH 97 (MAIN STREET) ADD TURN LANES ON NH28 MUPCA	\$ 6,586,583
SALEM TO MANCHESTER			
10418L	I-93	Implement and provide operational support for expanded commuter bus	\$ 19,127,243
10418T	I-93	CORRIDOR SERVICE PATROL (Salem to Manchester)	\$ 902,552
10418W	I-93	Chloride Reduction Efforts	\$ 5,071,811
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post	\$ 7,027,658
13933A	I-93	Mainline, State Line to Exit 1 NB & SB	\$ 16,330,411
14633J	I-93	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	\$ 12,127,258
14633P	I-93	CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.	\$ 1,509,816
14633R	I-93	DES Land Grant Program	\$ 3,281,047
14800A	I-93	MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}	\$ 50,116,000
14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)	\$ 47,708,510
14800H	I-93	Final Design Services for PE & ROW	\$ 11,018,183
TRAPEZE SOFTWARE GROUP			
68069B	VARIOUS	Statewide rideshare database utilizing Trapeze Ridepro software	\$ 131,933
STATEWIDE PROJECTS			
40284	Commuter/Intercity Bus Replacement	Replacement of existing state-owned coaches used for commuter and intercity bus.	\$ 18,693,725
15609H	VARIOUS	Statewide Bridge Maintenance, Preservation & Improvements performed by Bridge Maint.	\$ 2,200,000
15609I	VARIOUS	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.	\$ 2,200,000

TABLE 3: PROJECT SCOPE AND TOTAL COST (ALL YEARS)

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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)													
60100A OTHER	\$ 70,176	\$ -	\$ 17,544	\$ 72,422	\$ -	\$ 18,105	\$ 74,739	\$ -	\$ 18,685	\$ 77,131	\$ -	\$ 19,283	\$ 368,084
60100B OTHER	\$ 367,487	\$ -	\$ 367,487	\$ 379,246	\$ -	\$ 379,246	\$ 391,382	\$ -	\$ 391,382	\$ 403,906	\$ -	\$ 403,906	\$ 3,084,042
	\$ 437,663	\$ -	\$ 385,031	\$ 451,668	\$ -	\$ 397,352	\$ 466,121	\$ -	\$ 410,067	\$ 481,037	\$ -	\$ 423,189	\$ 3,452,126
COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)													
60000A PE	\$ 1,273,570	\$ -	\$ 1,273,570	\$ 1,251,048	\$ -	\$ 1,251,048	\$ 1,458,232	\$ -	\$ 1,458,232	\$ 1,504,895	\$ -	\$ 1,504,895	\$ 10,975,490
60000B OTHER	\$ 427,438	\$ -	\$ 106,860	\$ 441,116	\$ -	\$ 110,279	\$ 455,232	\$ -	\$ 113,808	\$ 469,799	\$ -	\$ 117,450	\$ 2,241,982
60000C PE	\$ 400,000	\$ -	\$ 100,000	\$ 98,415	\$ -	\$ 24,604	\$ 82,558	\$ -	\$ 20,640	\$ 86,800	\$ -	\$ 21,700	\$ 834,717
60000D OTHER	\$ 80,000	\$ -	\$ 20,000	\$ 60,000	\$ -	\$ 15,000	\$ 50,000	\$ -	\$ 12,500	\$ 50,000	\$ -	\$ 12,500	\$ 300,000
60000E OTHER	\$ 68,162	\$ -	\$ 17,040	\$ 70,343	\$ -	\$ 17,586	\$ 72,594	\$ -	\$ 18,148	\$ 74,917	\$ -	\$ 18,729	\$ 357,518
60000F OTHER	\$ 297,907	\$ -	\$ 74,477	\$ 228,102	\$ -	\$ 57,026	\$ 235,402	\$ -	\$ 58,850	\$ 242,935	\$ -	\$ 60,734	\$ 1,255,433
60000G PE	\$ 432,000	\$ -	\$ 108,000	\$ 132,000	\$ -	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 705,000
68069 OTHER	\$ 115,584	\$ 931,380	\$ -	\$ 119,283	\$ 29,821	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,196,067
	\$ 3,094,661	\$ 931,380	\$ 1,699,947	\$ 2,400,306	\$ 29,821	\$ 1,508,543	\$ 2,354,018	\$ -	\$ 1,682,178	\$ 2,429,346	\$ -	\$ 1,736,008	\$ 17,866,208
EPPING													
29608 PE	\$ 317,856	\$ 79,464	\$ -	\$ -	\$ -	\$ -	\$ 580,327	\$ 145,082	\$ -	\$ 107,802	\$ 26,950	\$ -	\$ 1,257,481
ROW	\$ -	\$ -	\$ -	\$ 70,292	\$ 17,573	\$ -	\$ 386,885	\$ 96,721	\$ -	\$ -	\$ -	\$ -	\$ 571,471
	\$ 317,856	\$ 79,464	\$ -	\$ 70,292	\$ 17,573	\$ -	\$ 967,212	\$ 241,803	\$ -	\$ 107,802	\$ 26,950	\$ -	\$ 1,828,952
HAMPTON													
29609 PE	\$ -	\$ -	\$ -	\$ 241,803	\$ 60,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,254
	\$ -	\$ -	\$ -	\$ 241,803	\$ 60,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,254
HAMPTON - PORTSMOUTH													
26485 CON	\$ 843,499	\$ 210,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,054,374
	\$ 843,499	\$ 210,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,054,374
HAMPTON FALLS													
29610 PE	\$ -	\$ -	\$ -	\$ 241,803	\$ 60,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,254
	\$ -	\$ -	\$ -	\$ 241,803	\$ 60,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,254
NEW CASTLE													
29614 PE	\$ -	\$ -	\$ -	\$ 117,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,153
	\$ -	\$ -	\$ -	\$ 117,153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,153
NEW CASTLE - RYE													
16127 ROW	\$ 18,163	\$ 4,541	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,704
CON	\$ 908	\$ 227	\$ -	\$ 4,123,773	\$ 1,030,943	\$ -	\$ 1,873,505	\$ 468,376	\$ -	\$ 1,658,932	\$ 414,733	\$ -	\$ 9,571,397
	\$ 19,071	\$ 4,768	\$ -	\$ 4,123,773	\$ 1,030,943	\$ -	\$ 1,873,505	\$ 468,376	\$ -	\$ 1,658,932	\$ 414,733	\$ -	\$ 9,594,101
NEWINGTON - DOVER													
11238 CON	\$ -	\$ 85,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,202
11238K CON	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
11238S CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,578,801	\$ -	\$ -	\$ 13,461,589	\$ -	\$ 20,040,390
	\$ -	\$ 105,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,578,801	\$ -	\$ -	\$ 13,461,589	\$ -	\$ 20,145,592

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL	
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER		
NEWTON														
29617 PE	\$ 93,722	\$ 23,431	\$ -	\$ -	\$ -	\$ -	\$ 149,724	\$ 37,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 304,308
ROW	\$ 23,431	\$ 5,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,288
	\$ 117,153	\$ 29,288	\$ -	\$ -	\$ -	\$ -	\$ 149,724	\$ 37,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 333,596
NORTH HAMPTON														
24457 PE	\$ 181,632	\$ 45,408	\$ -	\$ 187,444	\$ 46,861	\$ -	\$ 193,442	\$ 48,361	\$ -	\$ 74,862	\$ 18,716	\$ -	\$ -	\$ 796,726
ROW	\$ 227,040	\$ 56,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 283,800
	\$ 408,672	\$ 102,168	\$ -	\$ 187,444	\$ 46,861	\$ -	\$ 193,442	\$ 48,361	\$ -	\$ 74,862	\$ 18,716	\$ -	\$ -	\$ 1,080,526
PLAISTOW - KINGSTON														
10044E PE	\$ 454,080	\$ 113,520	\$ -	\$ 1,752,603	\$ 438,151	\$ -	\$ 24,180	\$ 6,045	\$ -	\$ 24,954	\$ 6,239	\$ -	\$ -	\$ 2,819,772
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,571,720	\$ 392,930	\$ -	\$ 24,954	\$ 6,239	\$ -	\$ -	\$ 1,995,842
	\$ 454,080	\$ 113,520	\$ -	\$ 1,752,603	\$ 438,151	\$ -	\$ 1,595,900	\$ 398,975	\$ -	\$ 49,908	\$ 12,477	\$ -	\$ -	\$ 4,815,615
PORTSMOUTH														
20258 PE	\$ 50,108	\$ -	\$ 12,527	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,635
ROW	\$ 12,000	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
CON	\$ 366,022	\$ -	\$ 777,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,143,729
27690 PE	\$ -	\$ -	\$ -	\$ 187,444	\$ 46,861	\$ -	\$ 193,442	\$ 48,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 476,108
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,721	\$ 24,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,902
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,708,194	\$ 677,049	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,385,243
29640 PE	\$ 113,520	\$ 28,380	\$ -	\$ 281,166	\$ 70,292	\$ -	\$ 483,606	\$ 120,902	\$ -	\$ 270,502	\$ 67,626	\$ -	\$ -	\$ 1,435,993
ROW	\$ -	\$ -	\$ -	\$ 23,431	\$ 5,858	\$ -	\$ 483,606	\$ 120,902	\$ -	\$ 1,259,682	\$ 314,920	\$ -	\$ -	\$ 2,208,398
29781 PE	\$ 2,477	\$ -	\$ 619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,096
CON	\$ 229,044	\$ -	\$ 57,261	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,305
	\$ 773,170	\$ 28,380	\$ 851,115	\$ 492,041	\$ 123,010	\$ -	\$ 3,965,570	\$ 991,393	\$ -	\$ 1,530,184	\$ 382,546	\$ -	\$ -	\$ 9,137,409
PORTSMOUTH, NH - KITTERY, ME														
15731 ROW	\$ 2,187,757	\$ 546,939	\$ -	\$ 3,748,970	\$ 937,242	\$ -	\$ 3,868,849	\$ 967,212	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,256,970
CON	\$ 10,912,000	\$ 2,728,000	\$ 12,000,000	\$ 12,981,034	\$ 3,245,259	\$ 2,912,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,778,577
16189 CON	\$ -	\$ -	\$ -	\$ -	\$ 1,978,389	\$ 3,956,777	\$ -	\$ 2,041,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,976,863
	\$ 13,099,757	\$ 3,274,939	\$ 12,000,000	\$ 16,730,004	\$ 6,160,890	\$ 6,869,061	\$ 3,868,849	\$ 3,008,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,012,409
PROGRAM														
FTA5307 OTHER	\$ 2,787,128	\$ -	\$ 696,782	\$ 2,876,317	\$ -	\$ 719,079	\$ 2,968,359	\$ -	\$ 742,090	\$ 3,063,346	\$ -	\$ 765,837	\$ -	\$ 14,618,938
	\$ 2,787,128	\$ -	\$ 696,782	\$ 2,876,317	\$ -	\$ 719,079	\$ 2,968,359	\$ -	\$ 742,090	\$ 3,063,346	\$ -	\$ 765,837	\$ -	\$ 14,618,938
SALEM														
12334 PE	\$ 165,120	\$ -	\$ 41,280	\$ 85,202	\$ -	\$ 21,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 312,902
ROW	\$ 536,640	\$ -	\$ 134,160	\$ 1,789,240	\$ -	\$ 447,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,907,350
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,198,210	\$ -	\$ 549,552	\$ 226,855	\$ -	\$ 56,714	\$ -	\$ 3,031,331
	\$ 701,760	\$ -	\$ 175,440	\$ 1,874,442	\$ -	\$ 468,611	\$ 2,198,210	\$ -	\$ 549,552	\$ 226,855	\$ -	\$ 56,714	\$ -	\$ 6,251,584

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
SALEM TO MANCHESTER													
10418L CON	\$ 1,254,262	\$ 281,066	\$ -	\$ 580,000	\$ 145,000	\$ -	\$ 580,000	\$ 145,000	\$ -	\$ 580,000	\$ 145,000	\$ -	\$ 3,710,328
10418T PE	\$ 82,560	\$ 20,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 103,200
10418W PE	\$ 852,019	\$ 213,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,065,024
10418X PE	\$ 20,842	\$ 34,816	\$ -	\$ 20,904	\$ 34,989	\$ -	\$ 23,902	\$ 39,657	\$ -	\$ -	\$ -	\$ -	\$ 175,110
13933A CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,481,964	\$ 870,491	\$ -	\$ 9,582,365	\$ 2,395,591	\$ -	\$ 16,330,411
14633J CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,740,982	\$ 4,227,157	\$ -	\$ 1,796,693	\$ 4,362,426	\$ -	\$ 12,127,258
14633P PLAN	\$ 1,207,853	\$ 301,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,509,816
14633R ROW	\$ 421,750	\$ -	\$ 105,437	\$ 677,049	\$ -	\$ 169,262	\$ 708,696	\$ -	\$ 177,174	\$ -	\$ -	\$ -	\$ 2,259,367
14800A CON	\$ 684,034	\$ 171,009	\$ 561,949	\$ 684,034	\$ 171,009	\$ 561,949	\$ 684,034	\$ 171,009	\$ 561,949	\$ 1,994,574	\$ 498,644	\$ 561,949	\$ 7,306,143
14800E CON	\$ 4,933,305	\$ 1,233,326	\$ -	\$ 4,932,051	\$ 1,233,013	\$ -	\$ 4,931,734	\$ 1,232,933	\$ -	\$ 3,599,713	\$ 899,928	\$ -	\$ 22,996,004
14800H PE	\$ 1,018,998	\$ 254,750	\$ -	\$ 1,051,339	\$ 262,835	\$ -	\$ 1,084,912	\$ 271,228	\$ -	\$ 817,227	\$ 204,307	\$ -	\$ 4,965,596
14800H ROW	\$ 171,078	\$ 42,770	\$ -	\$ 176,508	\$ 44,127	\$ -	\$ 182,144	\$ 45,536	\$ -	\$ 137,203	\$ 34,301	\$ -	\$ 833,666
	\$ 10,646,702	\$ 2,553,343	\$ 667,386	\$ 8,121,885	\$ 1,890,972	\$ 731,211	\$ 13,418,368	\$ 7,003,011	\$ 739,123	\$ 18,507,775	\$ 8,540,196	\$ 561,949	\$ 73,381,923
TRAPEZE SOFTWARE GROUP, INC.													
68069B OTHER	\$ 35,107	\$ 8,777	\$ -	\$ 38,042	\$ 9,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,436
	\$ 35,107	\$ 8,777	\$ -	\$ 38,042	\$ 9,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,436
TOTAL - REGIONAL PROJECTS													
PE	\$ 5,458,505	\$ 813,413	\$ 1,535,996	\$ 5,648,326	\$ 1,020,890	\$ 1,329,952	\$ 4,274,327	\$ 717,066	\$ 1,478,872	\$ 2,887,042	\$ 323,837	\$ 1,526,595	\$ 27,014,820
ROW	\$ 3,597,859	\$ 656,867	\$ 242,597	\$ 6,485,488	\$ 1,004,800	\$ 616,572	\$ 7,298,621	\$ 1,647,481	\$ 177,174	\$ 1,421,839	\$ 355,460	\$ -	\$ 23,504,758
CON	\$ 19,223,075	\$ 4,729,704	\$ 13,396,917	\$ 23,300,893	\$ 7,803,612	\$ 7,431,010	\$ 18,198,622	\$ 16,412,513	\$ 1,111,501	\$ 19,439,132	\$ 22,177,911	\$ 618,663	\$ 153,843,554
PLAN	\$ 1,207,853	\$ 301,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,509,816
OTHER	\$ 4,248,988	\$ 940,157	\$ 1,300,190	\$ 4,284,870	\$ 39,331	\$ 1,316,321	\$ 4,247,708	\$ -	\$ 1,355,463	\$ 4,382,034	\$ -	\$ 1,398,439	\$ 23,513,500
TOTAL	\$ 33,736,279	\$ 7,442,104	\$ 16,475,701	\$ 39,719,576	\$ 9,868,632	\$ 10,693,856	\$ 34,019,278	\$ 18,777,061	\$ 4,123,010	\$ 28,130,047	\$ 22,857,207	\$ 3,543,697	\$ 229,386,449

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

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

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	FEDERAL	NHDOT	OTHER	
PROGRAM DBE													
OTHER	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ 360,000
PROGRAM FLAP													
PE	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 200,000
ROW	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 100,000
CON	\$ 250,000	\$ -	\$ -	\$ 225,000	\$ -	\$ -	\$ 275,000	\$ -	\$ -	\$ 275,000	\$ -	\$ -	\$ 1,025,000
	\$ 325,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ 1,325,000
PROGRAM FTA5309													
OTHER	\$ 800,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
PROGRAM FTA5310													
OTHER	\$ 2,004,646	\$ -	\$ 501,161	\$ 2,068,794	\$ -	\$ 517,199	\$ 2,134,996	\$ -	\$ 533,749	\$ 2,203,315	\$ -	\$ 550,829	\$ 10,514,689
PROGRAM FTA5339													
OTHER	\$ 2,462,957	\$ -	\$ 615,739	\$ 2,541,771	\$ -	\$ 635,443	\$ 2,623,108	\$ -	\$ 655,777	\$ 2,707,047	\$ -	\$ 676,762	\$ 12,918,604
PROGRAM GRR													
PE	\$ 120,000	\$ 30,000	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ 600,000
ROW	\$ 4,000	\$ 1,000	\$ -	\$ 4,000	\$ 1,000	\$ -	\$ 4,000	\$ 1,000	\$ -	\$ 4,000	\$ 1,000	\$ -	\$ 20,000
CON	\$ 1,504,000	\$ 376,000	\$ -	\$ 1,504,000	\$ 376,000	\$ -	\$ 1,504,000	\$ 376,000	\$ -	\$ 1,504,000	\$ 376,000	\$ -	\$ 7,520,000
	\$ 1,628,000	\$ 407,000	\$ -	\$ 1,628,000	\$ 407,000	\$ -	\$ 1,628,000	\$ 407,000	\$ -	\$ 1,628,000	\$ 407,000	\$ -	\$ 8,140,000
PROGRAM HAZMAT													
OTHER	\$ 21,600	\$ 5,400	\$ -	\$ 21,600	\$ 5,400	\$ -	\$ 21,600	\$ 5,400	\$ -	\$ 21,600	\$ 5,400	\$ -	\$ 108,000
PROGRAM HSIP													
PE	\$ 450,000	\$ 50,000	\$ -	\$ 450,000	\$ 50,000	\$ -	\$ 450,000	\$ 50,000	\$ -	\$ 450,000	\$ 50,000	\$ -	\$ 2,000,000
ROW	\$ 135,000	\$ 15,000	\$ -	\$ 135,000	\$ 15,000	\$ -	\$ 135,000	\$ 15,000	\$ -	\$ 135,000	\$ 15,000	\$ -	\$ 600,000
CON	\$ 5,401,800	\$ 600,200	\$ -	\$ 7,821,651	\$ 869,072	\$ -	\$ 7,975,936	\$ 886,215	\$ -	\$ 8,153,173	\$ 905,908	\$ -	\$ 32,613,955
PLAN	\$ 180,000	\$ 20,000	\$ -	\$ 180,000	\$ 20,000	\$ -	\$ 180,000	\$ 20,000	\$ -	\$ 180,000	\$ 20,000	\$ -	\$ 800,000
	\$ 6,166,800	\$ 685,200	\$ -	\$ 8,586,651	\$ 954,072	\$ -	\$ 8,740,936	\$ 971,215	\$ -	\$ 8,918,173	\$ 990,908	\$ -	\$ 36,013,955
PROGRAM LTAP													
PLAN	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 600,000
PROGRAM MOBRR													
PE	\$ 80,000	\$ -	\$ 20,000	\$ 80,000	\$ -	\$ 20,000	\$ 80,000	\$ -	\$ 20,000	\$ 80,000	\$ -	\$ 20,000	\$ 400,000
ROW	\$ 40,000	\$ -	\$ 10,000	\$ 40,000	\$ -	\$ 10,000	\$ 20,000	\$ -	\$ 5,000	\$ 20,000	\$ -	\$ 5,000	\$ 150,000
CON	\$ 3,600,000	\$ -	\$ 900,000	\$ 3,600,000	\$ -	\$ 900,000	\$ 3,600,000	\$ -	\$ 900,000	\$ 3,600,000	\$ -	\$ 900,000	\$ 18,000,000
	\$ 3,720,000	\$ -	\$ 930,000	\$ 3,720,000	\$ -	\$ 930,000	\$ 3,700,000	\$ -	\$ 925,000	\$ 3,700,000	\$ -	\$ 925,000	\$ 18,550,000
PROGRAM PAVE-T1-PRES													
PE	\$ 120,000	\$ 30,000	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ 600,000
CON	\$ 8,800,000	\$ 2,200,000	\$ -	\$ 9,200,000	\$ 2,300,000	\$ -	\$ 9,600,000	\$ 2,400,000	\$ -	\$ 10,000,000	\$ 2,500,000	\$ -	\$ 47,000,000
	\$ 8,920,000	\$ 2,230,000	\$ -	\$ 9,320,000	\$ 2,330,000	\$ -	\$ 9,720,000	\$ 2,430,000	\$ -	\$ 10,120,000	\$ 2,530,000	\$ -	\$ 47,600,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER										
PROGRAM PAVE-T2-MAINT													
PE	\$ 160,000	\$ 40,000	\$ -	\$ 160,000	\$ 40,000	\$ -	\$ 160,000	\$ 40,000	\$ -	\$ 160,000	\$ 40,000	\$ -	\$ 800,000
ROW	\$ 4,000	\$ 1,000	\$ -	\$ 4,000	\$ 1,000	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ 60,000
CON	\$ 5,000,000	\$ 7,500,000	\$ -	\$ 5,000,000	\$ 7,500,000	\$ -	\$ 5,000,000	\$ 7,500,000	\$ -	\$ 5,000,000	\$ 7,500,000	\$ -	\$ 50,000,000
	\$ 5,164,000	\$ 7,541,000	\$ -	\$ 5,164,000	\$ 7,541,000	\$ -	\$ 5,180,000	\$ 7,545,000	\$ -	\$ 5,180,000	\$ 7,545,000	\$ -	\$ 50,860,000
PROGRAM PAVE-T2-PRES													
PE	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 400,000
ROW	\$ 20,000	\$ 5,000	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ 100,000
CON	\$ 6,320,000	\$ 1,580,000	\$ -	\$ 6,320,000	\$ 1,580,000	\$ -	\$ 6,320,000	\$ 1,580,000	\$ -	\$ 6,320,000	\$ 1,580,000	\$ -	\$ 31,600,000
	\$ 6,420,000	\$ 1,605,000	\$ -	\$ 6,420,000	\$ 1,605,000	\$ -	\$ 6,420,000	\$ 1,605,000	\$ -	\$ 6,420,000	\$ 1,605,000	\$ -	\$ 32,100,000
PROGRAM PVMRK													
CON	\$ 2,480,000	\$ 620,000	\$ -	\$ 2,480,000	\$ 620,000	\$ -	\$ 2,480,000	\$ 620,000	\$ -	\$ 2,480,000	\$ 620,000	\$ -	\$ 12,400,000
PROGRAM RCTRL													
OTHER	\$ 1,250,000	\$ -	\$ 312,500	\$ 1,250,000	\$ -	\$ 312,500	\$ 1,250,000	\$ -	\$ 312,500	\$ 1,250,000	\$ -	\$ 312,500	\$ 6,250,000
PROGRAM RRRCS													
PE	\$ 45,000	\$ 5,000	\$ -	\$ 45,000	\$ 5,000	\$ -	\$ 45,000	\$ 5,000	\$ -	\$ 45,000	\$ 5,000	\$ -	\$ 200,000
ROW	\$ 4,500	\$ 500	\$ -	\$ 4,500	\$ 500	\$ -	\$ 4,500	\$ 500	\$ -	\$ 4,500	\$ 500	\$ -	\$ 20,000
CON	\$ 990,000	\$ 110,000	\$ -	\$ 990,000	\$ 110,000	\$ -	\$ 990,000	\$ 110,000	\$ -	\$ 990,000	\$ 110,000	\$ -	\$ 4,400,000
PLAN	\$ 4,500	\$ 500	\$ -	\$ 4,500	\$ 500	\$ -	\$ 4,500	\$ 500	\$ -	\$ 4,500	\$ 500	\$ -	\$ 20,000
	\$ 1,044,000	\$ 116,000	\$ -	\$ 1,044,000	\$ 116,000	\$ -	\$ 1,044,000	\$ 116,000	\$ -	\$ 1,044,000	\$ 116,000	\$ -	\$ 4,640,000
PROGRAM SRTS													
ROW	\$ 10,000	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
CON	\$ 831,578	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,128,578
OTHER	\$ 13,417	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,417
	\$ 854,995	\$ -	\$ -	\$ 302,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,156,995
PROGRAM TA													
PE	\$ 29,680	\$ -	\$ 7,420	\$ 252,760	\$ -	\$ 63,190	\$ 252,760	\$ -	\$ 63,190	\$ 252,760	\$ -	\$ 63,190	\$ 984,950
ROW	\$ 24,000	\$ -	\$ 6,000	\$ 102,120	\$ -	\$ 25,530	\$ 102,120	\$ -	\$ 25,530	\$ 102,120	\$ -	\$ 25,530	\$ 412,950
CON	\$ 2,496,000	\$ -	\$ 624,000	\$ 1,992,000	\$ -	\$ 498,000	\$ 1,992,000	\$ -	\$ 498,000	\$ 1,992,000	\$ -	\$ 498,000	\$ 10,590,000
OTHER	\$ 4,000	\$ -	\$ 1,000	\$ 206,800	\$ -	\$ 51,700	\$ 206,800	\$ -	\$ 51,700	\$ 206,800	\$ -	\$ 51,700	\$ 780,500
	\$ 2,553,680	\$ -	\$ 638,420	\$ 2,553,680	\$ -	\$ 638,420	\$ 2,553,680	\$ -	\$ 638,420	\$ 2,553,680	\$ -	\$ 638,420	\$ 12,768,400
PROGRAM TRAC													
PE	\$ 17,600	\$ 4,400	\$ -	\$ 17,600	\$ 4,400	\$ -	\$ 17,600	\$ 4,400	\$ -	\$ 17,600	\$ 4,400	\$ -	\$ 88,000
PROGRAM TRCK-WGHT-SFTY													
OTHER	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 80,000	\$ 20,000	\$ -	\$ 400,000
PROGRAM TSMO													
CON	\$ 60,000	\$ 15,000	\$ -	\$ 60,000	\$ 15,000	\$ -	\$ 60,000	\$ 15,000	\$ -	\$ 60,000	\$ 15,000	\$ -	\$ 300,000
OTHER	\$ 220,000	\$ 55,000	\$ -	\$ 220,000	\$ 55,000	\$ -	\$ 220,000	\$ 55,000	\$ -	\$ 220,000	\$ 55,000	\$ -	\$ 1,100,000
	\$ 280,000	\$ 70,000	\$ -	\$ 280,000	\$ 70,000	\$ -	\$ 280,000	\$ 70,000	\$ -	\$ 280,000	\$ 70,000	\$ -	\$ 1,400,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
 TABLE 4: PROJECT COST BY FISCAL YEAR, PHASE, AND FUNDING SOURCE

Project/Project # Phase	2017			2018			2019			2020			ALL YEARS TOTAL
	FEDERAL	NHDOT	OTHER										
PROGRAM UBI													
PE	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
PLAN	\$ -	\$ -	\$ -	\$ 48,000	\$ 12,000	\$ -	\$ 48,000	\$ 12,000	\$ -	\$ 48,000	\$ 12,000	\$ -	\$ 180,000
	\$ 40,000	\$ 10,000	\$ -	\$ 48,000	\$ 12,000	\$ -	\$ 48,000	\$ 12,000	\$ -	\$ 48,000	\$ 12,000	\$ -	\$ 230,000
PROGRAM USSS													
PE	\$ 48,000	\$ 12,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 150,000
CON	\$ 715,200	\$ 178,800	\$ -	\$ 400,000	\$ 100,000	\$ -	\$ 400,000	\$ 100,000	\$ -	\$ 400,000	\$ 100,000	\$ -	\$ 2,394,000
	\$ 763,200	\$ 190,800	\$ -	\$ 424,000	\$ 106,000	\$ -	\$ 424,000	\$ 106,000	\$ -	\$ 424,000	\$ 106,000	\$ -	\$ 2,544,000
TOTAL - STATEWIDE PROJECTS													
PE	\$ 1,510,680	\$ 269,000	\$ 27,420	\$ 1,679,360	\$ 255,400	\$ 83,190	\$ 1,679,360	\$ 255,400	\$ 83,190	\$ 1,679,360	\$ 255,400	\$ 83,190	\$ 7,860,950
ROW	\$ 312,100	\$ 33,900	\$ 16,000	\$ 403,620	\$ 38,500	\$ 35,530	\$ 394,620	\$ 42,500	\$ 30,530	\$ 394,620	\$ 42,500	\$ 30,530	\$ 1,774,950
CON	\$ 46,932,022	\$ 15,300,861	\$ 1,524,000	\$ 48,379,093	\$ 15,592,433	\$ 1,398,000	\$ 52,532,568	\$ 16,671,123	\$ 1,398,000	\$ 53,116,194	\$ 16,792,413	\$ 1,398,000	\$ 271,034,708
PLAN	\$ 566,500	\$ 78,500	\$ -	\$ 586,500	\$ 83,500	\$ -	\$ 586,500	\$ 83,500	\$ -	\$ 586,500	\$ 83,500	\$ -	\$ 2,655,000
OTHER	\$ 9,423,419	\$ 699,600	\$ 1,630,401	\$ 9,035,023	\$ 719,414	\$ 1,516,841	\$ 10,847,066	\$ 1,135,541	\$ 1,553,726	\$ 8,956,573	\$ 624,853	\$ 1,591,791	\$ 47,734,248
Total	\$ 58,744,722	\$ 16,381,861	\$ 3,197,821	\$ 60,083,596	\$ 16,689,247	\$ 3,033,561	\$ 66,040,115	\$ 18,188,064	\$ 3,065,446	\$ 64,733,246	\$ 17,798,666	\$ 3,103,511	\$ 331,059,856

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
CART						
60100A	FTA 5307 Capital and Operating Program	\$ 70,176	\$ 72,422	\$ 74,739	\$ 77,131	\$ 294,468
	Other	\$ 17,544	\$ 18,105	\$ 18,685	\$ 19,283	\$ 73,617
60100B	FTA 5307 Capital and Operating Program	\$ 367,487	\$ 379,246	\$ 391,382	\$ 403,906	\$ 1,542,021
	Other	\$ 367,487	\$ 379,246	\$ 391,382	\$ 403,906	\$ 1,542,021
		\$ 822,693	\$ 849,019	\$ 876,188	\$ 904,226	\$ 3,452,126
COAST						
60000A	FTA 5307 Capital and Operating Program	\$ 1,273,570	\$ 1,251,048	\$ 1,458,232	\$ 1,504,895	\$ 5,487,745
	Other	\$ 1,273,570	\$ 1,251,048	\$ 1,458,232	\$ 1,504,895	\$ 5,487,745
60000B	FTA 5307 Capital and Operating Program	\$ 427,438	\$ 441,116	\$ 455,232	\$ 469,799	\$ 1,793,585
	Other	\$ 106,860	\$ 110,279	\$ 113,808	\$ 117,450	\$ 448,397
60000C	FTA 5307 Capital and Operating Program	\$ 400,000	\$ 98,415	\$ 82,558	\$ 86,800	\$ 667,773
	Other	\$ 100,000	\$ 24,604	\$ 20,640	\$ 21,700	\$ 166,944
60000D	FTA 5307 Capital and Operating Program	\$ 80,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 240,000
	Other	\$ 20,000	\$ 15,000	\$ 12,500	\$ 12,500	\$ 60,000
60000E	FTA 5307 Capital and Operating Program	\$ 68,162	\$ 70,343	\$ 72,594	\$ 74,917	\$ 286,015
	Other	\$ 17,040	\$ 17,586	\$ 18,148	\$ 18,729	\$ 71,504
60000F	FTA 5307 Capital and Operating Program	\$ 297,907	\$ 228,102	\$ 235,402	\$ 242,935	\$ 1,004,346
	Other	\$ 74,477	\$ 57,026	\$ 58,850	\$ 60,734	\$ 251,087
60000G	FTA 5307 Capital and Operating Program	\$ 432,000	\$ 132,000	\$ -	\$ -	\$ 564,000
	Other	\$ 108,000	\$ 33,000	\$ -	\$ -	\$ 141,000
68069	FTA 5307 Capital and Operating Program	\$ 115,584	\$ 119,283	\$ -	\$ -	\$ 234,867
	Turnpike Capital	\$ 931,380	\$ 29,821	\$ -	\$ -	\$ 961,201
		\$ 5,725,988	\$ 3,938,670	\$ 4,036,196	\$ 4,165,354	\$ 17,866,208
EPPING						
29608	National Highway System	\$ 317,856	\$ 70,292	\$ 967,212	\$ 107,802	\$ 1,463,161
	Toll Credit	\$ 79,464	\$ 17,573	\$ 241,803	\$ 26,950	\$ 365,790
		\$ 397,320	\$ 87,864	\$ 1,209,015	\$ 134,752	\$ 1,828,952
HAMPTON						
29609	STP-State Flexible	\$ -	\$ 241,803	\$ -	\$ -	\$ 241,803
	Toll Credit	\$ -	\$ 60,451	\$ -	\$ -	\$ 60,451
		\$ -	\$ 302,254	\$ -	\$ -	\$ 302,254
HAMPTON - PORTSMOUTH						
26485	Congestion Mitigation and Air Quality Program	\$ 843,499	\$ -	\$ -	\$ -	\$ 843,499
	Toll Credit	\$ 210,875	\$ -	\$ -	\$ -	\$ 210,875
		\$ 1,054,374	\$ -	\$ -	\$ -	\$ 1,054,374
HAMPTON FALLS						
29610	NH Highway Fund	\$ -	\$ 60,451	\$ -	\$ -	\$ 60,451
	STP-State Flexible	\$ -	\$ 241,803	\$ -	\$ -	\$ 241,803
		\$ -	\$ 302,254	\$ -	\$ -	\$ 302,254

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
NEW CASTLE						
29614	NH Highway Fund	\$ -	\$ 24,180	\$ -	\$ -	\$ 24,180
	STP-State Flexible	\$ -	\$ 96,721	\$ -	\$ -	\$ 96,721
		\$ -	\$ 120,902	\$ -	\$ -	\$ 120,902
NEW CASTLE - RYE						
16127	STP-5 to 200K	\$ 19,071	\$ 4,123,773	\$ 1,873,505	\$ 1,658,932	\$ 7,675,281
	Toll Credit	\$ 4,768	\$ 1,030,943	\$ 468,376	\$ 414,733	\$ 1,918,820
		\$ 23,839	\$ 5,154,716	\$ 2,341,881	\$ 2,073,665	\$ 9,594,101
NEWINGTON - DOVER						
11238	Turnpike Capital	\$ 85,202	\$ -	\$ -	\$ -	\$ 85,202
11238K	Turnpike Capital	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
11238S	Turnpike Capital	\$ -	\$ -	\$ 6,578,801	\$ 13,461,589	\$ 20,040,390
		\$ 105,202	\$ -	\$ 6,578,801	\$ 13,461,589	\$ 20,145,592
NEWTON						
29617	NH Highway Fund	\$ -	\$ -	\$ 37,431	\$ -	\$ 37,431
	STP-State Flexible	\$ 117,153	\$ -	\$ 149,724	\$ -	\$ 266,877
	Toll Credit	\$ 29,288	\$ -	\$ -	\$ -	\$ 29,288
		\$ 146,441	\$ -	\$ 187,156	\$ -	\$ 333,596
NORTH HAMPTON						
24457	STP-State Flexible	\$ 408,672	\$ 187,444	\$ 193,442	\$ 74,862	\$ 864,421
	Toll Credit	\$ 102,168	\$ 46,861	\$ 48,361	\$ 18,716	\$ 216,105
		\$ 510,840	\$ 234,305	\$ 241,803	\$ 93,578	\$ 1,080,526
PLAISTOW - KINGSTON						
10044E	National Highway System	\$ 454,080	\$ 1,752,603	\$ 1,595,900	\$ 49,908	\$ 3,852,492
	Toll Credit	\$ 113,520	\$ 438,151	\$ 398,975	\$ 12,477	\$ 963,123
		\$ 567,600	\$ 2,190,754	\$ 1,994,875	\$ 62,385	\$ 4,815,615
PORTSMOUTH						
20258	Congestion Mitigation and Air Quality Program	\$ 441,830	\$ -	\$ -	\$ -	\$ 441,830
	Towns	\$ 793,234	\$ -	\$ -	\$ -	\$ 793,234
27690	Bridge On/Off System	\$ -	\$ -	\$ 2,708,194	\$ -	\$ 2,708,194
	STP-State Flexible	\$ -	\$ 187,444	\$ 290,164	\$ -	\$ 477,608
	Toll Credit	\$ -	\$ 46,861	\$ 749,589	\$ -	\$ 796,451
29640	STP-State Flexible	\$ 113,520	\$ 304,597	\$ 967,212	\$ 1,530,184	\$ 2,915,513
	Toll Credit	\$ 28,380	\$ 76,149	\$ 241,803	\$ 382,546	\$ 728,878
29781	Congestion Mitigation and Air Quality Program	\$ 231,521	\$ -	\$ -	\$ -	\$ 231,521
	Towns	\$ 57,880	\$ -	\$ -	\$ -	\$ 57,880
		\$ 1,666,365	\$ 615,051	\$ 4,956,963	\$ 1,912,730	\$ 9,151,108
PORTSMOUTH, NH - KITTERY, ME						
15731	Maine	\$ 12,000,000	\$ 2,912,284	\$ -	\$ -	\$ 14,912,284
	National Highway System	\$ 10,912,000	\$ 12,981,034	\$ -	\$ -	\$ 23,893,034
	STP-State Flexible	\$ 2,187,757	\$ 3,748,970	\$ 3,868,849	\$ -	\$ 9,805,576
	Toll Credit	\$ 3,274,939	\$ 4,182,501	\$ 967,212	\$ -	\$ 8,424,652
16189	Maine	\$ -	\$ 3,956,777	\$ -	\$ -	\$ 3,956,777
	Turnpike Renewal & Replacement	\$ -	\$ 1,978,389	\$ 2,041,697	\$ -	\$ 4,020,086
		\$ 28,374,697	\$ 29,759,954	\$ 6,877,758	\$ -	\$ 65,012,409

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
PROGRAM FTA5307						
FTA5307	FTA 5307 Capital and Operating Program	\$ 2,787,128	\$ 2,876,317	\$ 2,968,359	\$ 3,063,346	\$ 11,695,150
	Other	\$ 696,782	\$ 719,079	\$ 742,090	\$ 765,837	\$ 2,923,788
		\$ 3,483,910	\$ 3,595,396	\$ 3,710,449	\$ 3,829,183	\$ 14,618,938
SALEM						
12334	STP-Areas Over 200K	\$ 701,760	\$ 1,874,442	\$ 2,198,210	\$ 226,855	\$ 5,001,267
	Towns	\$ 175,440	\$ 468,611	\$ 549,552	\$ 56,714	\$ 1,250,317
		\$ 877,200	\$ 2,343,053	\$ 2,747,762	\$ 283,569	\$ 6,251,584
SALEM TO MANCHESTER						
10418L	FTA 5307 Capital and Operating Program	\$ 130,000	\$ -	\$ -	\$ -	\$ 130,000
	National Highway System	\$ 1,124,262	\$ 580,000	\$ 580,000	\$ 580,000	\$ 2,864,262
	Toll Credit	\$ 281,066	\$ 145,000	\$ 145,000	\$ 145,000	\$ 716,066
10418T	National Highway System	\$ 82,560	\$ -	\$ -	\$ -	\$ 82,560
	Toll Credit	\$ 20,640	\$ -	\$ -	\$ -	\$ 20,640
10418W	FHWA Earmarks	\$ 779,400	\$ -	\$ -	\$ -	\$ 779,400
	National Highway System	\$ 72,619	\$ -	\$ -	\$ -	\$ 72,619
	Toll Credit	\$ 213,005	\$ -	\$ -	\$ -	\$ 213,005
10418X	Non Participating	\$ 1,548	\$ 1,598	\$ 1,649	\$ -	\$ 4,794
	STP-Areas Over 200K	\$ 20,842	\$ 20,904	\$ 23,902	\$ -	\$ 65,648
	Toll Credit	\$ 5,211	\$ 5,226	\$ 5,975	\$ -	\$ 16,412
	Turnpike Program	\$ 28,057	\$ 28,165	\$ 32,033	\$ -	\$ 88,256
13933A	STP-State Flexible	\$ -	\$ -	\$ 3,481,964	\$ 9,582,365	\$ 13,064,329
	Toll Credit	\$ -	\$ -	\$ 870,491	\$ 2,395,591	\$ 3,266,082
14633J	TIFIA	\$ -	\$ -	\$ 3,791,911	\$ 3,913,253	\$ 7,705,164
	STP-State Flexible	\$ -	\$ -	\$ 1,740,982	\$ 1,796,693	\$ 3,537,675
	Toll Credit	\$ -	\$ -	\$ 435,245	\$ 449,173	\$ 884,419
14633P	National Highway System	\$ 1,207,853	\$ -	\$ -	\$ -	\$ 1,207,853
	Toll Credit	\$ 301,963	\$ -	\$ -	\$ -	\$ 301,963
14633R	National Highway System	\$ 421,750	\$ 677,049	\$ 708,696	\$ -	\$ 1,807,494
	Other	\$ 105,437	\$ 169,262	\$ 177,174	\$ -	\$ 451,873
14800A	National Highway System	\$ 684,034	\$ 684,034	\$ 684,034	\$ 1,994,574	\$ 4,046,677
	NH Highway Fund	\$ 171,009	\$ 171,009	\$ 171,009	\$ 498,644	\$ 1,011,669
	RZED Subsidy	\$ 561,949	\$ 561,949	\$ 561,949	\$ 561,949	\$ 2,247,796
14800E	Bridge On/Off System	\$ -	\$ 2,493,033	\$ 2,481,739	\$ 2,468,779	\$ 7,443,551
	Interstate Maintenance	\$ 4,023,452	\$ -	\$ -	\$ -	\$ 4,023,452
	National Highway System	\$ 909,853	\$ 2,439,019	\$ 2,449,995	\$ 1,130,934	\$ 6,929,801
	NH Highway Fund	\$ 1,233,326	\$ 1,233,013	\$ 1,232,933	\$ 628,348	\$ 4,327,620
	Toll Credit	\$ -	\$ -	\$ -	\$ 271,581	\$ 271,581
14800H	National Highway System	\$ 1,190,077	\$ 1,227,847	\$ 1,267,056	\$ 954,430	\$ 4,639,409
	NH Highway Fund	\$ 297,519	\$ 306,962	\$ 316,764	\$ 238,607	\$ 1,159,852
		\$ 13,867,432	\$ 10,744,068	\$ 21,160,502	\$ 27,609,920	\$ 73,381,923

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
TRAPEZE SOFTWARE GROUP, INC.						
68069B	Congestion Mitigation and Air Quality Program	\$ 35,107	\$ 38,042			\$ 73,149
	Turnpike Capital	\$ 8,777	\$ 9,510			\$ 18,287
		\$ 43,883	\$ 47,552	\$ -	\$ -	\$ 91,436
Grand Total*		\$ 57,667,784	\$ 60,285,813	\$ 56,919,349	\$ 54,530,951	\$ 229,403,897

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

REGIONAL PROJECT TOTALS

Bridge On/Off System	\$ -	\$ 2,493,033	\$ 5,189,933	\$ 2,468,779	\$ 10,151,745
Congestion Mitigation and Air Quality Program	\$ 1,551,956	\$ 38,042	\$ -	\$ -	\$ 1,589,998
FHWA Earmarks	\$ 779,400	\$ -	\$ -	\$ -	\$ 779,400
FTA 5307 Capital and Operating Program	\$ 6,449,451	\$ 5,728,291	\$ 5,788,498	\$ 5,973,729	\$ 23,939,969
Interstate Maintenance	\$ 4,023,452				\$ 4,023,452
Maine	\$ 12,000,000	\$ 6,869,061			\$ 18,869,061
National Highway System	\$ 17,376,944	\$ 20,411,878	\$ 8,252,893	\$ 4,817,648	\$ 50,859,363
NH Highway Fund	\$ 1,701,854	\$ 1,795,614	\$ 1,758,137	\$ 1,365,599	\$ 6,621,204
Non Participating	\$ 709,708	\$ 1,598	\$ 1,649		\$ 712,955
Other	\$ 2,887,197	\$ 2,794,236	\$ 3,011,509	\$ 2,925,034	\$ 11,617,975
RZED Subsidy	\$ 561,949	\$ 561,949	\$ 561,949	\$ 561,949	\$ 2,247,796
STP-5 to 200K	\$ 19,071	\$ 4,123,773	\$ 1,873,505	\$ 1,658,932	\$ 7,675,281
STP-Areas Over 200K	\$ 722,602	\$ 1,895,347	\$ 2,222,111	\$ 226,855	\$ 5,066,915
STP-State Flexible	\$ 2,827,102	\$ 5,008,782	\$ 10,692,337	\$ 12,984,104	\$ 31,512,326
TIFIA	\$ -	\$ -	\$ 3,791,911	\$ 3,913,253	\$ 7,705,164
Toll Credit	\$ 4,665,286	\$ 6,049,716	\$ 4,572,831	\$ 4,116,767	\$ 19,404,601
Towns	\$ 343,778	\$ 468,611	\$ 549,552	\$ 56,714	\$ 1,418,654
Turnpike Capital	\$ 1,045,359	\$ 39,331	\$ 6,578,801	\$ 13,461,589	\$ 21,125,080
Turnpike Program	\$ 28,057	\$ 28,165	\$ 32,033		\$ 88,256
Turnpike Renewal & Replacement		\$ 1,978,389	\$ 2,041,697		\$ 4,020,086
	\$ 57,693,168	\$ 60,285,813	\$ 56,919,349	\$ 54,530,951	\$ 229,429,281

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
COMMUTER/INTERCITY BUS REPLACEMENT						
40284	Congestion Mitigation and Air Quality Program	\$ 2,476,800	\$ 2,556,058	\$ 4,220,562	\$ 2,177,810	\$ 11,431,230
	Toll Credit	\$ 619,200	\$ 639,014	\$ 1,055,141	\$ 544,453	\$ 2,857,808
		\$ 3,096,000	\$ 3,195,072	\$ 5,275,703	\$ 2,722,263	\$ 14,289,038
STATEWIDE PROGRAMS						
ADA	STP-Safety	\$ 187,444	\$ 193,442	\$ 199,633	\$ 206,021	\$ 786,540
	Toll Credit	\$ 46,861	\$ 48,361	\$ 49,908	\$ 51,505	\$ 196,635
BRDG-HIB-M&P	STP-State Flexible	\$ 2,136,000	\$ 2,136,000	\$ 2,336,000	\$ 2,336,000	\$ 8,944,000
	Toll Credit	\$ 534,000	\$ 534,000	\$ 584,000	\$ 584,000	\$ 2,236,000
BRDG-T1/2-M&P	STP-State Flexible	\$ 2,100,000	\$ 2,100,000	\$ 6,500,000	\$ 6,500,000	\$ 17,200,000
	Toll Credit	\$ 525,000	\$ 525,000	\$ 1,625,000	\$ 1,625,000	\$ 4,300,000
BRDG-T3/4-M&P	STP-State Flexible	\$ 1,048,000	\$ 1,048,000	\$ 2,048,000	\$ 2,048,000	\$ 6,192,000
	Toll Credit	\$ 262,000	\$ 262,000	\$ 512,000	\$ 512,000	\$ 1,548,000
CBI	STP-State Flexible	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 800,000
	Toll Credit	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
CRDR	STP-State Flexible	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 6,400,000
	Toll Credit	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,600,000
DBE	STP-DBE	\$ 90,000	\$ 90,000	\$ 65,000	\$ 65,000	\$ 310,000
FLAP	Forest Highways	\$ 325,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 1,325,000
FTA5309	FTA 5309 Capital Funding Program - Discretionary	\$ 800,000	\$ -	\$ -	\$ -	\$ 800,000
	Other	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
FTA5310	FTA 5310 Capital Program	\$ 2,004,646	\$ 2,068,794	\$ 2,134,996	\$ 2,203,315	\$ 8,411,751
	Other	\$ 501,161	\$ 517,199	\$ 533,749	\$ 550,829	\$ 2,102,938
FTA5339	FTA 5339 Bus and Bus Facilities	\$ 2,462,957	\$ 2,541,771	\$ 2,623,108	\$ 2,707,047	\$ 10,334,883
	Other	\$ 615,739	\$ 635,443	\$ 655,777	\$ 676,762	\$ 2,583,721
GRR	NH Highway Fund		\$ 407,000	\$ 407,000	\$ 407,000	\$ 1,221,000
	STP-State Flexible	\$ 1,628,000	\$ 1,628,000	\$ 1,628,000	\$ 1,628,000	\$ 6,512,000
	Toll Credit	\$ 407,000	\$ -	\$ -	\$ -	\$ 407,000
HAZMAT	STP-State Flexible	\$ 21,600	\$ 21,600	\$ 21,600	\$ 21,600	\$ 86,400
	Toll Credit	\$ 5,400	\$ 5,400	\$ 5,400	\$ 5,400	\$ 21,600
HSIP	Highway Safety Improvement Program (HSIP)	\$ 6,166,800	\$ 8,586,651	\$ 8,740,936	\$ 8,918,173	\$ 32,412,560
	Toll Credit	\$ 685,200	\$ 954,072	\$ 971,215	\$ 990,908	\$ 3,601,396
LTAP	Local Tech Assistance Program	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000
MOBRR	Bridge Off System	\$ 3,720,000	\$ 3,720,000	\$ 3,700,000	\$ 3,700,000	\$ 14,840,000
	Other	\$ 930,000	\$ 930,000	\$ 925,000	\$ 925,000	\$ 3,710,000
PAVE-T1-PRES	STP-State Flexible	\$ 8,920,000	\$ 9,320,000	\$ 9,720,000	\$ 10,120,000	\$ 38,080,000
	Toll Credit	\$ 2,230,000	\$ 2,330,000	\$ 2,430,000	\$ 2,530,000	\$ 9,520,000
PAVE-T2-MAINT	Betterment	\$ 6,250,000	\$ 6,250,000	\$ 6,250,000	\$ 6,250,000	\$ 25,000,000
	STP-State Flexible	\$ 5,164,000	\$ 5,164,000	\$ 5,180,000	\$ 5,180,000	\$ 20,688,000
	Toll Credit	\$ 1,291,000	\$ 1,291,000	\$ 1,295,000	\$ 1,295,000	\$ 5,172,000
PAVE-T2-PRES	STP-State Flexible	\$ 6,420,000	\$ 6,420,000	\$ 6,420,000	\$ 6,420,000	\$ 25,680,000
	Toll Credit	\$ 1,605,000	\$ 1,605,000	\$ 1,605,000	\$ 1,605,000	\$ 6,420,000
PVMRK	STP-State Flexible	\$ 2,480,000	\$ 2,480,000	\$ 2,480,000	\$ 2,480,000	\$ 9,920,000
	Toll Credit	\$ 620,000	\$ 620,000	\$ 620,000	\$ 620,000	\$ 2,480,000
RCTRL	DRED	\$ 312,500	\$ 312,500	\$ 312,500	\$ 312,500	\$ 1,250,000
	Recreational Trails	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 5,000,000

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5: PROJECT TOTALS BY FUNDING PROGRAM AND FISCAL YEAR

Project #	Funding Program	2017	2018	2019	2020	Total
RRRCS	RL - Rail Highway	\$ 1,044,000	\$ 1,044,000	\$ 1,044,000	\$ 1,044,000	\$ 4,176,000
	Toll Credit	\$ 116,000	\$ 116,000	\$ 116,000	\$ 116,000	\$ 464,000
SRTS	Safe Routes to School	\$ 854,995	\$ 302,000	\$ -	\$ -	\$ 1,156,995
TA	Other	\$ 638,420	\$ 638,420	\$ 638,420	\$ 638,420	\$ 2,553,680
	TAP - Transportation Alternatives	\$ 2,553,680	\$ 2,553,680	\$ 2,553,680	\$ 2,553,680	\$ 10,214,720
TRAC	NH Highway Fund	\$ -	\$ 4,400	\$ 4,400	\$ 4,400	\$ 13,200
	STP-State Flexible	\$ 17,600	\$ 17,600	\$ 17,600	\$ 17,600	\$ 70,400
	Toll Credit	\$ 4,400	\$ -	\$ -	\$ -	\$ 4,400
TRCK- WGHT- SFTY	STP-State Flexible	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 320,000
	Toll Credit	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
TSMO	STP-State Flexible	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 1,120,000
	Toll Credit	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
UBI	STP-State Flexible	\$ 40,000	\$ 48,000	\$ 48,000	\$ 48,000	\$ 184,000
	Toll Credit	\$ 10,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 46,000
USSS	STP-State Flexible	\$ 763,200	\$ 424,000	\$ 424,000	\$ 424,000	\$ 2,035,200
	Toll Credit	\$ 190,800	\$ 106,000	\$ 106,000	\$ 106,000	\$ 508,800
		\$ 73,028,403	\$ 74,411,333	\$ 81,992,922	\$ 82,888,160	\$ 312,320,818

OTHER STATEWIDE						
15609H	STP-State Flexible	\$ 1,760,000	\$ -	\$ -	\$ -	\$ 1,760,000
	Toll Credit	\$ 440,000	\$ -	\$ -	\$ -	\$ 440,000
15609I	STP-State Flexible	\$ -	\$ 1,760,000	\$ -	\$ -	\$ 1,760,000
	Toll Credit	\$ -	\$ 440,000	\$ -	\$ -	\$ 440,000
		\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ 440,000

Grand Total*		\$ 78,324,403	\$ 79,806,405	\$ 87,268,625	\$ 85,610,423	\$ 331,009,856
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*Includes \$42,823,638 of Toll Credits which count towards matching federal funds but are not actual dollars invested in the system

STATEWIDE PROJECT/PROGRAM TOTALS

Funding Program	2017	2018	2019	2020	Total
Betterment	\$ 6,250,000	\$ 6,250,000	\$ 6,250,000	\$ 6,250,000	\$ 25,000,000
Bridge Off System	\$ 3,720,000	\$ 3,720,000	\$ 3,700,000	\$ 3,700,000	\$ 14,840,000
Congestion Mitigation and Air Quality Program	\$ 2,476,800	\$ 2,556,058	\$ 4,220,562	\$ 2,177,810	\$ 11,431,230
DRED	\$ 312,500	\$ 312,500	\$ 312,500	\$ 312,500	\$ 1,250,000
Forest Highways	\$ 325,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 1,325,000
FTA 5309 Capital Funding Program - Discretionary	\$ 800,000	\$ -	\$ -	\$ -	\$ 800,000
FTA 5310 Capital Program	\$ 2,004,646	\$ 2,068,794	\$ 2,134,996	\$ 2,203,315	\$ 8,411,751
FTA 5339 Bus and Bus Facilities	\$ 2,462,957	\$ 2,541,771	\$ 2,623,108	\$ 2,707,047	\$ 10,334,883
Highway Safety Improvement Program (HSIP)	\$ 6,166,800	\$ 8,586,651	\$ 8,740,936	\$ 8,918,173	\$ 32,412,560
Local Tech Assistance Program	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000
NH Highway Fund	\$ -	\$ 411,400	\$ 411,400	\$ 411,400	\$ 1,234,200
Other	\$ 2,885,321	\$ 2,721,061	\$ 2,752,946	\$ 2,791,011	\$ 11,150,339
Recreational Trails	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 5,000,000
RL - Rail Highway	\$ 1,044,000	\$ 1,044,000	\$ 1,044,000	\$ 1,044,000	\$ 4,176,000
Safe Routes to School	\$ 854,995	\$ 302,000	\$ -	\$ -	\$ 1,156,995
STP-DBE	\$ 90,000	\$ 90,000	\$ 65,000	\$ 65,000	\$ 310,000
STP-Safety	\$ 187,444	\$ 193,442	\$ 199,633	\$ 206,021	\$ 786,540
STP-State Flexible	\$ 34,658,400	\$ 34,727,200	\$ 38,983,200	\$ 39,383,200	\$ 147,752,000
TAP - Transportation Alternatives	\$ 2,553,680	\$ 2,553,680	\$ 2,553,680	\$ 2,553,680	\$ 10,214,720
Toll Credit	\$ 10,131,861	\$ 10,027,847	\$ 11,526,664	\$ 11,137,266	\$ 42,823,638
Statewide Projects total	\$ 78,324,403	\$ 79,806,405	\$ 87,268,625	\$ 85,610,423	\$ 331,009,856

Table 6: Fiscal Constraint Analysis for the 2017-2020 Transportation Improvement Program & 2040 Long Range Transportation Plan

Source of Data	Fiscal Year	Estimated Regional Share of Available Funding ^{1,2,3}					Estimated Total Project Costs ⁶						
		Federal	State ⁴	Other	Statewide Programs ⁵	Total Target Funding	Regional Projects	Statewide Programs ⁷	Transit	Turnpike Projects ⁸	Total Project Costs	Remaining ⁹	
2040 Long Range Transportation Plan	2017-2020 TIP	2017	\$ 40,199,430	\$ 4,567,171	\$ 18,574,684	\$ 9,359,688	\$ 72,700,973	\$ 53,027,881	\$ 9,359,688	\$ 10,171,368	\$ 142,036	\$ 72,700,973	\$ -
		2018	\$ 45,427,435	\$ 5,898,492	\$ 13,318,830	\$ 9,536,786	\$ 74,181,542	\$ 54,236,097	\$ 9,536,786	\$ 8,392,595	\$ 2,016,064	\$ 74,181,542	\$ -
		2019	\$ 39,807,776	\$ 22,856,761	\$ 6,957,345	\$ 10,431,501	\$ 80,053,383	\$ 52,346,518	\$ 10,431,501	\$ 8,622,833	\$ 8,652,532	\$ 80,053,383	\$ -
		2020	\$ 34,103,776	\$ 32,202,029	\$ 6,468,730	\$ 10,233,347	\$ 83,007,883	\$ 50,414,184	\$ 10,233,347	\$ 8,898,763	\$ 13,461,589	\$ 83,007,883	\$ -
	2017-2026 State Ten Year Plan	2021	\$ 22,787,900	\$ 29,070,345	\$ 6,979,617	\$ 10,099,160	\$ 68,937,021	\$ 35,361,847	\$ 10,099,160	\$ 9,583,655	\$ 13,892,360	\$ 68,937,021	\$ -
		2022	\$ 31,435,678	\$ 8,721,190	\$ 7,579,647	\$ 9,956,540	\$ 57,693,055	\$ 33,763,319	\$ 9,956,540	\$ 10,357,800	\$ 3,615,396	\$ 57,693,055	\$ -
		2023	\$ 21,911,686	\$ 1,282,813	\$ 8,250,702	\$ 9,946,736	\$ 41,391,937	\$ 20,208,446	\$ 9,946,736	\$ 11,236,755	\$ -	\$ 41,391,937	\$ -
		2024	\$ 34,885,427	\$ 1,277,420	\$ 9,021,548	\$ 9,973,616	\$ 55,158,012	\$ 33,053,461	\$ 9,973,616	\$ 12,130,935	\$ -	\$ 55,158,012	\$ -
		2025	\$ 21,933,873	\$ 1,277,137	\$ 9,911,841	\$ 9,376,723	\$ 42,499,575	\$ 19,823,968	\$ 9,376,723	\$ 13,298,884	\$ -	\$ 42,499,575	\$ -
		2026	\$ 18,035,969	\$ -	\$ 10,902,141	\$ 9,363,526	\$ 38,301,635	\$ 14,469,055	\$ 9,363,526	\$ 14,469,055	\$ -	\$ 38,301,635	\$ -
	2027	\$ 31,560,742	\$ 15,295,108	\$ 10,770,759	\$ 9,681,836	\$ 67,308,446	\$ 16,065,393	\$ 9,681,836	\$ 14,187,934	\$ 11,177,173	\$ 51,112,336	\$ 16,196,110	
	2028	\$ 32,077,452	\$ 15,467,238	\$ 11,313,457	\$ 9,655,304	\$ 68,513,452	\$ 27,502,975	\$ 9,655,304	\$ 14,836,956	\$ 11,349,303	\$ 63,344,537	\$ 5,168,914	
	2029	\$ 32,594,161	\$ 13,599,203	\$ 11,856,155	\$ 9,628,773	\$ 67,678,292	\$ 26,472,300	\$ 9,628,773	\$ 15,485,977	\$ 9,481,267	\$ 61,068,317	\$ 6,609,975	
	2030	\$ 33,110,871	\$ 15,944,124	\$ 12,398,853	\$ 9,602,241	\$ 71,056,088	\$ 29,490,057	\$ 9,602,241	\$ 16,134,999	\$ 11,826,188	\$ 67,053,484	\$ 4,002,604	
	2031	\$ 33,627,581	\$ 17,428,393	\$ 12,941,551	\$ 9,575,709	\$ 73,573,234	\$ 26,875,040	\$ 9,575,709	\$ 16,784,020	\$ 13,310,458	\$ 66,545,227	\$ 7,028,007	
	2032	\$ 34,144,290	\$ 18,012,507	\$ 13,484,249	\$ 9,549,177	\$ 75,190,223	\$ 18,683,328	\$ 9,549,177	\$ 17,433,042	\$ 13,894,572	\$ 59,560,118	\$ 15,630,105	
	2033	\$ 34,661,000	\$ 14,558,617	\$ 14,026,947	\$ 9,522,645	\$ 72,769,209	\$ 25,528,142	\$ 9,522,645	\$ 18,082,064	\$ 10,440,681	\$ 63,573,531	\$ 9,195,677	
	2034	\$ 35,177,709	\$ 19,863,612	\$ 14,569,645	\$ 9,496,113	\$ 79,107,079	\$ 18,077,545	\$ 9,496,113	\$ 18,731,085	\$ 15,745,676	\$ 62,050,419	\$ 17,056,660	
	2035	\$ 35,754,168	\$ 20,313,471	\$ 15,112,343	\$ 9,469,581	\$ 80,649,564	\$ 22,423,826	\$ 9,469,581	\$ 19,380,107	\$ 13,375,359	\$ 64,648,873	\$ 16,000,691	
	2036	\$ 36,270,878	\$ 26,465,008	\$ 15,655,041	\$ 9,443,049	\$ 87,833,976	\$ 25,742,530	\$ 9,443,049	\$ 20,029,128	\$ 19,526,896	\$ 74,741,603	\$ 13,092,373	
2037	\$ 36,787,588	\$ 20,182,257	\$ 16,197,739	\$ 9,416,517	\$ 82,584,101	\$ 31,609,136	\$ 9,416,517	\$ 20,678,150	\$ 13,244,145	\$ 74,947,948	\$ 7,636,153		
2038	\$ 37,304,297	\$ 20,238,693	\$ 16,740,437	\$ 9,389,985	\$ 83,673,413	\$ 31,869,814	\$ 9,389,985	\$ 21,327,171	\$ 13,300,581	\$ 75,887,552	\$ 7,785,861		
2039	\$ 37,821,007	\$ 20,295,130	\$ 17,283,136	\$ 9,363,453	\$ 84,762,725	\$ 24,996,264	\$ 9,363,453	\$ 21,976,193	\$ 13,357,018	\$ 69,692,928	\$ 15,069,797		
2040	\$ 38,337,716	\$ 20,351,566	\$ 17,825,834	\$ 9,336,921	\$ 85,852,036	\$ 16,333,415	\$ 9,336,921	\$ 22,625,215	\$ 13,413,454	\$ 61,709,005	\$ 24,143,032		
		\$ 799,758,411	\$ 365,168,286	\$ 298,141,234	\$ 231,408,924	\$ 1,694,476,855	\$ 708,374,540	\$ 231,408,924	\$ 364,854,683	\$ 225,222,748	\$ 1,529,860,895	\$ 164,615,960	

- 1 First four years of estimated available funding is derived from projects programmed in the Draft 2017-2020 STIP
- 2 2021-2026 estimated available funding is derived from projects programmed in the 2017-2026 State Ten Year Plan
- 3 2027-2040 Federal, State, and Other funds are derived from extending funding trend from State Ten Year Plan "Total Program Dollars by FY" table dated 5/18/2016
- 4 Includes bond revenues, turnpike funds, and road toll funds. Turnpike Toll Credits are not included.
- 5 Statewide Program funds available derived from a share (11.395%) of the total Programmatic funding in STIP extended to 2040
- 6 Project costs are inflated at 3.2% per year from the year of the most recent cost estimate
- 7 13.3% share of Statewide Programmatic funds from STIP. Assumed to be equal to regional share of available funding.
- 8 Turnpike Expenditures are based on the Ten Year Plan from 2017-2026. Post 2026 value is a 28.593% share of Turnpike funds available
- 9 Estimated as difference between estimated regional target funding and total project cost for each fiscal year

Table 7 - Statewide Fiscal Constraint Analysis (NHDOT)

	2017						2018					
	Improvement Program						Improvement Program					
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed		
Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated			
FHWA (Federal-Aid with Match)												
Bridge Off System	\$ -	\$ -	\$ 930,000.00	\$ 930,000.00	\$ 5,114,025.60	\$ -	\$ -	\$ 930,000.00	\$ 930,000.00	\$ 3,720,000.00		
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 915,372.12	\$ -	\$ -	\$ -	\$ -	\$ 3,933,479.14		
Congestion Mitigation and Air Quality Program	\$ 10,311,516.72	\$ -	\$ 460,337.11	\$ 10,771,853.83	\$ 7,161,451.01	\$ 10,534,348.60	\$ -	\$ -	\$ 10,534,348.60	\$ 2,594,099.41		
Highway Safety Improvement Program (HSIP)	\$ 8,947,147.52	\$ -	\$ -	\$ 8,947,147.52	\$ 6,166,800.00	\$ 9,140,495.38	\$ -	\$ -	\$ 9,140,495.38	\$ 8,586,650.70		
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 4,417,002.90	\$ -	\$ -	\$ -	\$ -	\$ -		
National Highway Freight	\$ 5,010,503.53	\$ -	\$ -	\$ 5,010,503.53	\$ -	\$ 5,118,780.52	\$ -	\$ -	\$ 5,118,780.52	\$ -		
National Highway System	\$ 95,089,600.31	\$ -	\$ 105,437.38	\$ 95,195,037.69	\$ 51,477,535.69	\$ 97,144,486.57	\$ -	\$ 169,262.13	\$ 97,313,748.71	\$ 54,174,682.11		
NSTI National Summer Transportation Institute	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00		
RL - Rail Highway	\$ 1,084,259.97	\$ -	\$ -	\$ 1,084,259.97	\$ 1,044,000.00	\$ 1,107,690.83	\$ -	\$ -	\$ 1,107,690.83	\$ 1,044,000.00		
Recreational Trails	\$ 1,281,186.22	\$ -	\$ 312,500.00	\$ 1,593,686.22	\$ 1,250,000.00	\$ 1,308,872.66	\$ -	\$ 266,256.00	\$ 1,575,128.66	\$ 1,250,000.00		
Redistribution	\$ 510,051.47	\$ -	\$ -	\$ 510,051.47	\$ 68,112.00	\$ 521,073.68	\$ -	\$ -	\$ 521,073.68	\$ -		
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 854,995.00	\$ -	\$ -	\$ -	\$ -	\$ 302,000.00		
TAP - Transportation Alternatives	\$ 2,677,664.05	\$ -	\$ 638,420.00	\$ 3,316,084.05	\$ 2,553,680.00	\$ 2,735,528.37	\$ -	\$ 638,420.00	\$ 3,373,948.37	\$ 2,553,680.00		
Transportation and Community and System Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-S to 200K	\$ 7,416,677.74	\$ -	\$ 671,372.00	\$ 8,088,049.74	\$ 3,126,853.76	\$ 7,576,952.15	\$ -	\$ -	\$ 7,576,952.15	\$ 5,793,042.09		
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,025,718.32	\$ -	\$ -	\$ -	\$ -	\$ 38,688.49		
STP-Areas Over 200K	\$ 5,189,122.39	\$ -	\$ 175,440.00	\$ 5,364,562.39	\$ 722,602.26	\$ 5,301,259.32	\$ -	\$ -	\$ 5,301,259.32	\$ 1,895,346.51		
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00		
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Non Urban Areas Under 5K	\$ 9,281,052.15	\$ -	\$ -	\$ 9,281,052.15	\$ 4,838,853.48	\$ 9,481,615.69	\$ -	\$ -	\$ 9,481,615.69	\$ 10,368,172.57		
STP-Off System Bridge	\$ 3,748,686.19	\$ -	\$ -	\$ 3,748,686.19	\$ 54,489.60	\$ 3,829,695.30	\$ -	\$ -	\$ 3,829,695.30	\$ -		
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 187,444.22	\$ -	\$ -	\$ -	\$ -	\$ 193,442.44		
STP-State Flexible	\$ 17,117,026.99	\$ -	\$ 251,808.00	\$ 17,368,834.99	\$ 42,532,137.00	\$ 17,486,925.95	\$ -	\$ -	\$ 17,486,925.95	\$ 43,704,405.89		
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bridge Special	\$ 673,689.60	\$ -	\$ 2,476.80	\$ 676,166.40	\$ 2,138,304.00	\$ 688,248.03	\$ -	\$ 64,997.35	\$ 753,245.38	\$ 1,299,946.99		
FHWA Earmarks	\$ 8,179,392.70	\$ -	\$ 364,671.54	\$ 8,544,064.24	\$ 8,179,392.70	\$ 3,079,762.92	\$ -	\$ 769,940.73	\$ 3,849,703.65	\$ 3,079,762.92		
Training and Education	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00		
National Highway (NHPP) Exempt	\$ 2,631,528.42	\$ -	\$ -	\$ 2,631,528.42	\$ -	\$ 2,688,395.75	\$ -	\$ -	\$ 2,688,395.75	\$ -		
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 28,282,689.65	\$ -	\$ -	\$ -	\$ -	\$ 29,144,628.59		
Total	\$ 179,329,105.98	\$ -	\$ 3,912,462.83	\$ 183,241,568.80	\$ 174,381,459.32	\$ 177,924,131.70	\$ -	\$ 2,838,876.21	\$ 180,763,007.91	\$ 173,946,027.84		
FTA (Federal-Aid with Match)												
FTAS307	\$ 7,877,373	\$ -	\$ 2,934,745	\$ 10,812,117.68	\$ 10,868,414.08	\$ 7,515,662	\$ -	\$ 3,120,540	\$ 10,636,201.92	\$ 10,516,919.23		
FTAS307_NHDOT	\$ 2,787,128	\$ -	\$ 696,782	\$ 3,483,910.00	\$ 3,797,428.83	\$ 2,876,317	\$ -	\$ 719,079	\$ 3,595,396.00	\$ 3,868,387.74		
FTAS309	\$ 800,000	\$ -	\$ 200,000	\$ 1,000,000.00	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -		
FTAS310	\$ 2,004,646	\$ -	\$ 501,161	\$ 2,505,807.00	\$ 2,732,185.00	\$ 2,068,794	\$ -	\$ 517,199	\$ 2,585,993.00	\$ 2,819,615.00		
FTAS311	\$ 6,585,718	\$ -	\$ 1,646,430	\$ 8,232,148.00	\$ 8,883,951.00	\$ 6,796,462	\$ -	\$ 1,699,115	\$ 8,495,577.00	\$ 9,168,238.00		
FTAS339	\$ 2,462,957	\$ -	\$ 615,739	\$ 3,078,696.00	\$ 2,899,746.17	\$ 2,541,771	\$ -	\$ 635,443	\$ 3,177,214.00	\$ 3,088,299.75		
Prior Grant Funds	\$ 1,069,046.40	\$ -	\$ -	\$ 1,069,046.40	\$ -	\$ 971,077.80	\$ -	\$ -	\$ 971,077.80	\$ -		
\$	\$ 23,586,867.90	\$ -	\$ 6,594,857.18	\$ 30,181,725.08	\$ 30,181,725.08	\$ 22,770,083.53	\$ -	\$ 6,691,376.19	\$ 29,461,459.72	\$ 29,461,459.72		
Total	\$ 202,915,973.88	\$ -	\$ 10,507,320.01	\$ 213,423,293.89	\$ 204,563,184.41	\$ 200,694,215.22	\$ -	\$ 9,530,252.41	\$ 210,224,467.63	\$ 203,407,487.56		
Innovated Financing												
GARVEE Bond Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TIFIA Debt Service	\$ -	\$ 223,492.00	\$ -	\$ 223,492.00	\$ 223,492.00	\$ -	\$ 764,888.00	\$ -	\$ 764,888.00	\$ 764,888.00		
SB367 Revenue	\$ -	\$ 34,425,781.00	\$ -	\$ 34,425,781.00	\$ 34,425,781.00	\$ -	\$ 3,469,939.00	\$ -	\$ 3,469,939.00	\$ 3,469,939.00		
StateFund Sources												
Turnpike Capital	\$ -	\$ 8,936,503	\$ -	\$ 8,936,502.61	\$ 8,936,502.61	\$ -	\$ 9,651,811.74	\$ -	\$ 9,651,811.74	\$ 9,651,811.74		
Turnpike Program	\$ -	\$ 28,057	\$ -	\$ 28,057.30	\$ 28,057.30	\$ -	\$ 28,165.07	\$ -	\$ 28,165.07	\$ 28,165.07		
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,978,388.58	\$ -	\$ 1,978,388.58	\$ 1,978,388.58		
\$	\$ -	\$ 8,964,559.91	\$ -	\$ 8,964,559.91	\$ 8,964,559.91	\$ -	\$ 11,658,365.39	\$ -	\$ 11,658,365.39	\$ 11,658,365.39		
Total	\$ 202,915,973.88	\$ 8,964,559.91	\$ 10,507,320.01	\$ 222,387,853.80	\$ 213,527,744.32	\$ 200,694,215.22	\$ 11,658,365.39	\$ 9,530,252.41	\$ 221,882,833.02	\$ 215,065,852.95		

* FHWA Funding estimated from the FAST Act

** For Reference Only Not Part of Constraint Calculation

Table 7 - Statewide Fiscal Constraint Analysis (NHDOT)

	2019					2020				
	Improvement Program					Improvement Program				
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 925,000.00	\$ 925,000.00	\$ 5,411,965.59	\$ -	\$ -	\$ 925,000	\$ 925,000.00	\$ 3,779,853.04
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 7,184,372.74	\$ -	\$ -	\$ -	\$ -	\$ 6,219,675.71
Congestion Mitigation and Air Quality Program	\$ 10,772,108.84	\$ -	\$ -	\$ 10,772,108.84	\$ 4,220,562.31	\$ 11,029,993.13	\$ -	\$ -	\$ 11,029,993.13	\$ 2,177,810.15
Highway Safety Improvement Program (HSIP)	\$ 9,346,796.36	\$ -	\$ -	\$ 9,346,796.36	\$ 8,740,935.90	\$ 9,570,558.67	\$ -	\$ -	\$ 9,570,558.67	\$ 8,918,172.90
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 5,234,311.39	\$ -	\$ -	\$ 5,234,311.39	\$ -	\$ 5,359,620.81	\$ -	\$ -	\$ 5,359,620.81	\$ -
National Highway System	\$ 99,306,360.14	\$ -	\$ 177,173.93	\$ 99,483,534.07	\$ 37,375,824.64	\$ 101,683,754.40	\$ -	\$ -	\$ 101,683,754.40	\$ 29,149,454.02
NSTI National Summer Transportation Institute	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00	\$ 30,718.20	\$ -	\$ -	\$ 30,718.20	\$ 30,000.00
RL - Rail Highway	\$ 1,132,691.41	\$ -	\$ -	\$ 1,132,691.41	\$ 1,044,000.00	\$ 1,159,808.04	\$ -	\$ -	\$ 1,159,808.04	\$ 1,044,000.00
Recreational Trails	\$ 1,338,413.91	\$ -	\$ 312,500.00	\$ 1,650,913.91	\$ 1,250,000.00	\$ 1,370,455.54	\$ -	\$ 312,500	\$ 1,682,955.54	\$ 1,250,000.00
Redistribution	\$ 532,834.31	\$ -	\$ -	\$ 532,834.31	\$ -	\$ 545,590.36	\$ -	\$ -	\$ 545,590.36	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP - Transportation Alternatives	\$ 2,797,269.24	\$ -	\$ 638,420.00	\$ 3,435,689.24	\$ 2,553,680.00	\$ 2,864,235.87	\$ -	\$ 638,420	\$ 3,502,655.87	\$ 2,553,680.00
Transportation and Community and System Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-S to 200K	\$ 7,747,963.96	\$ -	\$ 603,336.00	\$ 8,351,299.96	\$ 4,528,651.58	\$ 7,933,450.22	\$ -	\$ 525,680	\$ 8,459,130.02	\$ 4,315,631.57
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 49,908.15	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,420,908.75	\$ -	\$ 549,552.38	\$ 5,970,461.13	\$ 2,222,111.38	\$ 5,550,685.30	\$ -	\$ 56,714	\$ 5,607,399.11	\$ 1,859,523.23
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,695,615.75	\$ -	\$ -	\$ 9,695,615.75	\$ 4,999,210.33	\$ 9,927,728.79	\$ -	\$ -	\$ 9,927,728.79	\$ 4,418,907.47
STP-Off System Bridge	\$ 3,916,131.52	\$ -	\$ -	\$ 3,916,131.52	\$ -	\$ 4,009,883.71	\$ -	\$ -	\$ 4,009,883.71	\$ 74,862.22
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 199,632.60	\$ -	\$ -	\$ -	\$ -	\$ 206,020.84
STP-State Flexible	\$ 17,779,348.87	\$ -	\$ 527,570.29	\$ 18,306,919.15	\$ 66,699,311.35	\$ 18,204,986.48	\$ -	\$ -	\$ 18,204,986.48	\$ 71,302,214.88
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 703,781.79	\$ -	\$ 2,476.80	\$ 706,258.59	\$ -	\$ 720,630.33	\$ -	\$ -	\$ 720,630.33	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00
National Highway (NHPP) Exempt	\$ 2,690,922.02	\$ -	\$ -	\$ 2,690,922.02	\$ -	\$ 2,755,342.69	\$ -	\$ -	\$ 2,755,342.69	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 31,371,507.20	\$ -	\$ -	\$ -	\$ -	\$ 30,345,908.58
Total	\$ 178,595,458.26	\$ -	\$ 3,736,029.40	\$ 182,331,487.66	\$ 178,121,673.78	\$ 182,867,442.53	\$ -	\$ 2,458,313.61	\$ 185,325,756.14	\$ 167,885,714.61
FTA (Federal-Aid with Match)										
FTAS307	\$ 3,334,930	\$ -	\$ 2,165,120	\$ 5,500,049.51	\$ 6,868,214.80	\$ 4,066,855	\$ -	\$ 2,841,399	\$ 6,908,253.81	\$ 8,516,800.23
FTAS307_NHDOT	\$ 2,968,359	\$ -	\$ 742,090	\$ 3,710,449.00	\$ 3,807,328.03	\$ 3,063,346	\$ -	\$ 765,837	\$ 3,829,183.00	\$ 3,895,623.82
FTAS309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 2,134,996	\$ -	\$ 533,749	\$ 2,668,745.00	\$ 2,781,165.55	\$ 2,203,315	\$ -	\$ 550,829	\$ 2,754,144.00	\$ 2,867,520.00
FTAS311	\$ 7,013,949	\$ -	\$ 1,753,487	\$ 8,767,436.00	\$ 8,892,962.85	\$ 7,238,395	\$ -	\$ 1,809,599	\$ 9,047,994.00	\$ 9,172,215.23
FTAS339	\$ 2,623,108	\$ -	\$ 655,777	\$ 3,278,885.00	\$ 2,901,746.12	\$ 2,707,047	\$ -	\$ 676,762	\$ 3,383,809.00	\$ 3,162,240.36
Prior Grant Funds	\$ 1,325,852.84	\$ -	\$ -	\$ 1,325,852.84	\$ -	\$ 1,691,015.83	\$ -	\$ -	\$ 1,691,015.83	\$ -
\$	\$ 19,401,194.38	\$ -	\$ 5,850,222.98	\$ 25,251,417.35	\$ 25,251,417.35	\$ 20,969,974.44	\$ -	\$ 6,644,425.20	\$ 27,614,399.64	\$ 27,614,399.64
Total	\$ 197,996,652.64	\$ -	\$ 9,586,252.38	\$ 207,582,905.02	\$ 203,373,091.13	\$ 203,837,416.97	\$ -	\$ 9,102,738.81	\$ 212,940,155.78	\$ 195,500,114.25
Innovated Financing										
GARVEE Bond Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA Debt Service **	\$ -	\$ 133,693.00	\$ -	\$ 133,693.00	\$ 133,693.00	\$ -	\$ 1,849,483.00	\$ -	\$ 1,849,483.00	\$ 1,849,483.00
SB 364 Revenue**	\$ -	\$ 34,369,837.00	\$ -	\$ 34,369,837.00	\$ 34,369,837.00	\$ -	\$ 34,369,736.00	\$ -	\$ 34,369,736.00	\$ 34,369,736.00
State Fund Sources										
Turnpike Capital	\$ -	\$ 11,183,211	\$ -	\$ 11,183,211.16	\$ 11,183,211.16	\$ -	\$ 18,565,831.54	\$ -	\$ 18,565,831.54	\$ 18,565,831.54
Turnpike Program	\$ -	\$ 32,033	\$ -	\$ 32,033.30	\$ 32,033.30	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 2,041,697	\$ -	\$ 2,041,697.02	\$ 2,041,697.02	\$ -	\$ -	\$ -	\$ -	\$ -
\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 13,256,941.47	\$ -	\$ 13,256,941.47	\$ 13,256,941.47	\$ -	\$ 18,565,831.54	\$ -	\$ 18,565,831.54	\$ 18,565,831.54
Total	\$ 197,996,652.64	\$ 13,256,941.47	\$ 9,586,252.38	\$ 220,839,846.49	\$ 216,630,032.60	\$ 203,837,416.97	\$ 18,565,831.54	\$ 9,102,738.81	\$ 231,505,987.32	\$ 214,065,945.80

* FHWA Funding estimated from the FAST Act

** For Reference Only Not Part of Constraint Calculation

2040 Long Range Transportation Plan Project Scope Table

2040 Long Range Transportation Plan Project Cost and Schedule Table

2040 Long Range Transportation Plan Fiscal Constraint Table

Attachment #2b

Town/Project #	Route/Road	Project Name	Scope
Atkinson			
6021001	Hilldale Ave	Hilldale Ave Improvements	Upgrade Hilldale Avenue in Atkinson
Atkinson-Hampstead			
6001001	NH 111	NH 111 Reconstruction	Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)
Brentwood			
6055001	North Road	North Rd/Prescott Rd. Intersection realignment	Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment
6055002	NH 111A	NH 111A/ Pickpocket Rd. Intersection realignment	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment
CART			
6010001	CART Region	Preventive Maintenance	CART Annual Preventive Maintenance Program
6010002	CART Region	Operating Assistance	CART Annual Operating Assistance
COAST			
6011001	COAST Region	Operating Assistance	COAST Annual Operating Assistance
6011002	COAST Region	Preventative Maintenance	COAST Annual Preventive Maintenance
6011003	COAST Region	SUPPORT EQUIPMENT	COAST Annual support equipment
6011004	COAST Region	BUS STATION EQUIPMENT	COAST Annual Bus Station Equipment
6011005	COAST Region	GENERAL & COMPREHENSIVE PLANNING	COAST Annual General & Comprehensive Planning
6011006	COAST Region	ADA OPERATIONS	COAST Annual ADA Operations
6011007	COAST Region	CAPITAL PROGRAM	COAST Capital Program
6011008	COAST Region	Capital & Operations for Newington-Dover	COAST - Capital & Operations for Newington-Dover mitigation service
Danville			
6113001	NH 111A	Danville NH111A Sidewalks	NH 111A sidewalks connecting municipal buildings and public areas plus a section of bicycle lane on both sides of the road (future TE)
East Kingston			
6135001	NH 107	NH 107/Willow Road Sight Distance Improvements	Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal
Epping			
6147001	NH 125	NH 125 Expansion from NH 27 to NH 87.	As described in the 2007 Corridor Study, the improvements would widen NH 125 for a length of 1.7 miles from Route 27 (Exeter Road) to NH 87. The final configuration would include two travel lanes in both directions with a center turn lane. Other improvements would include consolidation of access points, better driveway definition, and sidewalks along at least part of the section. The intersection of NH 125 with Old Hedding Road would be widened and signals upgraded. Where possible, signals will be coordinated with adjacent ones.
6147002	NH 125	Signalize Lagoon Road Intersection with NH 125	Signalize Lagoon Road Intersection with NH 125
6147003	NH 125	Rockingham Rail Trail NH 125 Crossing	Pedestrian improvements and Relocate Rockingham Recreational Multi-Use path crossing of NH 125 to the intersection of NH 125 and Main Street. Streetscape/landscaping
6147005	NH 125	NH 125/North River Road Intersection Improvements	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125
6147006	NH 125	Signalize intersection of NH 125 with Lee Hill Road	Signalize intersection of NH 125 with Lee Hill Road
6147007	NH 125	NH 125 Expansion - NH 87 to Lee Hill Road	Widen NH 125 from NH 87 to Lee Hill Road
6147008	Blake Rd	Bridge Replacement, Blake Road over Lamprey River [059/054]	Bridge Replacement, Blake Road over Lamprey River [059/054]
6147009	Main St	Lamprey River Bridge Repair/Replacement	Repair/Replacement of Main Street bridge over Lamprey River [109/055]
6147010	NH 125	NH 125 Signal Coordination - Epping	From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities
Exeter			
6153001	Epping Rd	Epping Road Access Management	Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.
6153002	Park St	Park St. Bridge Replacement	Park Street over BMRR 088/076. Source: NHDOT 2004 Bridge Aid Status Report. 80% Federal, 10% State, 10% Local
6153004	NH 111	Exeter NH 111 Bike Shoulders	Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]
6153005	NH 88	NH 88 Shoulders	Widen shoulders on NH 88.
6153008	Portsmouth Ave	High St./Portsmouth Ave Intersection Improvements	High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP
6153009	NH 111A	NH 111A over Little River Bridge Replacement (075/078)	Bridge replacement of address redlist bridge carrying NH 111A over Little River (BR NO 075/078)
Exeter-Newfields			
6001002	NH 85	NH 87 shoulder widening -Exeter-Newfields	Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields
Fremont			
6167001	Martin Rd	Martin Rd Bridge Replacement	Martin Road over Piscassic River - 155/133. Source: NHDOT 2002 Red List Bridge Summary
Greenland			
6187001	NH 33	Truck Stop Electrification	Truck Stop Electrification Project [Formerly 06-08CM]
Hampstead			
6195001	NH 121	NH 121 Depot Road Intersection Capacity Expansion	Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead

Town/Project #	Route/Road	Project Name	Scope
Hampton			
6197001	Ocean Blvd	Ocean Blvd Reconstruction	Reconstruction of Ocean Boulevard from Haverhill Avenue in the south to Ashworth Avenue in the north to include a new road (back to the original level), new sidewalks and curbing along the west side of the roadway, new / enhanced crosswalks and new drainage system. Through a public / private partnership agreement Unitol has offered to work with the Town on the cost of new electrical poles and underground wiring.
6197002	US 1/NH 27	US 1/NH 27 Intersection Improvements	Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge.
6197004	NH 27	NH 27 Bike Shoulders	Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.
6197005	NH 101/ US 1	NH 101/US 1 Interchange Reconfiguration	NH 101 interchange reconfiguration and construction of intermodal facility.
6197006	NH 27	Reconstruct of Exeter Road	Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
6197009	High Street	Reconstruction of High Street	Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
6197010	Winnacunnet Rd	Reconstruction of Winnacunnet Road	Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
6197011	Church Stret	Reconstruction of Church Street	Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.
Hampton Falls			
6199001	US 1	US 1 Intersection & Capacity Improvements	Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.
6199002	US 1	US 1 Shoulders	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.
6199003	US 1	US 1 Shoulders & Access Management	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.
Kensington			
6239001	NH 107	NH 150/NH107 Intersection Improvements	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study
Newfields-Newmarket			
6001023	NH 108	Bridge Rehabilitation over BMRR	Bridge Rehabilitation over BMRR
Newington			
6331001	Pease Blvd/ NH Ave/ Arboretum Dr	Pease Arboretum Drive Expansion	The Arboretum Drive and Pease Boulevard Northbound approaches will need to expand from a single lane to a left turn lane and a shared through/right lane. The New Hampshire Avenue approach will need to be widened to accommodate a left turn lane, a through lane, and a right turn lane. The Southbound Pease Blvd approach can retain its existing geometry of a left turn lane and a shared through/right turn lane. A signal will be installed once expected warrants are met
Newton			
6341001	Pond Rd	Replace Pond Road Bridge	Pond Road Over B&M RR - Structurally Deficient 064/107
6341002	NH 108	Newton Rowe's Corner Improvements	The project will replace the two-way stop controlled intersection of NH 108 with Amesbury Road and Maple Avenue with a roundabout. This will require some grade changes to the approaches. In addition, some work to the Pond Street intersection with NH 108 will be completed to create a perpendicular approach
North Hampton			
6345001	US 1	US 1 Capacity Expansion Hampton Town Line to Atlantic Avenue	Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.
6345002	US 1	Cedar Road Bridge Replacement	Replace Structurally deficient bridge over the B&M RR (148/132).
6345003	US 1	US 1 Shoulders Glendale Rd to Hobbs Rd	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.
6345004	US 1	US 1 Intersection improvements (Hobbs Rd, Elm Road in N. Hampton)	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.
6345005	US 1	US 1 Shoulders Elm Rd to North Road	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.
6345006	US 1	US 1/North Road (west approach) improvements	Realign the southern intersection of US 1 and North Road to the south, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.
6345007	US 1	US 1 North Rd intersection relocation	Realign the northern intersection of US 1 and North Road to the north, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.
6345008	US 1	US 1 Shoulders North Rd to Lafayette Terrace	Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.
6345009	US 1	US 1 Shoulders from North RD to Rye t/l	Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.
6345010	US 1	US 1 Bridge Replacement over B&M Railroad	Replace Bridge carrying US 1 over Boston & Maine RR (Redlist BR No. 148/132)

Town/Project #	Route/Road	Project Name	Scope
North Hampton - Greenland			
6001008	NH 151	NH 151 Shoulders	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .
Plaistow			
6375001	NH 121A	Main Street traffic calming	Main Street Traffic Calming/safety Improvements
6375003	NH 125	NH 125 Signal Coordination - Plaistow	From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities.
6375004	NH 121A	NH 121A/North Ave. Intersection improvements	Intersection improvements at North Avenue And NH 121A In Plaistow
Plaistow-Kingston			
6001010	NH 125	NH 125 Old County Rd to Hunt Rd/Newton Junction Rd.	Reconstruct from 1/4 mile south of Plaistow/Kingston T/L northerly approx 1.8 miles including extension of Kingston Road (PE & ROW funding included under Plaistow-Kingston 10044B)(Parent = Kingston 10044B)
Portsmouth			
6379001	Durham St /Corporate Dr /NH Ave/ International Dr	NH Ave/Corporate Drive intersection signalization	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.
6379002	Grafton Drive	Grafton Drive Capacity Expansion	Grafton Drive will be widened to provide a five lane cross section, two through turn lanes in each direction and a center left turn lane. In addition left-through and right-turn lanes will be provided on the Portsmouth Transportation Center approach. Finally, a signal will be added to the intersection.
6379003	Corporate Dr/ Grafton Drive	Corporate Dr/Grafton Drive intersection signalization	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.
6379004	US Route 1 Bypass	Woodbury Ave & Stark St. Bridge Replacements over US 1 Bypass	Replace bridges (205/116) Woodbury Avenue and (211/114) Stark Street over US1 Bypass (Both Red List) (Pe & Row in Parent 13455)
6379005	Maplewood Ave	Replace Maplewood Ave Culvert over North Mill Pond	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.
6379006	US Route 1 Bypass	Reconstruct US 1 Bypass from Lafayette Rd to Traffic Circle	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.
6379010	I-95	Pannaway Manner Noise Barrier	Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.
6379011	US Route 1	US 1 Capacity Expansion from Constitution Ave to Wilson Rd. and from Ocean Rd to White Cedar Blvd.	Widen US Route 1 from Constitution Ave to Wilson Rd. and from Ocean Road to White Cedar Blvd to five lanes. Realign Lang Road to form 4-way intersection with US 1 at Ocean Rd via Longmeadow Rd. Some preliminary engineering has been completed. Project would reconstruct US Route 1 to upgrade corridor to provide better access management and capacity on roadway segments and at intersections.
6379012	Coakley Rd	Coakley Road Bridge Replacement	Upgrade / replace aging bridge.
6379013	Bartlett St	Bartlett St. Bridge Replacement	Bridge upgrade / replacement over Hodgson Brook
6379014	Woodbury Ave	Woodbury Ave Signal Coordination	Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities.
6379015	Cate Street	Cate Street Bridge Replacement	Replace bridge
6379016	Market Street	Market St. RR Crossing upgrade	Upgrade the railroad crossing on Market Street near the intersection with Russell St. This hazard elimination project, includes upgrades of the rail, the roadway approaches, drainage improvements, and installation of protective devices at the crossing.
6379018	Pierce Island Rd	Pierce Island bridge Replacement	Replace Pierce Island Bridge over Little Harbor
6379019	Hampton Branch Rail Trail	Hampton Branch Rail-trail improvements	The Hampton Branch rail line runs south from Barberry Lane to the Greenland town line. This corridor has been designated as the long-term, off-road route of the NH Seacoast Greenway (East Coast Greenway). Pan Am Rail has initiated abandonment of the line, which will make it potentially available for conversion to a multi-use trail. [ROW Cost removed as it is included in another project (RPCID 6001020)]. Some potential overlapping construction costs with Project to purchase ROW and remove ties/rails (RPCID 6001020)].
6379020	US Route 1 Bypass	Reconstruct US 1 Bypass from Traffic Circle to Sarah Long Bridge	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards
6379021	US Route 1 Bypass	US 1 Bypass Traffic Circle Improvements	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection
6379023	Maplewood Ave	Maplewood Ave Complete Streets	This project includes planning, design, and construction of Complete Street improvements on Maplewood Ave. This project will include sidewalk widening, addition of bike lanes, crosswalk improvements, travel lane reductions, and other traffic calming measures.
6379024	Spinney Rd	Spinney Road Sidewalk & Intersection Construction	Add new sidewalk along one side of Spinney Rd and improve intersection at Spinney / Islington.
6379025	US Route 1	US Route 1 Sidewalk	Create new side path paralleling Route 1 and transit amenities within the ROW.
6379026	Islington St	Lower Islington Street Sidewalk	Construction of new sidewalk on one side of the street.
6379027	Market St and Russell St	Market St./ Russell St. Intersection	A roundabout is currently being considered for this location.
6379028	Islington St	Upper Islington St. Improvements	Preliminary and final design, engineering, and construction for reconstruction of the street that will include subsurface utility work as well as sidewalk improvements, street lighting and street furniture, curbing and bump outs as well as traffic signal improvements and realignment of the Bartlett St / Islington St intersection.
6379029	South St	South Street Reconstruction	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.
6379030	Banfield Rd	Banfield Road Improvements	Upgrades will include culvert replacement, guard rail installation, and traffic calming.
6379031	Junkins Ave	Junkins Avenue reconstruction	This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.

Town/Project #	Route/Road	Project Name	Scope
Raymond			
6383001	NH102	NH102/Blueberry Hill Road Intersection	Safety improvements at the NH 102 intersection with Blueberry Hill Road
6383002	NH 27	NH 27/Dudley Road Intersection	Address skewed angle intersection of Dudley Road with NH 27 through realignment
6383003	NH 156	NH 156/Ham Rd/Harriman Hill Road Intersection	Address sight distance issues to improve safety at NH 156/Ham Road/Harriman Hill Road intersection
6383004	NH 27	NH 27/NH 156 Intersection	Address safety and capacity issues at the intersection of NH 27 and NH 156
Region			
6001012	Multiple	Improvements to ITS/IMS Communications backbone	Region-to-TMC Communications Backbone: Implement a robust communications backbone between the State's TMC in Concord and the seacoast region. From Regional ITS Architecture
6001013	Multiple	Portable VMS for Region	Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.
6001014	NH 125	Cross-border ITS Improvements	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.
6001015	Multiple	Bridge Security Video ITS Improvements	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.
6001016	Multiple	ITS Improvements at Park and Rides	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.
Rye			
6397001	US 1	US 1 Shoulders Breakfast Hill to Portsmouth City Line	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line
6397002	US 1	US 1 Washington Rd. Intersection capacity improvements	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.
6397003	US 1	US 1 Shoulders from N. Hampton T/L to Breakfast Hill Rd.	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.
Salem to Manchester			
6001024	I-93	I-93 Salem to Manchester Debt Service	Debt Service for projects on mainline between Exit 1 and Exit 2. Includes bridges and work on NH38
Sandown			
6405001	Phillips Rd	Phillips Rd bridge replacement	Bridge Replacement on Phillips Road over Exeter River [093/109]
6405002	Fremont Rd	Bridge rehabilitation/replacement on Fremont Rd.	Bridge rehab/replacement on Fremont Road over Exeter River - 098/117
Seabrook			
6409001	US 1	US 1 Capacity improvements at the Seabrook Rotary	Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes
6409002	US 1	US 1 Capacity Improvements between Walton Rd and Gretchen Rd	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.
6409004	US 1	US 1 capacity improvements between NH 107 and North Access Road	Widen US 1 to 5 lanes between NH 107 and the North Access Road. Install signal at New Zealand Road and make crosslot connection between Rocks Road and the North Access Road. From US 1 Corridor Study.
6409005	US 1	US 1 Capacity Improvements between the North Access Rd and the Hampton Falls Town Line	US 1 - Transition from 5 lanes at the North Access Road to a 3 lane cross-section at the Hampton Falls town line. From US 1 Corridor Study.
6409006	NH 1A	NH 1A Sidewalk in Seabrook	Curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].
6409007	East Coast Greenway	Multiple-use pathway on former B&M line from Mass s/l to Seabrook Station	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.
Seabrook-Hampton			
6001018	NH 1A	Route 1A Evacuation ITS Improvements	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture
6001022	NH 1A	Rehabilitate NH 1A Bridge between Hampton & Seabrook	Rehabilitate structurally deficient bridge (235/025) over the Hampton River between Hampton and Seabrook.
Seabrook-Hampton Falls-Hampton			
6001019	East Coast Greenway	East Coast Greenway - Seabrook	Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.
South Hampton			
6417001	Whitehall Rd	Whitehall Rd Bridge Replacement	Bridge Replacement on Whitehall Road over Powwow River [099/062]
6417002	Hilldale Ave	Hilldale Ave bridge replacement	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]
Stratham			
6431001	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	Stratham Town Center/Stratham Circle Improvements	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signalization, sidewalks, bicycle lanes, crosswalks, Bus shelters, traffic calming measures, and signage improvements.
6431002	Squamscott Rd	Bike lanes on Squamscott Rd	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33
6431003	NH 108	Signalize NH 108/Bunker Hill Avenue intersection	NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection Realignment. Source: 1999-2020 LRP
6431004	NH 108	Signalize NH 108/Frying Pan Lane intersection	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal
6431005	NH 33	Winnicutt Road Signalization	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.

Table 6: Fiscal Constraint Analysis for the 2017-2020 Transportation Improvement Program & 2040 Long Range Transportation Plan

Source of Data	Fiscal Year	Estimated Regional Share of Available Funding ^{1,2,3}					Estimated Total Project Costs ⁶						
		Federal	State ⁴	Other	Statewide Programs ⁵	Total Target Funding	Regional Projects	Statewide Programs ⁷	Transit	Turnpike Projects ⁸	Total Project Costs	Remaining ⁹	
2040 Long Range Transportation Plan	2017-2020 TIP	2017	\$ 40,199,430	\$ 4,567,171	\$ 18,574,684	\$ 9,359,688	\$ 72,700,973	\$ 53,027,881	\$ 9,359,688	\$ 10,171,368	\$ 142,036	\$ 72,700,973	\$ -
		2018	\$ 45,427,435	\$ 5,898,492	\$ 13,318,830	\$ 9,536,786	\$ 74,181,542	\$ 54,236,097	\$ 9,536,786	\$ 8,392,595	\$ 2,016,064	\$ 74,181,542	\$ -
		2019	\$ 39,807,776	\$ 22,856,761	\$ 6,957,345	\$ 10,431,501	\$ 80,053,383	\$ 52,346,518	\$ 10,431,501	\$ 8,622,833	\$ 8,652,532	\$ 80,053,383	\$ -
		2020	\$ 34,103,776	\$ 32,202,029	\$ 6,468,730	\$ 10,233,347	\$ 83,007,883	\$ 50,414,184	\$ 10,233,347	\$ 8,898,763	\$ 13,461,589	\$ 83,007,883	\$ -
	2017-2026 State Ten Year Plan	2021	\$ 22,787,900	\$ 29,070,345	\$ 6,979,617	\$ 10,099,160	\$ 68,937,021	\$ 35,361,847	\$ 10,099,160	\$ 9,583,655	\$ 13,892,360	\$ 68,937,021	\$ -
		2022	\$ 31,435,678	\$ 8,721,190	\$ 7,579,647	\$ 9,956,540	\$ 57,693,055	\$ 33,763,319	\$ 9,956,540	\$ 10,357,800	\$ 3,615,396	\$ 57,693,055	\$ -
		2023	\$ 21,911,686	\$ 1,282,813	\$ 8,250,702	\$ 9,946,736	\$ 41,391,937	\$ 20,208,446	\$ 9,946,736	\$ 11,236,755	\$ -	\$ 41,391,937	\$ -
		2024	\$ 34,885,427	\$ 1,277,420	\$ 9,021,548	\$ 9,973,616	\$ 55,158,012	\$ 33,053,461	\$ 9,973,616	\$ 12,130,935	\$ -	\$ 55,158,012	\$ -
		2025	\$ 21,933,873	\$ 1,277,137	\$ 9,911,841	\$ 9,376,723	\$ 42,499,575	\$ 19,823,968	\$ 9,376,723	\$ 13,298,884	\$ -	\$ 42,499,575	\$ -
		2026	\$ 18,035,969	\$ -	\$ 10,902,141	\$ 9,363,526	\$ 38,301,635	\$ 14,469,055	\$ 9,363,526	\$ 14,469,055	\$ -	\$ 38,301,635	\$ -
	2027	\$ 31,560,742	\$ 15,295,108	\$ 10,770,759	\$ 9,681,836	\$ 67,308,446	\$ 16,065,393	\$ 9,681,836	\$ 14,187,934	\$ 11,177,173	\$ 51,112,336	\$ 16,196,110	
	2028	\$ 32,077,452	\$ 15,467,238	\$ 11,313,457	\$ 9,655,304	\$ 68,513,452	\$ 27,502,975	\$ 9,655,304	\$ 14,836,956	\$ 11,349,303	\$ 63,344,537	\$ 5,168,914	
	2029	\$ 32,594,161	\$ 13,599,203	\$ 11,856,155	\$ 9,628,773	\$ 67,678,292	\$ 26,472,300	\$ 9,628,773	\$ 15,485,977	\$ 9,481,267	\$ 61,068,317	\$ 6,609,975	
	2030	\$ 33,110,871	\$ 15,944,124	\$ 12,398,853	\$ 9,602,241	\$ 71,056,088	\$ 29,490,057	\$ 9,602,241	\$ 16,134,999	\$ 11,826,188	\$ 67,053,484	\$ 4,002,604	
	2031	\$ 33,627,581	\$ 17,428,393	\$ 12,941,551	\$ 9,575,709	\$ 73,573,234	\$ 26,875,040	\$ 9,575,709	\$ 16,784,020	\$ 13,310,458	\$ 66,545,227	\$ 7,028,007	
	2032	\$ 34,144,290	\$ 18,012,507	\$ 13,484,249	\$ 9,549,177	\$ 75,190,223	\$ 18,683,328	\$ 9,549,177	\$ 17,433,042	\$ 13,894,572	\$ 59,560,118	\$ 15,630,105	
	2033	\$ 34,661,000	\$ 14,558,617	\$ 14,026,947	\$ 9,522,645	\$ 72,769,209	\$ 25,528,142	\$ 9,522,645	\$ 18,082,064	\$ 10,440,681	\$ 63,573,531	\$ 9,195,677	
	2034	\$ 35,177,709	\$ 19,863,612	\$ 14,569,645	\$ 9,496,113	\$ 79,107,079	\$ 18,077,545	\$ 9,496,113	\$ 18,731,085	\$ 15,745,676	\$ 62,050,419	\$ 17,056,660	
	2035	\$ 35,754,168	\$ 20,313,471	\$ 15,112,343	\$ 9,469,581	\$ 80,649,564	\$ 22,423,826	\$ 9,469,581	\$ 19,380,107	\$ 13,375,359	\$ 64,648,873	\$ 16,000,691	
	2036	\$ 36,270,878	\$ 26,465,008	\$ 15,655,041	\$ 9,443,049	\$ 87,833,976	\$ 25,742,530	\$ 9,443,049	\$ 20,029,128	\$ 19,526,896	\$ 74,741,603	\$ 13,092,373	
2037	\$ 36,787,588	\$ 20,182,257	\$ 16,197,739	\$ 9,416,517	\$ 82,584,101	\$ 31,609,136	\$ 9,416,517	\$ 20,678,150	\$ 13,244,145	\$ 74,947,948	\$ 7,636,153		
2038	\$ 37,304,297	\$ 20,238,693	\$ 16,740,437	\$ 9,389,985	\$ 83,673,413	\$ 31,869,814	\$ 9,389,985	\$ 21,327,171	\$ 13,300,581	\$ 75,887,552	\$ 7,785,861		
2039	\$ 37,821,007	\$ 20,295,130	\$ 17,283,136	\$ 9,363,453	\$ 84,762,725	\$ 24,996,264	\$ 9,363,453	\$ 21,976,193	\$ 13,357,018	\$ 69,692,928	\$ 15,069,797		
2040	\$ 38,337,716	\$ 20,351,566	\$ 17,825,834	\$ 9,336,921	\$ 85,852,036	\$ 16,333,415	\$ 9,336,921	\$ 22,625,215	\$ 13,413,454	\$ 61,709,005	\$ 24,143,032		
		\$ 799,758,411	\$ 365,168,286	\$ 298,141,234	\$ 231,408,924	\$ 1,694,476,855	\$ 708,374,540	\$ 231,408,924	\$ 364,854,683	\$ 225,222,748	\$ 1,529,860,895	\$ 164,615,960	

- 1 First four years of estimated available funding is derived from projects programmed in the Draft 2017-2020 STIP
- 2 2021-2026 estimated available funding is derived from projects programmed in the 2017-2026 State Ten Year Plan
- 3 2027-2040 Federal, State, and Other funds are derived from extending funding trend from State Ten Year Plan "Total Program Dollars by FY" table dated 5/18/2016
- 4 Includes bond revenues, turnpike funds, and road toll funds. Turnpike Toll Credits are not included.
- 5 Statewide Program funds available derived from a share (11.395%) of the total Programmatic funding in STIP extended to 2040
- 6 Project costs are inflated at 3.2% per year from the year of the most recent cost estimate
- 7 13.3% share of Statewide Programmatic funds from STIP. Assumed to be equal to regional share of available funding.
- 8 Turnpike Expenditures are based on the Ten Year Plan from 2017-2026. Post 2026 value is a 28.593% share of Turnpike funds available
- 9 Estimated as difference between estimated regional target funding and total project cost for each fiscal year

ATTACHMENT 3

MEMORANDUM

TO: RPC Policy Committee
 FROM: David Walker
 RE: Project Solicitation/ Selection Criteria
 DATE: December 8, 2016

As part of the ongoing full update to the MPO Long Range Plan, the MPO will be soliciting communities and transportation agencies to identify transportation needs and transportation projects to add to the document. This will coincide with the start of the biennial update to the State Ten Year Plan and prioritized projects from this effort will be put forward to the state for consideration to be included in that document. If there is no significant change in the financial suppositions that we use to establish the available funding for transportation projects, there is roughly \$159 million (see table) for additional projects during the later years (2027-2040) of the Plan.

Excerpt from 2017-2020 TIP and 2040 Plan Fiscal Constraint Table

Year	Total Project Costs	Estimated Funds Remaining
2017	\$ 72,700,973	\$ -
2018	\$ 74,181,542	\$ -
2019	\$ 80,053,383	\$ -
2020	\$ 83,007,883	\$ -
2021	\$ 68,937,021	\$ -
2022	\$ 57,693,055	\$ -
2023	\$ 41,391,937	\$ -
2024	\$ 55,158,012	\$ -
2025	\$ 42,499,575	\$ -
2026	\$ 38,301,635	\$ -
2027	\$ 51,084,054	\$ 16,224,392
2028	\$ 63,315,351	\$ 5,198,101
2029	\$ 60,767,109	\$ 6,911,183
2030	\$ 67,053,484	\$ 4,002,604
2031	\$ 66,448,989	\$ 7,124,245
2032	\$ 59,460,800	\$ 15,729,423
2033	\$ 62,548,573	\$ 10,220,635
2034	\$ 62,015,160	\$ 17,091,919
2035	\$ 64,576,099	\$ 16,073,464
2036	\$ 74,328,540	\$ 13,505,436
2037	\$ 74,560,420	\$ 8,023,682
2038	\$ 75,887,552	\$ 7,785,861
2039	\$ 69,692,928	\$ 15,069,797
2040	\$ 69,621,162	\$ 16,230,874
Total	\$ 1,535,285,239	\$ 159,191,616

Project Solicitation and Selection Process

There are five steps to the project solicitation and selection process that the RPC will be undertaking between now and April:

1. Solicit information regarding needed transportation improvements from communities and transportation agencies. (December, 2016 – February, 2017)
2. Review the projects currently listed in the Long Range Plan and State Ten Year Plan. Establish purpose and need for each project and work with communities and agencies to update information. (December, 2016 – February, 2017)
3. Identify any transportation problems that are not being addressed by the list of projects. This should include issues where no funding has been identified to address them. (December, 2016 – February, 2017)
4. Establish the relative priority of transportation problems and projects for the region utilizing the approved Project Selection

Criteria and list them in the Long Range Plan with higher priority projects programmed earlier than lower priority projects. (March-April, 2017)

5. Forward the prioritized list of projects to NH DOT to be considered for the 10 Year Plan (April, 2017)

We are anticipating sending a project solicitation to communities and transit agencies in December, 2016 with information due back to the RPC by the end of February, 2017. As in past solicitations, TAC and Policy Committee members will receive the correspondence sent to their community, and will be listed as a point of contact to help facilitate the discussions and prompt responses. In the meantime, RPC staff will begin working on database development and expanding the information available regarding projects currently in the Long Range Plan.

Project prioritization and selection will generally follow the same process as was utilized during the 2015 iteration of the Ten Year Plan. All RPCs will use a common set of project selection criteria, projects will be ranked to be added to the last two years of the Ten Year Plan, and each RPC will work within a budget target of potential funding for the region. The current prioritization process has two steps:

Step 1: Consider the eligibility of the project for federal funding and the feasibility of the proposal. This involved examining project proposals from multiple perspectives:

- Is there a clear need for project in the next ten years?
- Is the proposed approach reasonable in addressing the transportation issue given existing resources?
- Is the project likely to receive necessary resource agency permits?
- Is there indication of local support and/or priority for the project?
- Is the project eligible for Federal funding but isn't eligible for:
 - Transportation Alternatives Program
 - Congestion Mitigation Air Quality Program
 - Highway Safety Improvement Program
 - Bridge/Pavement maintenance and preservation programs.
- Where does the project location fit as a priority within NHDOT Pavement and Bridge Strategies?

Step 2: Apply the project selection criteria to those projects that meet eligibility and feasibility standards. The project selection criteria are listed below and include the value of each of the criteria to the overall score. These criteria were defined and applied in 2015 as follows:

- **Congestion (12%):** The extent to which the project is intended to reduce traveler delay. Estimated based on scope of project, location, and current levels of congestion.
 - **Freight Mobility (4.5%):** The degree to which the project impacts the movement of goods. Estimated based on perceived utility as a freight corridor.
 - **Alternative Modes (9.2%):** The extent to which the project impacts accommodations for alternative modes of travel and improves access to goods and services for people without a car.
-

- **Traffic Volume (4.2%):** The highest volume project location receives the highest score and the lowest volume project location receives the lowest score.
- **Facility Importance (10.5%):** Based on Functional classification. Higher classes of roadways receive higher scores. This reflects the “Tiered” approach desired by NHDOT.
- **Safety measures (13.2%):** To what degree is the project oriented towards making the roadways safer. Assess whether the project purpose is primarily safety or something else.
- **Safety Performance (11.8%):** Relative crash frequency at the location based on the last 5 years of data (2009-2013). Crash severity is also considered.
- **State of Repair (19.9%):** Roads and Bridges are listed separately but it is a single criterion based on the physical condition of the road or bridge. Roadways in better condition will score higher and bridges in the worst condition will score higher. Currently this is based on information from 2013 and 2015 but will be updated if new data is received from NHDOT.
- **Support(14.7%):** The degree to which the project supports the vision, goals, and objectives of the region. This is based on the both the Long Range Transportation Plan as well as the Regional Master Plan.

For the 2015 process, The RPCs and NHDOT cooperatively developed the criteria weights shown above and each region and NHDOT utilized those exact weightings for ranking all project proposals. This did create some difficulties in that the relative weighting of some criteria creates biases for and against certain types of projects. Other MPOs around the country have adjusted for this by utilizing different weights dependent upon the type or scale of project being evaluated. For instance, the Chattanooga-Hamilton County MPO in Tennessee adjusts the weights of their project selection criteria based on the scale of the project so that it reflects what is more important. Safety might be the heaviest weighted criteria for a small-scale local project, but a large-scale inter-regional project might have mobility as the heaviest weighted criteria. This type of approach is somewhat more work and would require MPO policy guidance on how to produce a single prioritized list for NHDOT from multiple lists based on type or scale. The benefit is that a system of this type could produce a more balanced list of projects that more accurately reflect our priorities in the region and address a range of needs.

Starting in December, staff will be working with the other RPCs, NHDOT, and our Federal partners to finalize the selection criteria and process and set regional targets. ***This is the opportunity for the Policy Committee to weigh in on the process, specifically, input is requested in a couple of areas:***

- Do the current criteria reflect appropriate aspects to consider for prioritizing projects? Should they be changed? Should there be more criteria or less?
- In general, what do you think of the relative weights applied to each of the criteria? Should the selection criteria be applied the same way to all projects?

At the November 30th, 2016 meeting, The TAC discussed these questions and provided the following input/recommendations:

- The current criteria worked well and provided a positive result in terms both of the number and type of projects that were highly ranked as well as the projects selected for the State Ten Year Plan.
- The consensus was that the same project selection criteria should be used for this upcoming round however, given that projects often score very closely, some sort of a tie-breaker process should be implemented.
- The TAC was interested in the opportunity to participate in a criteria weighting process.
- The general consensus of the TAC was that, at this time, the projects selection criteria should be applied in the same manner to all projects and criteria weightings should not be adjusted based on project type or scale

Recommendation: Discuss the Project Selection Criteria and weightings for staff to use as input for the statewide process and to finalize an MPO process for the 2017 project selection process.

ATTACHMENT 4

MEMORANDUM

TO: RPC MPO Policy Committee
FROM: Scott Bogle
RE: Long Range Plan Performance Measures Update
DATE: December 7, 2016

Recent staff work on the Long Range Transportation Plan update has focused on: 1) refining draft set of performance measures to address the performance based transportation planning requirements of MAP-21 and the FAST Act; and 2) refining implementation recommendations for each Plan Goal, drawing on Recommendations identified in the Regional Master Plan transportation, policies from the 2012 Long Range Plan, and new information.

Performance Measures

Work on performance measures has largely been as part of the multi-MPO SHRP2 performance based planning effort. As of mid-November, the list of potential performance measures being developed by the SHRP2 group has been culled from an initial 600+ candidates down to 25, including three placeholders for content areas identified as critical but for which specific measures have yet to be identified. Each of these 25 measures has been assigned to one of the MPOs to develop measurement methodologies and whether the measures are workable in practice.

RPC is working to refine measures including freight volumes, capacity at park and rides, and remaining useful life of public transit fleet vehicles. This includes developing recommendations for datasets to use or develop, frequency of update, and baseline information.

The 25 draft SHRP2 measures are shown on the following pages in grouped by the eleven Long Range Plan Goals that the MPO approved in draft form in April. Also shown are USDOT national performance measures available thus far that have been finalized (in the case of Safety), or published in a Notice of Proposed Rulemaking (NPRM). These include measures for Bridge and Pavement Condition, System Performance, and CMAQ On-Road Mobile Source Emissions.

Summary comments include the following:

- Between the MPO/SHRP2 draft measures and the USDOT measures proposed to date, a majority of the eleven Draft Long Range Plan Goals have corresponding performance measures. This is particularly the case for Goal 1 – Mobility, Goal 2 – Transportation Choices, Goal 4 – System Preservation & Modernization, Goal 5 – Energy & Environment, Goal 6 – Safety & Security.

- No performance measures have been identified to date that focus specifically on Land Use Integration (Goal 3) or Public Health (Goal 9). Staff will bring this up at the next SHRP2 meeting and ask the other MPOs to similarly look at their LRTP goals and identify shared measures for these goal areas, and any additional goals that other MPOs have for which draft measures aren't yet defined. Better integration of land use and transportation planning is likely to be a common goal across most MPOs. In the case of Public Health, several possible metrics using data from the Centers for Disease Control (CDC) have been assessed to date, though problems exist with data availability at the MPO level. Key measures from the CDC are reported at the county level, or in the case of our region, a combined region including Rockingham and Strafford County. In light of this staff are reconsidering whether splitting out Public Health as a stand-alone goal makes sense in our region.
- For Energy & Environment (Goal 5), multiple measures have been identified related to air quality, but as yet no measures addressing water quality or habitat impacts.
- For Economic Vitality (Goal 7), draft measures have been identified for freight movement, but not yet for the new Federal Planning Factor focused on enhancing travel and tourism.
- For Resiliency (Goal 8) the identified measure of culvert condition is a good start, while the SHRP2 group recognizes the need for one or more additional measures. Staff will review recommendations of the Coastal Risks & Hazards Commission to identify potential additional measures specific to coastal communities.
- For Resource Availability (Goal 11) the proposed measure tracking spending by mode will be useful. An additional metric comparing resources available to resources needed to achieve targets defined in other goal areas may be appropriate.

Recommendations & Implementation Strategies

Staff have also been working on defining a set of Recommendations and Implementation Strategies associated with each Plan Goal. The starting point for this was Recommendations identified in the Regional Master Plan Transportation chapter (which tend to be very specific), policies from the 2012 Long Range Plan (which were typically defined more broadly), and new information. The current draft list of recommendations and strategies is organized by Goal, and follows the draft performance measures. Some work remains to tighten up elements drawn from the 2012 Plan to make them more specific and implementable.

Requested Action

Staff ask Policy Committee members to review the draft performance measures and implementation strategies on the following pages and identify questions and any gaps you see and potential additional measures and strategies you think RPC should investigate further. These could be measures used just in our region, or measures we bring back to the SHRP2 work group to add to the final shared list.

Current Draft Performance Metrics from SHRP2 Process Grouped by Rockingham MPO 2017-2040 Long Range Plan Draft Goals

Measures color coded:

- SHARP2 draft measures in black
- USDOT National Performance Management Measures (final or proposed) in blue
- Additional regional measures under consideration in green
- *Staff comments in red italics*

Goal 1 - Mobility

The region's transportation system is designed with all users in mind and offers people and goods efficient and reliable access to communities and activity centers.

USDOT System Performance PMs (NPRM)

- Percent of the Interstate System providing for Reliable Travel (USDOT proposed)
- Percent of the non-Interstate NHS providing for Reliable Travel (USDOT proposed)
- Percent of the Interstate System where peak hour travel times meet expectations (USDOT proposed)
- Percent of Interstate System Mileage Uncongested (USDOT proposed)
- Percent of Interstate System providing for Reliable Truck Travel Times (USDOT proposed)
- Annual Hours of Excessive Delay per Capita (USDOT proposed)

Goal 2 - Transportation Choices

The region's transportation system offers equitable and reliable multi-modal transportation choices to better connect people to jobs and services.

- Percent of major employers that are served by public transit (individual businesses/institutions with 1000+ employees) *(recommend adjusting this to employment centers/clusters)*
- Percent of low income population within 0.25 miles of fixed route transit
- Percent of total population within 0.25 miles of fixed route transit stop
- Number of trips provided and number of communities served by demand response transit
- Number of trips provided and number of communities served by fixed route bus
- Number of trips provided and number of communities served by volunteer driver programs
- Number of trips provided by Intercity bus and passenger rail
- Park and ride utilization by facility
- Placeholder for bicycle measure
- Placeholder for pedestrian measure
- Percent of completed TYP projects on non-limited access highways incorporating AASHTO-standard bicycle and pedestrian accommodation (potential measure of interest to staff)
- Percent of funds expended in STIP for safe bicycle and pedestrian accommodation (CT DOT measure of interest to staff)

Goal 3 - Land Use Integration

Transportation investments are sensitive to context and scale, strengthen the character and identity of places, and support local and regional visions for the future.

- *No SHRP2 measures currently identified*
- *Number of communities with Access Management MOUs with NHDOT*
- *Consider metric related to zoning supporting mixed use development or transit oriented development*

Goal 4 - System Preservation & Modernization

The region's transportation system is reliable, maintained in good condition, and the preservation and modernization needs of existing components are prioritized ahead of adding new highway capacity.

- Percent of total program dollars authorized for system preservation projects on interstate
- Red listed projects (total, state, municipal)
- Condition of rail lines and speeds allowed
- Remaining useful life of public transit fleet

USDOT Infrastructure PMs (NPRM)

- Percent of pavement on the Interstate System in good condition (USDOT proposed)
- Percent of pavement on the Interstate System in poor condition (USDOT proposed)
- Percent of pavement on the non-Interstate NHS in good condition (USDOT proposed)
- Percent of pavement on the non-Interstate NHS in poor condition (USDOT proposed)
- Percent of NHS bridges classified as in good condition (USDOT proposed)
- Percent of NHS bridges classified as in poor condition (USDOT proposed)
- *Consider metric related to system modernization – potentially implementation of recommendations from Intelligent Transportation System (ITS) Architecture and Strategy*

Goal 5 - Energy & Environment

The region's transportation system is proactive in protecting natural and cultural resources, is energy efficient and forward looking.

- CO2 emissions per capita from passenger transportation
- Number of alternative fueling stations (public and private) by fuel type
- Percent of transit fleet powered by alternative fuels

USDOT CMAQ – On-Road Mobile Source Emissions PM (NPRM)

- Total tons of emissions reduced from CMAQ projects for applicable criteria pollutants and precursors (USDOT proposed)
- *Consider metric(s) related to water quality and habitat impacts of transportation projects*

Goal 6 - Safety & Security (New Goal)

The region's transportation system is safe and secure for all users.

- Number of motorcycle fatalities and serious injuries

USDOT Safety PMs (Final Rule)

- Number of fatalities (USDOT Final)
- Rate of fatalities per 100 million VMT (USDOT Final)
- Number of serious injuries (USDOT Final)
- Rate of serious injuries per 100 million VMT (USDOT Final)
- Number of non-motorized fatalities and serious injuries involving a motor vehicle (USDOT Final)

Goal 7 - Economic Vitality (New Goal)

Through strategic investment, the region's transportation system supports an innovative and competitive 21st century economy that connects people, goods, and communities to desired activity and economic centers.

- Tons of freight shipped via all modes and/or by mode

USDOT System Performance PMs (NPRM)

- Percent of Interstate System providing for Reliable Truck Travel Times (USDOT proposed)
- *Consider measure related to Federal Planning Factor on enhancing travel and tourism*

Goal 8 - Resiliency

The region's transportation system is adaptive and resilient to climate change and natural and other hazards.

- Percent of culverts rated acceptable vs. culverts in need of replacement (also applies to System Preservation)
- *Placeholder for additional resiliency measure*
- *Consider metric related to implementation of recommendations of Coastal Risks and Hazards Commission*
- *Consider use of Network Robustness Index (Pikes Peak Area COG)*

Goal 9 - Public Health (New Goal)

The region's transportation system is designed and built to support safe and healthy communities, facilitate active living opportunities, and aging in place.

- *No health measures per se, but key issues are access to medical care for seniors and other transit dependent populations, and safe options for "active transportation" (biking/walking), both covered under Transportation Choices*

Goal 10 - Efficient and Effective Planning Process (New Goal)

The MPO provides an efficient and effective implementation of the cooperative, coordinated, and continuous (3C) federal transportation planning process that aids in the efficient and effective implementation of projects.

- Average number of years a project is listed in the Ten Year Plan before securing funding *(For RPC we may want to expand this to include years on Long Range Project List also)*
- Number of projects MPO assists in getting into the TYP, funded by TAP, 5310 and other funds *(potentially adapt this to percent of MPO/RPC top 5-10 priority projects put forward each cycle that get on TYP)*

Goal 11 - Resource Availability

Adequate and predictable funding is available to meet current and future needs for transportation system maintenance, operation and modernization across all modes.

- Percent or dollar value of projects programmed by transportation mode

MPO Goals, Recommendations & Implementation Strategies

The MPO has developed a set of goals based community concerns and priorities, the Regional Master Plan Vision and Goal, and the Federal Planning Factors and the National Goals for the Federal Aid Highway System as well as past iterations of the Long Range Transportation Plan. These goals are intended to aid in directing transportation funding and prioritizing regional transportation projects. Following each goal is a series of implementation strategies that the MPO will pursue during the period covered by this plan attain the defined goals.

Goal 1 - Mobility

The region's transportation system is designed with all users in mind and offers people and goods efficient and reliable access to communities and activity centers.

Recommendations & Implementation Strategies

- Identify and implement operational and management strategies to improve the performance of the existing transportation facilities, relieve vehicular congestion, provide real time information to travelers and maximize the safety and mobility of people and goods.
- Develop and adopt a Complete Streets policy for the Rockingham Planning Commission MPO and provide technical assistance to member communities in developing local policies.
- Work with municipalities and NHDOT to ensure that sidewalks, crosswalks, signage and other pedestrian or bicycle facilities are included highway project where appropriate.

Goal 2 – Transportation Choices

The region's transportation system offers equitable and reliable multi-modal transportation choices to better connect people to jobs and services.

Recommendations & Implementation Strategies

- Provide technical assistance to communities in bicycle and pedestrian planning, including development of Safe Routes to School initiatives, a regional bicycle/pedestrian data collection program, and securing federal funding support through multiple programs.
- Provide technical assistance to COAST, CART, volunteer driver programs to expand transit access in underserved communities.
- Provide planning and facilitation assistance to regional public transit/human service transportation coordination efforts.
- Work with State and regional partners to sustain and expand intercity rail and bus transit options.
- Develop a stand-alone bicycle and pedestrian plan for the RPC region.
- Collaborate with commuteSMARTseacoast and other regional and statewide partners on initiatives to manage transportation demand and encourage alternative commutes.

Goal 3 – Integrated Planning

Transportation investments are sensitive to context and scale, strengthen the character and identity of places, and support local and regional visions for the future.

Recommendations & Implementation Strategies

- Encourage communities to work cooperatively in planning and prioritizing transportation projects, in developing and implementing consistent access management standards, and in developing zoning that is compatible across community lines.
- Promote highway Access Management through development of agreements between NHDOT and municipalities, Access Management standards for state highways, designs for improvements (publicly and privately financed) along state highways and other corridors.
- Promote municipal transit oriented development and mixed use development.
- Prioritize transportation investment in the region’s already developed areas through weighting of project selection criteria.
- Minimize the impacts of through traffic on neighborhoods, commercial areas, and local roads by maximizing the use of primary transportation corridors and employing techniques such as traffic calming.
- Promote local street design standards that safely accommodate all modes of travel.

Goal 4 – System Preservation & Modernization

The region’s transportation system is reliable, maintained in good condition, and the preservation and modernization needs of existing components are prioritized ahead of adding new highway capacity.

Recommendations & Implementation Strategies

- Encourage effective and proper maintenance of state and local facilities supporting all modes of transportation.
- Promote projects that improve existing facilities over those that develop new roadways; and encourage multiple uses of rights of way when possible.
- Continue scheduled updates to Regional Intelligent Transportation System (ITS) Architecture and Implementation Strategy and participate in updates to Statewide ITS Architecture.
- Work with NHDOT to evaluate intermodal connections on the transportation network and assess the need for maintenance, preservation, ITS or other improvement projects to maintain freight flows.

Goal 5 –Energy, Environment and Resiliency

The region’s transportation system is proactive in protecting and restoring natural and cultural resources, is energy efficient and forward looking, and is adaptive and resilient to climate change, natural, and other hazards.

Recommendations & Implementation Strategies

- Ensure that development of the transportation system supports the achievement of federal air quality standards, consistent with the requirements of the Clean Air Act Amendments of 1990 and the State Implementation Plan.
- Encourage the protection of natural resources (wetlands, aquifers, wildlife habitat, woodlands, agricultural lands, scenic values, etc.); cultural and historic resources; and recreational resources in the design of transportation system changes. Require appropriate mitigation for unavoidable impacts.
- Promote energy conservation in the movement of people and goods, including support for the development and implementation of alternative fuels (and alternative methods of using those fuels) that have a positive environmental impact.

Goal 6 – Safety

The region’s transportation system is safe and secure for all users.

Recommendations & Implementation Strategies

- Work with NHDOT and communities to undertake corridor-wide safety studies on facilities with high accident rates, and road safety audits at sites of specific concern in the region.
- Coordinate with freight operators (rail and highway) and agencies on projects to enhance the security of the freight transportation system in the region.
- Assist regional transit agencies in the development and implementation of safety plans as necessary.
- Use local and regional planning processes such as corridor studies, Safe Routes to School travel plans, and local master plan chapters to promote traffic calming strategies to balance traffic movement with pedestrian and neighborhood safety.
- Promote awareness and enforcement of traffic laws related to bicycles and pedestrians to encourage safe sharing of the road.
- Promote coordination among municipalities in planning for natural hazard mitigation, emergency management, and evacuation routes, with special attention to communities surrounding Seabrook Station. Incorporate consideration for evacuation routes into the project prioritization process.

Goal 7 – Economic Vitality

Through strategic investment, the region’s transportation system supports an innovative and competitive 21st-century economy that connects people, goods, and communities to desired activity and economic centers.

Recommendations & Implementation Strategies

- Work with NHDOT on the development of the Statewide Freight Plan, and consider freight impacts in the decision-making process for evaluating transportation project proposals
- Work with communities and NHDOT to identify current and potential deficiencies and threats to the economic vitality of the region that relate to transportation, and work to mitigate those deficiencies and threats.
- Evaluate transportation system improvements for their impact on interstate and regional travel patterns.
- Encourage transportation investments that facilitate tourism in the region.

Goal 8 – Resiliency

The region’s transportation system is adaptive and resilient to climate change and natural and other hazards.

Recommendations & Implementation Strategies

- Complete the vulnerability analysis examining stream crossings on the state highway system and determine where investments can be made to reduce flooding potential and other damage.
- Incorporate transportation network planning into the current work with FEMA and local communities to develop hazard mitigation plans.
- Analyze the transportation system for capacity and safety deficiencies that impact security and disaster planning concerns.
- Incorporate security and disaster planning aspects into the project design and prioritization process.
- Prioritize projects designed to increase the resiliency of the transportation system to anticipated impacts of climate change
- Work with state and regional partners to define the MPO role in security planning for the transportation system. This role should provide tangible benefits without adding a level of bureaucracy to the security planning process.

Goal 9 – Public Health

The region’s transportation system is designed and operated to support safe and healthy communities, facilitate active living opportunities, and aging in place.

Recommendations & Implementation Strategies

- Use transportation project programming to encourage development patterns and public facility investments that allow residents and visitors to live, work and recreate without having to drive.

- Support development of transportation facilities and services that meet the needs all residents and visitors, with special care taken to meet the needs of the elderly, individuals with disabilities, and those who do not drive.

Goal 10 – Efficient and Effective Planning Process

The MPO provides an efficient and effective implementation of the cooperative, coordinated, and continuous (3C) federal transportation planning process that aids in efficient and effective project implementation.

Recommendations & Implementation Strategies

- Work with NH DOT to identify projects that might benefit from non-traditional contracting mechanisms such as design-build to expedite implementation.
- Work with NHDOT to ensure that project selection criteria continue to reflect local and regional priorities.
- Refine the project development process through early data collection and scoping to better enable the project selection process with more complete information regarding project proposals.
- Update the list of prioritized projects in the Long Range Transportation Plan to reflect the latest planning assumptions.
- Solicit communities, Transit providers, and NH DOT for transportation needs over the short and long-term within the region.
- Use the MPO Public Participation Process to promote public understanding of the transportation system and its connections to land development, water quality and air quality issues.
- Engage local and state policy makers in the transportation planning process and encourage their support of progressive transportation legislation.

Goal 11 – Resource Availability

Adequate and predictable funding is available to meet current and future needs for transportation system maintenance, operation and modernization across all modes.

Recommendations & Implementation Strategies

- Work with federal, state and regional partners to increase the amount of Federal and State funding available in the region to address project needs. In particular work to establish a dedicated state funding stream for public transportation.
- Work directly with communities to expand the options available for local financing of transportation system maintenance, preservation, and improvement.
- Promote the use of public/private partnerships to spur investment in the transportation system where private development goals facilitate achievement of public priorities.
- Assist communities with the development of policies and regulations that aid in securing private development funding appropriate for the amount of impact expected on adjacent transportation facilities.

ATTACHMENT 5

MEMORANDUM

TO: RPC Commissioners

FROM: RPC Executive Committee
Cliff Sinnott, Executive Director

DATE: December 8, 2016

SUBJECT: **FY 2016 Financial Statements and Audit**

Our Financial Statements for FY 2016 were reviewed and recommended for acceptance by the Executive Committee at their November 30th meeting. At that meeting a representative of Melanson Heath made a detailed presentation of the Audit results. The final step in the audit process is for the full Commission to review and accept the Audit, after which the Audit will be submitted to the Federal Clearinghouse.

What we call, collectively, the "Audit" is in two just parts this year, which have been combined in the attached document:

- Auditor's Opinion Letter
- Annual Financial Statements for Fiscal Year 2015

A third piece, the "Single Audit Report," which has often been part of our audit, was not done this year because we did not reach the minimum threshold of Federal funds received in FY15, which was recently raised to \$750,000 / year. (We received just over \$700,000 in Federal funds.)

On the positive side, the Audit included an unqualified ("clean") opinion, found no material weakness in our significant deficiencies in our internal control, and continued our qualification under federal guidelines as a low-risk auditee. Not so positive, however, was the financial result. As measured by operating surplus (retained earnings) for the year, we lost just under \$86,000 in FY16. This compares to FY15, which was somewhat the mirror image, when we had an operating surplus of about \$67,000. Our fund balance is still positive at \$49,386, but significantly diminished from our FY15 result, which was an all time high of just over \$135,000.

There are a number of reasons for this financial swing between FY15 and FY16, most having to do with timing of grant receipts and delays in the start up of grants. As a result, the projected income on which our budget was built (\$1.151M) amounted to actual income of only \$1.087M. Expenses were also about \$20,000 more than expected, mostly due to higher pass-through & contractual expenses than budgeted.

As discouraging as these results are, I would note that neither the strongly positive numbers in FY15 or strongly negative in FY16 are quite reflective of our real financial picture. An average of the two is

probably closer to the mark. The timing of grant contracts vs. fiscal years, and the unpredictable delays in start dates for some projects results in this kind of variability. On a positive note, if the current budget stays on track, we should end the year with an operating surplus of about \$50,000 which should help restore our fund balance to a more comfortable amount.

As you review the audit documents you should note that this is the second year that the so called **GASB 68**¹ reporting requirement comes into effect for us. That means that our financial statements must now account for the unfunded liabilities of the NH Retirement System (we participate under Group 1 - Employees and Teachers). Our 'share' of this very large liability, which is calculated to be -\$348,000, is now included in the computation of net position in our financial statements. As a consequence, although we have a positive fund balance of +\$49,386, when the unfunded liability is added, along with other long term liabilities, we have net position of -\$354,203. The Financial Statement document itself contains an explanation of this liability and some of the underlying assumptions ("Financial Highlights on page 4, and #13 in the Notes to Financial Statements, beginning on page 20).

Requested Action: That the RPC Commission approve the acceptance of the FY 2016 Audit.

¹ Government Accounting Standards Board (GASB) - Accounting and Financial Reporting For Pensions

DRAFT
11/28/2016

ROCKINGHAM PLANNING COMMISSION

Annual Financial Statements

For the Year Ended June 30, 2016

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INDEPENDENT AUDITORS' REPORT

To the Board of Commissioners
Rockingham Planning Commission

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and the major fund of Rockingham Planning Commission, as of and for the year ended June 30, 2016, and the related notes to the financial statements, which comprise the Commission's basic financial statements as listed in the Table of Contents.

Management's Responsibility for the Financial Statements

The Commission's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit

procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the governmental activities and the major fund of Rockingham Planning Commission, as of June 30, 2016, and the respective changes in financial position, for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedule of Proportionate Share of the Net Pension Liability, and the Schedule of Pension Contributions be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with evidence sufficient to express an opinion or provide any assurance.

_____, 2016

MANAGEMENT'S DISCUSSION AND ANALYSIS

As management of the Rockingham Planning Commission (the "Commission"), we offer readers this narrative overview and analysis of the financial activities of the Commission for the fiscal year ended June 30, 2016.

A. OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the basic financial statements. The basic financial statements are comprised of three components: (1) government-wide financial statements, (2) fund financial statements, and (3) notes to financial statements. This report also contains required supplementary information in addition to the basic financial statements themselves.

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of our finances in a manner similar to a private-sector business.

The Statement of Net Position presents information on all assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position is improving or deteriorating.

The Statement of Activities presents information showing how the Commission's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

Fund financial statements. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Fund accounting is used to ensure and demonstrate compliance with finance-related legal requirements. The accounts of the Commission are reported as governmental funds.

Governmental funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund Balance Sheet and the governmental fund Statement of Revenues, Expenditures, and Changes in Fund Balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Notes to financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other information. In addition to the basic financial statements and accompanying notes, this report also contains certain required supplementary information which is required to be disclosed by accounting principles generally accepted in the United States of America.

B. FINANCIAL HIGHLIGHTS

- As of the close of the current fiscal year, the total of liabilities and deferred inflows exceeded assets and deferred outflows by \$(354,203) (i.e., net position), a change of \$(56,283) in comparison to the prior year.
- As of the close of the current fiscal year, governmental funds reported an ending fund balance of \$49,386, a change of \$(85,921) in comparison to the prior year.

C. GOVERNMENT-WIDE FINANCIAL ANALYSIS

The following is a summary of condensed government-wide financial data for the current and prior fiscal years.

NET POSITION

	<u>Governmental</u> <u>Activities</u>	
	<u>2016</u>	<u>2015</u>
Current assets	\$ 185,159	\$ 263,362
Noncurrent assets	17,803	20,274
Deferred outflows	<u>32,170</u>	<u>34,638</u>
Total assets and deferred outflows	235,132	318,274
Current liabilities	51,383	21,036
Noncurrent liabilities	369,670	436,009
Deferred inflows	<u>168,282</u>	<u>159,149</u>
Total liabilities and deferred inflows	589,335	616,194
Net position:		
Net investment in capital assets	17,803	20,274
Unrestricted	<u>(372,006)</u>	<u>(318,194)</u>
Total net position	<u>\$ (354,203)</u>	<u>\$ (297,920)</u>

CHANGE IN NET POSITION

	<u>Governmental</u> <u>Activities</u>	
	<u>2016</u>	<u>2015</u>
Revenues:		
Program revenues:		
Operating grants and contributions	\$ 957,385	\$ 1,051,625
General revenues:		
Local dues	130,525	136,209
Miscellaneous	<u>-</u>	<u>3</u>
Total revenues	1,087,910	1,187,837
Expenses:		
Bank service charges	279	763
Depreciation	5,198	3,098
Dues and subscriptions	5,886	7,675
Employee benefits	119,476	147,321
Insurance	4,085	4,637
Miscellaneous	3,739	4,741
Office supplies	11,575	12,631
Payroll taxes	49,115	47,395
Postage	1,491	3,122
Printing and reproduction	6,164	3,793
Program equipment, rental, maintenance, and support	11,885	18,054
Rent	48,816	48,036

(continued)

(continued)

CHANGE IN NET POSITION

	Governmental Activities	
	<u>2016</u>	<u>2015</u>
Salaries and wages	644,216	625,582
Technical and professional services	213,504	157,956
Telephone	5,051	5,311
Training	625	685
Travel	7,350	10,003
Utilities	5,738	8,617
	<u>1,144,193</u>	<u>1,109,420</u>
Total expenses		
Change in net position	(56,283)	78,417
Net position - beginning of year	<u>(297,920)</u>	<u>(376,337)</u>
Net position - end of year	<u>\$ (354,203)</u>	<u>\$ (297,920)</u>

As noted earlier, net position may serve over time as a useful indicator of financial position. At the close of the most recent fiscal year, total net position was \$(354,203), a change of \$(56,283) from the prior year.

The largest portion of net position, \$17,803, reflects our investment in capital assets (e.g., furniture and equipment, vehicles, and leasehold improvements), less any related debt used to acquire those assets that is still outstanding. These capital assets are used to provide services to citizens; consequently, these assets are not available for future spending. Although the investment in capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

Governmental activities. Governmental activities for the year resulted in a change in net position of \$(56,283). Key elements of this change are as follows:

Operating results - General Fund	\$ (85,921)
Purchase of capital assets	2,727
Depreciation expense	(5,198)
Change in compensated absence liability	7,421
Change in net pension liability	58,918
Change in deferred outflows of resources	(2,468)
Change in deferred inflows of resources	<u>(31,762)</u>
Total	<u>\$ (56,283)</u>

D. CAPITAL ASSETS

Total investment in capital assets amounted to \$17,803 (net of accumulated depreciation), a change of \$(2,471) from the prior year. This investment in capital assets includes furniture and equipment, vehicles, and leasehold improvements.

Additional information on capital assets can be found in the Notes to Financial Statements.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of Rockingham Planning Commission's finances for all those with an interest in the Commission's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to:

Rockingham Planning Commission
156 Water Street
Exeter, New Hampshire 03833

ROCKINGHAM PLANNING COMMISSION

GOVERNMENTAL ACTIVITIES

STATEMENT OF NET POSITION

JUNE 30, 2016

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

Current assets:

Cash and short-term investments	\$ 59,525
Accounts receivable	123,104
Prepaid expenses	<u>2,530</u>
Total current assets	185,159

Noncurrent assets:

Capital assets, net of accumulated depreciation	<u>17,803</u>
Total noncurrent assets	<u>17,803</u>

TOTAL ASSETS 202,962

Deferred Outflows of Resources 32,170

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 235,132

LIABILITIES AND DEFERRED INFLOWS OF RESOURCES

Current liabilities:

Accounts payable	36,429
Accrued payroll and related liabilities	<u>14,954</u>
Total current liabilities	51,383

Noncurrent liabilities:

Compensated absences	21,170
Net pension liability	<u>348,500</u>
Total noncurrent liabilities	<u>369,670</u>

TOTAL LIABILITIES 421,053

Deferred Inflows of Resources 168,282

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 589,335

NET POSITION

Net investment in capital assets	17,803
Unrestricted	<u>(372,006)</u>

TOTAL NET POSITION \$ (354,203)

The accompanying notes are an integral part of these financial statements.

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ROCKINGHAM PLANNING COMMISSION

GOVERNMENTAL FUNDS

BALANCE SHEET

JUNE 30, 2016

	<u>General Fund</u>
ASSETS	
Cash and short-term investments	\$ 59,525
Accounts receivable	123,104
Prepaid expenses	<u>2,530</u>
TOTAL ASSETS	\$ <u>185,159</u>
 LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES	
Liabilities:	
Accounts payable	\$ 36,429
Accrued payroll and related liabilities	<u>14,954</u>
TOTAL LIABILITIES	51,383
Deferred Inflows of Resources	84,390
Fund Balances:	
Nonspendable	2,530
Restricted	<u>46,856</u>
TOTAL FUND BALANCES	<u>49,386</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES	\$ <u>185,159</u>

The accompanying notes are an integral part of these financial statements.

ROCKINGHAM PLANNING COMMISSION

**RECONCILIATION OF TOTAL GOVERNMENTAL FUND
BALANCES TO NET POSITION OF GOVERNMENTAL
ACTIVITIES IN THE STATEMENT OF NET POSITION**

JUNE 30, 2016

Total governmental fund balances	\$ 49,386
• Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.	17,803
• Deferred outflows of resources from net pension liability	32,170
• Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the governmental funds:	
Compensated absences	(21,170)
Net pension liability	(348,500)
• Deferred inflows of resources from net pension liability	<u>(83,892)</u>
Net position of governmental activities	<u>\$ (354,203)</u>

The accompanying notes are an integral part of these financial statements.

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11/28/2016

ROCKINGHAM PLANNING COMMISSION

GOVERNMENTAL FUNDS

**STATEMENT OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCES**

FOR THE YEAR ENDED JUNE 30, 2016

	<u>General Fund</u>
Revenues:	
Government contracts	\$ 957,385
Local dues	<u>130,525</u>
Total Revenues	1,087,910
Expenditures:	
Current:	
Bank service charges	279
Dues and subscriptions	5,886
Employee benefits	144,164
Insurance	4,085
Miscellaneous	3,739
Office supplies	11,575
Payroll taxes	49,115
Postage	1,491
Printing and reproduction	6,164
Program equipment, rental, maintenance, and support	14,613
Rent	48,816
Salaries and wages	651,636
Technical and professional services	213,504
Telephone	5,051
Training	625
Travel	7,350
Utilities	<u>5,738</u>
Total Expenditures	<u>1,173,831</u>
Excess (deficiency) of revenues over expenditures	(85,921)
Fund Equity, Beginning of Year	<u>135,307</u>
Fund Equity, End of Year	<u>\$ 49,386</u>

The accompanying notes are an integral part of these financial statements.

ROCKINGHAM PLANNING COMMISSION

**RECONCILIATION OF THE STATEMENT OF REVENUES,
EXPENDITURES, AND CHANGES IN FUND BALANCES OF
GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES**

FOR THE YEAR ENDED JUNE 30, 2016

Net change in fund balances - Total governmental funds	\$ (85,921)
<ul style="list-style-type: none">Governmental funds report capital purchases as expenditures. However, in the Statement of Activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense:	
Capital asset purchases	2,727
Depreciation	(5,198)
<ul style="list-style-type: none">Some expenses reported in the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds:	
Compensated absences	7,421
GASB 68 net pension liability changes:	
Net pension liability	58,918
Deferred outflows of resources	(2,468)
Deferred inflows of resources	<u>(31,762)</u>
Change in net position of governmental activities	\$ <u>(56,283)</u>

The accompanying notes are an integral part of these financial statements.

ROCKINGHAM PLANNING COMMISSION

Notes to Financial Statements

1. **Summary of Significant Accounting Policies**

The accounting policies of the Rockingham Planning Commission (the "Commission") conform to generally accepted accounting principles (GAAP) as applicable to governmental units. The following is a summary of the more significant policies:

A. Reporting Entity

The Rockingham Planning Commission is a special-purpose public agency, established pursuant to New Hampshire RSA 36:45-53, governed by a member elected Board of Commissioners. Its purpose is (1) to provide regional planning services in order to prepare and maintain a coordinated plan for development of the region (taking into account present and future needs) with a view toward encouraging the most appropriate use of land, and (2) to provide technical planning assistance to local governments.

On May 30, 2000, the State of New Hampshire enacted Chapter Law 200:1 (codified in RSA 36) entitled "Regional Planning Commissions" with an effective date of July 29, 2000. The law specifically re-enacts the status of Regional Planning Commissions as "political subdivisions" of the State of New Hampshire. The law also: amends the purpose therein (RSA 36:45); amends the formation and representative of its members (RSA 36:46); and specifically defined its finances (RSA 36:49).

In fiscal year 2016, it was determined that no entities met the required GASB 14 (as amended) criteria of component units.

B. Government-wide and Fund Financial Statements

Government-wide Financial Statements

The government-wide financial statements (i.e., the Statement of Net Position and the Statement of Activities) report information on all of the nonfiduciary activities of the primary government.

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. Program revenues include grants and contributions that are restricted to meeting the operational or capital requirements of a particular function.

Fund Financial Statements

Separate financial statements are provided for governmental funds.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

Government-wide Financial Statements

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Amounts reported as *program revenues* include operating grants and contributions. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Fund Financial Statements

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, expenditures related to compensated absences and claims and judgments are recorded only when payment is due.

D. Cash and Short-Term Investments

Deposits with financial institutions consist of deposits in checking and savings accounts.

E. Capital Assets

Capital assets include furniture and equipment, vehicles, and leasehold improvements. Capital assets are defined by the Commission as assets with an initial individual cost of more than \$500 and an estimated useful life in excess of two years. Such assets are recorded at historical cost. Donated capital assets are recorded at acquisition value at the date of donation. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized.

Capital assets are depreciated using the straight-line method over the estimated useful lives of the respective assets over a period of three to seven years.

F. Compensated Absences

It is the Commission's policy to permit employees to accumulate earned but unused vacation benefits. All vested vacation pay is accrued when incurred in the government-wide financial statements.

G. Long-Term Obligations

In the government-wide financial statements, long-term debt, and other long-term obligations are reported as liabilities in the governmental activities Statement of Net Position.

H. Fund Equity

Fund equity at the governmental fund financial reporting level is classified as "fund balance". Fund equity for all other reporting is classified as "net position".

Fund Balance - Generally, fund balance represents the difference between the current assets and current liabilities/deferred inflows. The Commission reserves those portions of fund balance that are legally segregated for a specific future use or which do not represent available, spendable resources and, therefore, are not available for appropriation or expenditure. Unassigned fund balance indicates that portion of fund balance that is available for appropriation in future periods.

The Commission's fund balance classification policies and procedures are as follows:

- 1) Nonspendable funds are either unspendable in current form (i.e., prepaid items) or can never be spent.
- 2) Restricted funds are used solely for the purpose in which the fund was established. In the case of special revenue funds, these funds are created by statute or otherwise have external constraints on how the funds can be expended.
- 3) Committed funds are reported and expended as a result of motions passed by the highest decision making authority in the Commission (i.e., the Board of Commissioners).
- 4) Assigned funds are used for specific purposes established by management. These funds, which include encumbrances, have been assigned for specific goods and services ordered but not yet paid for. This account also includes fund balance voted to be used in the subsequent fiscal year.

5) Unassigned funds are available to be spent in future periods.

When an expenditure is incurred that would qualify for payment from multiple fund balance types, the Commission uses the following order to liquidate liabilities: restricted, committed, assigned, and unassigned.

Net Position - Net position represents the difference between assets/deferred outflows and liabilities/deferred inflows. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use either through the enabling legislation adopted by the Commission or through external restrictions imposed by creditors, grantors, or laws or regulations of other governments. The remaining net position is reported as unrestricted.

I. Use of Estimates

The preparation of basic financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures for contingent assets and liabilities at the date of the basic financial statements and the reported amounts of the revenues and expenditures/expenses during the fiscal year. Actual results could vary from estimates that were used.

2. Cash and Short-Term Investments

Custodial credit risk for deposits is the risk that in the event of a bank failure, the deposits may not be returned. The custodial credit risk for investments is the risk that, in the event of a failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party.

As of June 30, 2016, none of the Commission's bank balance was exposed to custodial credit risk as uninsured or uncollateralized.

3. Accounts Receivable

Receivables are primarily comprised of amounts due from federal, state, and local governments for contractual services.

4. Capital Assets

Capital asset activity for the year ended June 30, 2016 was as follows:

	Beginning <u>Balance</u>	<u>Increases</u>	<u>Decreases</u>	Ending <u>Balance</u>
Capital assets, being depreciated:				
Furniture and equipment	\$ 135,201	\$ 2,727	\$ (36,330)	\$ 101,598
Vehicles	12,284	-	-	12,284
Leasehold improvements	<u>3,382</u>	<u>-</u>	<u>-</u>	<u>3,382</u>
Total capital assets, being depreciated	150,867	2,727	(36,330)	117,264
Less accumulated depreciation	<u>(130,593)</u>	<u>(5,198)</u>	<u>36,330</u>	<u>(99,461)</u>
Total capital assets, being depreciated, net	<u>\$ 20,274</u>	<u>\$ (2,471)</u>	<u>\$ -</u>	<u>\$ 17,803</u>

5. Deferred Outflows of Resources

Deferred outflows of resources represent the consumption of assets that are applicable to future reporting periods. Deferred outflows of resources have a positive effect on net position, similar to assets.

The following is a summary of the deferred outflows of resources balance as of June 30, 2016:

Pension related:	Governmental <u>Activities</u>
Contributions subsequent to the measurement date	\$ <u>32,170</u>

6. Accounts Payable

Accounts payable represent fiscal year 2016 expenditures paid in the next fiscal year.

7. Long-Term Obligations

Changes in Long-Term Obligations

During the year ended June 30, 2016, the following changes occurred in long-term obligations:

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	Total Balance <u>7/1/15</u>	Additions	Reductions	Total Balance <u>6/30/16</u>	Less Current Portion	Equals Long-term Portion <u>6/30/16</u>
Compensated absences	\$ 28,591	\$ -	\$ (7,421)	\$ 21,170	\$ -	\$ 21,170
Net pension liability	<u>407,418</u>	<u>-</u>	<u>(58,918)</u>	<u>348,500</u>	<u>-</u>	<u>348,500</u>
Totals	<u>\$ 436,009</u>	<u>\$ -</u>	<u>\$ (66,339)</u>	<u>\$ 369,670</u>	<u>\$ -</u>	<u>\$ 369,670</u>

8. Deferred Inflows of Resources

Deferred inflows of resources are the acquisition of assets that are applicable to future reporting periods. Deferred inflows of resources have a negative effect on net position, similar to liabilities.

The following is a summary of the deferred inflows of resources balance as of June 30, 2016:

	Governmental <u>Activities</u>	General <u>Fund</u>
Dues from members collected in advance	\$ 84,390	\$ 84,390
Pension related:		
Differences between expected and actual experience	7,647	-
Net difference between projected and actual investment earnings	9,314	-
Changes in proportion and differences between contributions and proportionate share of contributions	<u>66,931</u>	<u>-</u>
Total	<u>\$ 168,282</u>	<u>\$ 84,390</u>

9. Line of Credit

In July 2014, the Commission entered into a \$30,000 line of credit, secured by all assets. This line is payable upon demand and requires monthly interest payments on the outstanding balance at 2% over the bank's Prime Rate of interest. This line is renewable annually, and there is a requirement that for 30 days during the year, the line balance must be \$0. As of June 30, 2016, the Commission had no outstanding balance on the line of credit.

10. Operating Leases

The Commission rents office space under a five-year lease agreement that ends on August 31, 2018. Annual lease payments totaled \$48,816 for the year ended June 30, 2016. Future lease obligations are as follows:

<u>Fiscal Year</u>	<u>Amount</u>
2017	\$ 49,779
2018	50,759
2019	<u>8,487</u>
Total	<u>\$ 109,025</u>

11. Restricted Net Position

The accompanying entity-wide financial statements report restricted net position when external constraints from grantors or contributors are placed on net position.

12. 457b Retirement Plan

Beginning in January 2008, all employees hired prior to July 1, 2003, have the option of participating in a 457b plan. The 457b plan is a non-qualified retirement plan in which contributions are invested in mutual funds subject to market fluctuations. Under this plan, an employee may make salary reduction contributions, not to exceed a statutorily limited percentage. The Commission matches the employee's contribution subject to a maximum of 11.17% of the employee's gross compensation. The Commission's matching contribution charged to expense during the year ended June 30, 2016 was \$40,105.

13. New Hampshire Retirement System

The Commission follows the provisions of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*, with respect to the State of New Hampshire Retirement System (NHRS).

A. Plan Description

Full-time employees participate in the State of New Hampshire Retirement System, a cost sharing, multiple-employer defined benefit contributory pension plan and trust established in 1967 by RSA 100-A:2 and qualified as a tax-exempt organization under Sections 401(a) and 501(a) of the Internal Revenue Code. The plan is a contributory, defined benefit plan providing service, disability, death, and vested retirement benefits to

members and their beneficiaries. Substantially all full-time state employees, public school teachers and administrators, permanent firefighters, and permanent police officers within the State of New Hampshire are eligible and required to participate in the system. Full-time employees of political subdivisions, including counties, municipalities, and school districts, are also eligible to participate as a group if the governing body of the political subdivision has elected participation.

The New Hampshire Retirement System, a Public Employees Retirement System (PERS), is divided into two membership groups. State or local employees and teachers belong to *Group I*. Police officers and firefighters belong to *Group II*. All assets are held in a single trust and are available to each group. Additional information is disclosed in the NHRS annual report publicly available from the New Hampshire Retirement System located at 54 Regional Drive, Concord, New Hampshire 03301-8507.

B. Benefits Provided

Group I members at age 60 or 65 (for members who commence service after July 1, 2011) qualify for a normal service retirement allowance based on years of creditable service and average final salary for the highest of either three or five years, depending on when their service commenced. The yearly pension amount is $1/60$ or 1.667% of average final compensation (AFC), multiplied by years of creditable service. At age 65, the yearly pension amount is recalculated at $1/66$ or 1.515% of AFC multiplied by years of creditable service.

Group II members who are age 60, or members who are at least age 45 with at least 20 years of creditable service, can receive a retirement allowance at a rate of 2.5% of AFC for each year of creditable service, not to exceed 40 years. Members commencing service on or after July 1, 2011 or members who have a nonvested status as of January 1, 2012 can receive a retirement allowance at age 52.5 with 25 years of service or age 60. The benefit shall be equal to 2% of AFC times creditable service up to 42.5 years. However, a member who commenced service on or after July 1, 2011 shall not receive a retirement allowance until attaining the age of 52.5, but may receive a reduced allowance after age 50 if the member has at least 25 years of creditable service where the allowance shall be reduced, for each month by which the benefit commencement date precedes the month after which the member attains 52.5 years of age by $\frac{1}{4}$ of 1% or age 60.

Members of both groups may qualify for vested deferred allowances, disability allowances and death benefit allowances subject to meeting various eligibility requirements. Benefits are based on AFC or earned compensation and/or service.

C. Contributions

Plan members are required to contribute a percentage of their gross earnings to the pension plan, for which the contribution rate is 7%. The Commission makes annual contributions to the pension plan equal to the amount required by Revised Statutes Annotated 100-A:16, at 11.17% of covered compensation. The Commission's contributions to NHRS for the year ended June 30, 2016 were \$32,170, which were equal to its annual required contribution.

D. Summary of Significant Accounting Policies

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the NHRS and additions to/deductions from NHRS' fiduciary net position have been determined on the same basis as they are reported by NHRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

E. Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2016, the Commission reported a liability of \$348,500 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2015, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2014. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At June 30, 2014, the Commission's proportion was .01085411 percent.

At the most recent measurement date of June 30, 2015, the Commission's proportion was .00879711 percent, which was a decrease of .00205700 percent from its previous year proportion.

For the year ended June 30, 2016, the Commission recognized pension expense of \$7,483. In addition, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

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	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ 7,647
Net difference between projected and actual earnings	-	9,314
Changes in proportion and differences between contributions and proportionate share of contributions	-	66,931
Contributions subsequent to the measurement date (fiscal year 2016)	32,170	-
Total	\$ 32,170	\$ 83,892

Deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date will be recognized as an increase of pension expense in the year ended June 30, 2017. Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<u>Year ended June 30:</u>	
2017	\$ 21,744
2018	21,744
2019	21,744
2020	11,615
2021	7,045
Total	\$ 83,892

F. Actuarial Assumptions:

The total pension liability in the June 30, 2014 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.0 percent per year
Salary increases	3.75 - 5.8 percent average, including inflation
Investment rate of return	7.75 percent, net of pension plan investment expense, including inflation

Mortality rates were based on the RP-2000 mortality table, projected to 2020 with Scale AA. The table includes a margin of 15% for men and 17% for woman for mortality improvements.

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The actuarial assumptions used in the June 30, 2014 valuation were based on the results of the most recent actuarial experience study, which was for the period July 1, 2005 – June 30, 2010.

The long-term expected rate of return on pension plan investments was selected from a best estimate range determined using the building block approach. Under this method, an expected future real return range is calculated separately for each asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return net of investment expenses by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation Percentage</u>	<u>Weighted Average Average Long- Term Expected Real Rate of Return</u>
Large Cap Equities	22.50 %	3.00%
Small/Mid Cap Equities	<u>7.50</u>	3.00%
Total domestic equities	30.00	
Int'l Equities (unhedged)	13.00	4.00%
Emerging Int'l Equities	<u>7.00</u>	6.00%
Total international equities	20.00	
Core Bonds	4.50	-0.70%
Short Duration	2.50	-1.00%
Global Multi-Sector Fixed Income	11.00	0.28%
Unconstrained Fixed Income	<u>7.00</u>	0.16%
Total fixed income	25.00	
Private equity	5.00	5.50%
Private debt	5.00	4.50%
Real estate	10.00	3.50%
Opportunistic	<u>5.00</u>	2.75%
Total alternative investments	<u>25.00</u>	
Total	<u><u>100.00</u></u> %	

G. Discount Rate:

The discount rate used to measure the total pension liability was 7.75%. The projection of cash flows used to determine the discount rate assumed that the plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the

difference between actuarially determined contribution rates and the member rate. For purposes of the projection, member contributions and employer service cost contributions are projected based on the expected payroll of current members only. Employer contributions are determined based on the pension plan's actuarial funding policy and as required by RSA 100-A:16. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments to current plan members. Therefore, the long-term, expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

H. Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate:

The following presents the Commission's proportionate share of the net pension liability calculated using the discount rate of 7.75 percent, as well as what the Commission's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage-point lower (6.75%) or one percentage-point higher (8.75%) than the current rate:

<u>Fiscal Year Ended</u>	<u>1% Decrease (6.75%)</u>	<u>Current Discount Rate (7.75%)</u>	<u>1% Increase (8.75%)</u>
June 30, 2016	\$ 458,755	\$ 348,500	\$ 254,507

I. Pension Plan Fiduciary Net Position:

Detailed information about the pension plan's fiduciary net position is available in the separately issued NHRS financial report.

14. Risk Management

The Commission is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters for which the Commission carries commercial insurance. There were no significant reductions in insurance coverage from the previous year and have been no material settlements in excess of coverage in any of the past three fiscal years.

15. Commitments and Contingencies

Grants - Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government.

Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount of expenditures which may be disallowed by the grantor cannot be determined at this time, although the Commission expects such amounts, if any, to be immaterial.

16. Post-Employment Healthcare Insurance Benefits

The Commission was required to implement GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Post-Employment Benefits Other Than Pensions*. Statement No. 45 requires government entities to account for other post-employment benefits (OPEB), primarily healthcare, on an accrual basis rather than on a pay-as-you-go basis. The effect is the recognition of an actuarially required contribution as an expense on the Statement of Activities when a future retiree earns their post-employment benefits, rather than when they use their post-employment benefit. To the extent that an entity does not fund their actuarially required contribution, a post-employment benefit liability is recognized on the Statement of Net Position over time. However, since the Commission does not provide post-employment benefits to retirees, GASB Statement No. 45 is not applicable.

17. Concentration of Risk

A material part of the Commission's revenue is dependent upon government sources, the loss of which would have a materially adverse effect on the Commission. During the year ended June 30, 2016, funding from New Hampshire Department of Transportation accounted for 66.1% of total revenue.

ROCKINGHAM PLANNING COMMISSION

**SCHEDULE OF PROPORTIONATE SHARE
OF THE NET PENSION LIABILITY**

REQUIRED SUPPLEMENTARY INFORMATION

JUNE 30, 2016

(Unaudited)

New Hampshire Retirement System

<u>Fiscal Year</u>	<u>Proportion of the Net Pension Liability</u>	<u>Proportionate Share of the Net Pension Liability</u>	<u>Covered Payroll</u>	<u>Proportionate Share of the Net Pension Liability as a Percentage of Covered Payroll</u>	<u>Plan Fiduciary Net Position Percentage of the Total Pension Liability</u>
June 30, 2015	0.01085411%	\$ 407,418	\$ 337,292	120.79%	66.32%
June 30, 2016	0.00879711%	\$ 348,500	\$ 282,694	123.28%	65.47%

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

See Independent Auditors' Report.

ROCKINGHAM PLANNING COMMISSION
SCHEDULE OF PENSION CONTRIBUTIONS
REQUIRED SUPPLEMENTARY INFORMATION

JUNE 30, 2016

(Unaudited)

New Hampshire Retirement System					
<u>Fiscal Year</u>	<u>Contractually Required Contribution</u>	<u>Contributions in Relation to the Contractually Required Contribution</u>	<u>Contribution Deficiency (Excess)</u>	<u>Covered Payroll</u>	<u>Contributions as a Percentage of Covered Payroll</u>
June 30, 2015	\$ 29,513	\$ 29,513	\$ -	\$ 282,694	10.4%
June 30, 2016	\$ 32,170	\$ 32,170	\$ -	\$ 297,778	10.8%

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

See Independent Auditors' Report.

To the Board of Commissioners
Rockingham Planning Commission

We have audited the financial statements of the Rockingham Planning Commission as of and for the year ended June 30, 2016 and have issued our report thereon dated _____, 2016. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit

As communicated in our engagement letter, our responsibility, as described by professional standards, is to form and express opinions about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in conformity with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Commission solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team and others in our Firm have complied with all relevant ethical requirements regarding independence. Safeguards that have been applied to eliminate threats to independence or reduce them to an acceptable level include annual certification by all Firm staff of independence.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Commission is included in the notes to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during the year ended June 30, 2016. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements are:

- Estimated lives and depreciation methods for depreciable assets.
- Collectability of receivables.
- Net pension liability.

Management's estimates of the above are based on various criteria. We evaluated the key factors and assumptions used to develop these estimates and determined that it is reasonable in relation to the basic financial statements taken as a whole and in relation to the applicable opinion units.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. We noted no particularly sensitive disclosures affecting the Commission's financial statements.

Identified or Suspected Fraud

We have not identified or obtained information that indicates that fraud may have occurred.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

As an added service to the Commission, we assisted in compiling the government-wide financial statements, including consolidating various funds into governmental activities, converting to the accrual basis of accounting, and recording all long-term assets, long-term liabilities, and net position classifications. This consolidation and conversion process was based on information from the Commission's accounting records.

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. The attached schedule summarizes uncorrected financial statement misstatements whose effects in the current and prior periods, as determined by management, are immaterial, both individually and in the aggregate, to the financial statements taken as a whole and each applicable opinion unit.

In addition, professional standards require us to communicate to you all material, corrected misstatements that were brought to the attention of management as a result of our audit procedures. None of the misstatements identified by us as a result of our audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole or applicable opinion units.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the Commission's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Representations Requested from Management

We have requested certain written representations from management, which are included in the letter dated _____, 2016.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings or Issues

In the normal course of our professional association with the Commission, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating and regulatory conditions affecting the entity, and operational plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Commission's auditors.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information in documents containing the Commission's audited financial statements does not extend beyond the financial information identified in the audit report,

ATTACHMENT 6

GRANT AGREEMENT

Subject: Collaborative Engagement and Capacity Building in the Powwow River Watershed

The State of New Hampshire and the Contractor hereby mutually agree as follows:

GENERAL PROVISIONS

1. IDENTIFICATIONS AND DEFINITIONS

1.1 State Agency Name Department of Environmental Services		1.2 State Agency Address PO Box 95 Concord, NH 03302-0095	
1.3 Grantee Name Rockingham Planning Commission		1.4 Grantee Address 156 Water Street Exeter, NH 03833	
1.5 Effective Date Upon G&C approval	1.6 Completion Date December 31, 2018	1.7 Audit Date N/A	1.8 Grant Limitation \$28,000
1.9 Grant Officer for State Agency Stephen Landry, Watershed Assistance Section Supervisor		1.10 State Agency Telephone Number (603) 271-2969	
1.11 Grantee Signature		1.12 Name & Title of Grantee Signor	
1.13 Acknowledgment: State of New Hampshire, County of On ____ / ____ / _____, before the undersigned officer, personally appeared the person identified in block 1.12., or satisfactorily proven to be the person whose name is signed in block 1.11., and acknowledged that s/he executed this document in the capacity indicated in block 1.12.			
1.13.1 Signature of Notary Public or Justice of the Peace (Seal)			
1.13.2 Name & Title of Notary Public or Justice of the Peace			
1.14 State Agency Signature(s)		1.15 Name/Title of State Agency Signor(s) Thomas S. Burack, Commissioner	
1.16 Approval by Attorney General's Office (Form, Substance and Execution)			
By:		Attorney, On: / /	
1.17 Approval by the Governor and Council			
By:		On: / /	

2. SCOPE OF WORK. In exchange for grant funds provided by the state of New Hampshire, acting through the agency identified in block 1.1 (hereinafter referred to as “the State”), pursuant to RSA 21-O, the Grantee identified in block 1.3 (hereinafter referred to as “the Grantee”), shall perform that work identified and more particularly described in the scope of work attached hereto as EXHIBIT A (the scope of work being referred to as “the Project”).

3. AREA COVERED. Except as otherwise specifically provided for herein, the Grantee shall perform the Project in, and with respect to, the state of New Hampshire.

4. EFFECTIVE DATE; COMPLETION OF PROJECT.

4.1 This Agreement, and all obligations of the parties hereunder, shall become effective on the date in block 1.5 or on the date of approval of this Agreement by the Governor and Council of the State of New Hampshire whichever is later (hereinafter referred to as “the Effective Date”).

4.2 Except as otherwise specifically provided for herein, the Project, including all reports required by this Agreement, shall be completed in ITS entirety prior to the date in block 1.6 (hereinafter referred to as “the Completion Date”).

5. GRANT AMOUNT; LIMITATION ON AMOUNT; VOUCHERS; PAYMENT.

5.1 The Grant Amount is identified and more particularly described in EXHIBIT B, attached hereto.

5.2 The manner of, and schedule of payment shall be as set forth in EXHIBIT B.

5.3 In accordance with the provisions set forth in EXHIBIT B, and in consideration of the satisfactory performance of the Project, as determined by the State, and as limited by subparagraph 5.5 of these general provisions, the State shall pay the Grantee the Grant Amount. The State shall withhold from the amount otherwise payable to the Grantee under this subparagraph 5.3 those sums required, or permitted, to be withheld pursuant to N.H. RSA 80:7 through 7-c.

5.4 The payment by the State of the Grant amount shall be the only, and the complete, compensation to the Grantee for all expenses, of whatever nature, incurred by the Grantee in the performance hereof, and shall be the only, and the complete, compensation to the Grantee for the Project. The State shall have no liabilities to the Grantee other than the Grant Amount.

5.5 Notwithstanding anything in this Agreement to the contrary, and notwithstanding unexpected circumstances, in no event shall the total of all payments authorized, or actually made, hereunder exceed the Grant limitation set forth in block 1.8 of these general provisions.

6. COMPLIANCE BY GRANTEE WITH LAWS AND REGULATIONS.

In connection with the performance of the Project, the Grantee shall comply with all statutes, laws, regulations, and orders of federal, state, county, or municipal authorities which shall impose any obligations or duty upon the Grantee, including the acquisition of any and all necessary permits.

7. RECORDS AND ACCOUNTS.

7.1 Between the Effective Date and the date seven (7) years after the Completion Date the Grantee shall keep detailed accounts of all expenses incurred in connection with the Project, including, but not limited to, costs of administration, transportation, insurance, telephone calls, and clerical materials and services. Such accounts shall be supported by receipts, invoices, bills and other similar documents.

7.2 Between the Effective Date and the date seven (7) years after the Completion Date, at any time during the Grantee’s normal business hours, and as often as the State shall demand, the Grantee shall make available to the State all records pertaining to matters covered by this Agreement. The Grantee shall permit the State to audit, examine, and reproduce such records, and to make audits of all contracts, invoices, materials, payrolls, records or personnel, data (as that term is hereinafter defined), and other information relating to all matters covered by this Agreement. As used in this paragraph, “Grantee” includes all persons, natural or fictional, affiliated with, controlled by, or under common ownership with, the entity identified as the Grantee in block 1.3 of these general provisions.

8. PERSONNEL.

8.1 The Grantee shall, at its own expense, provide all personnel necessary to perform the Project. The Grantee warrants that all personnel engaged in the Project shall be qualified to perform such Project, and shall be properly licensed and authorized to perform such Project under all applicable laws.

8.2 The Grantee shall not hire, and it shall not permit any subcontractor, subgrantee, or other person, firm or corporation with whom it is engaged in a combined effort to perform such Project, to hire any person who has a contractual relationship with the State, or who is a State officer or employee, elected or appointed.

8.3 The Grant officer shall be the representative of the State hereunder. In the event of any dispute hereunder, the interpretation of this Agreement by the Grant Officer, and his/her decision on any dispute, shall be final.

9. DATA; RETENTION OF DATA; ACCESS.

9.1 As used in this Agreement, the word “data” shall mean all information and things developed or obtained during the performance of, or acquired or developed or obtained during the performance of, or acquired or developed by reason of, this Agreement, including, but not limited to, all studies, reports, files, formulae, surveys, maps, charts, sound recordings, video recordings, pictorial reproductions, drawings, analyses, graphic representations, computer programs, computer printouts, notes, letters, memoranda, papers, and documents, all whether finished or unfinished.

9.2 Between the Effective Date and the Completion Date the Grantee shall grant to the State, or any person designated by it, unrestricted access to all data for examination, duplication, publication, translation, sale, disposal, or for any other purpose whatsoever.

9.3 No data shall be subject to copyright in the United States or any other country by anyone other than the State.

9.4 On and after the Effective Date all data, and any property which has been received from the State or purchased with funds provided for that purpose under this Agreement, shall be the property of the State, and shall be returned to the State upon demand or upon termination of this Agreement for any reason, whichever shall first occur.

9.5 The State, and anyone it shall designate, shall have unrestricted authority to publish, disclose, distribute and otherwise use, in whole or in part, all data.

10. CONDITIONAL NATURE OR AGREEMENT.

Notwithstanding anything in this Agreement to the contrary, all obligations of the State hereunder, including without limitation, the continuance of payments hereunder, are contingent upon the availability or continued appropriation of funds, and in no event shall the State be liable for any payments hereunder in excess of such available or appropriated funds. In the event of a reduction or termination of those funds, the State shall have the right to withhold payment until such funds become available, if ever, and shall have the right to terminate this Agreement immediately upon giving the Grantee notice of such termination.

11. EVENT OF DEFAULT; REMEDIES.

11.1 Any one or more of the following acts or omissions of the Grantee shall constitute an event of default hereunder (hereinafter referred to as “Events of Default”):

11.1.1 failure to perform the Project satisfactorily or on schedule; or

11.1.2 failure to submit any report required hereunder; or

11.1.3 failure to maintain, or permit access to, the records required hereunder; or

11.1.4 failure to perform any of the other covenants and conditions of this Agreement.

11.2 Upon the occurrence of any Event of Default, the State may take any one, or more, or all, of the following actions:

11.2.1 give the Grantee a written notice specifying the Event of Default and requiring it to be remedied within, in the absence of a greater or lesser specification of time, thirty (30) days from the date of the notice; and if the Event of Default is not timely remedied, terminate this Agreement, effective two (2) days after giving the Grantee notice of termination; and

11.2.2 give the Grantee a written notice specifying the Event of

Default and suspending all payments to be made under this Agreement and ordering that the portion of the Grant Amount which would otherwise accrue to the grantee during the period from the date of such notice until such time as the State determines that the Grantee has cured the Event of Default shall never be paid to the Grantee; and 11.2.3 set off against any other obligation the State may owe to the Grantee any damages the State suffers by reason of any Event of Default; and

11.2.4 treat the agreement as breached and pursue any of its remedies at law or in equity, or both.

12. TERMINATION.

12.1 In the event of any early termination of this Agreement for any reason other than the completion of the Project, the Grantee shall deliver to the Grant Officer, not later than fifteen (15) days after the date of termination, a report (hereinafter referred to as the "Termination Report") describing in detail all Project Work performed, and the Grant Amount earned, to and including the date of termination.

12.2 In the event of Termination under paragraphs 10 or 12.4 of these general provisions, the approval of such a Termination Report by the State shall entitle the Grantee to receive that portion of the Grant amount earned to and including the date of termination.

12.3 In the event of Termination under paragraphs 10 or 12.4 of these general provisions, the approval of such a Termination Report by the State shall in no event relieve the Grantee from any and all liability for damages sustained or incurred by the State as a result of the Grantee's breach of its obligations hereunder.

12.4 Notwithstanding anything in this Agreement to the contrary, either the State or except where notice default has been given to the Grantee hereunder, the Grantee, may terminate this Agreement without cause upon thirty (30) days written notice.

13. CONFLICT OF INTEREST. No officer, member or employee of the Grantee and no representative, officer of employee of the State of New Hampshire or of the governing body of the locality or localities in which the Project is to be performed, who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of such Project, shall participate in any decision relating to this Agreement which affects his or her personal interests or the interest of any corporation, partnership, or association in which he or she is directly or indirectly interested, nor shall he or she have any personal or pecuniary interest, direct or indirect, in this Agreement or the proceeds thereof.

14. GRANTEE'S RELATION TO THE STATE. In the performance of this Agreement, the Grantee, its employees, and any subcontractor or subgrantee of the Grantee are in all respects independent contractors, and are neither agents nor employees of the State. Neither the Grantee nor any of its officers, employees, agents, members, subcontractors or subgrantees, shall have authority to bind the State nor are they entitled to any of the benefits, workmen's compensation or emoluments provided by the State to its employees.

15. ASSIGNMENT AND SUBCONTRACTS. The Grantee shall not assign, or otherwise transfer any interest in this Agreement without the prior written consent of the State. None of the Project Work shall be subcontracted or subgranted by the Grantee other than as set forth in Exhibit A without the prior written consent of the State.

16. INDEMNIFICATION. The Grantee shall defend, indemnify and hold harmless the State, its officers and employees, from and against any and all losses suffered by the State, its officers and employees, and any and all claims, liabilities or penalties asserted against the State, its officers and employees, by or on behalf of any person, on account of, based on, resulting from, arising out of (or which may be claimed to arise out of) the acts or admissions of the Grantee of Subcontractor, or subgrantee or other agent of the Grantee. Notwithstanding the foregoing, nothing herein contained shall be deemed to constitute a waiver of the sovereign immunity of the State, which immunity is hereby reserved to the State. This covenant shall survive the termination of this agreement.

17. INSURANCE AND BOND.

17.1 The Grantee shall, at its sole expense, obtain and maintain in force, or shall require any subcontractor, subgrantee or assignee

performing Project work to obtain and maintain in force, both for the benefit of the State, the following insurance:

17.1.1 statutory workers' compensation and employees liability insurance for all employees engaged in the performance of the Project, and

17.1.2 comprehensive public liability insurance against all claims of bodily injuries, death or property damage, in amounts not less than \$2,000,000 for bodily injury or death any one incident, and \$500,000 for property damage in any one incident; and

17.2 The policies described in subparagraph 18.1 of this paragraph shall be the standard form employed in the State of New Hampshire, issued by underwriters acceptable to the State, and authorized to do business in the State of New Hampshire. Each policy shall contain a clause prohibiting cancellation or modification of the policy earlier than ten (10) days after written notice has been received by the State.

18. WAIVER OF BREACH. No failure by the State to enforce any provisions hereof after any Event of Default shall be deemed a waiver of its rights with regard to that Event, or any subsequent Event. No express waiver of any Event of Default shall be deemed a waiver of any provisions hereof. No such failure or waiver shall be deemed a waiver of the right of the State to enforce each and all of the provisions hereof upon any further or other default on the part of the Grantee.

19. NOTICE. Any notice by a party hereto to the other party shall be deemed to have been duly delivered or given at the time of mailing by certified mail, postage prepaid, in a United States Post Office addressed to the parties at the addresses first above given.

20. AMENDMENT. This agreement may be amended, waived or discharged only by an instrument in writing signed by the parties hereto and only after approval of such amendment, waiver or discharge by the Governor and Council of the State of New Hampshire.

21. CONSTRUCTION OF AGREEMENT AND TERMS. This Agreement shall be construed in accordance with the law of the State of New Hampshire, and is binding upon and inures to the benefit of the parties and their respective successors and assignees. The captions and contents of the "subject" blank are used only as a matter of convenience, and are not to be considered a part of this Agreement or to be used in determining the intent of the parties hereto.

22. THIRD PARTIES. The parties hereto do not intend to benefit any third parties and this Agreement shall not be construed to confer any such benefit.

23. ENTIRE AGREEMENT. This Agreement, which may be executed in a number of counterparts, each of which shall be deemed an original, constitutes the entire agreement and understanding between the parties, and supersedes all prior agreements and understandings relating hereto.

Exhibit A Scope of Services

The Rockingham Planning Commission (RPC) will perform the following tasks as described in the proposal titled *Collaborative Engagement and Capacity Building in the Powwow River Watershed* submitted September 23, 2016:

Objective 1: Inventory and report of non-point source pollution sources.

Deliverable 1: Non-point source pollution inventory, maps and report.

Task 1: Perform field reconnaissance to identify stormwater systems that discharge to surface waters and hydrologically connected wetlands.

Task 2: Perform Geographical Information System (GIS) mapping and impervious cover analysis for the watershed.

Task 3: Prepare an inventory of septic systems within 250 feet from impaired surface water bodies and hydrologically connected wetlands.

Task 4: Conduct pollutant load analyses in selected priority sub-catchment areas using land cover and impervious surface data from GRANIT and develop maps showing pollutant load hot spot areas.

Objective 2: Prepare an audit of zoning and land development regulations for each town in the watershed.

Deliverable 2: Completed municipal audit report.

Task 5: Audit municipal zoning and land development standards to identify how local regulations could be strengthened to be more protective of water quality. Prepare an audit report with detailed findings for each town in the watershed.

Objective 3: Create a watershed-based collaborative working group.

Deliverable 3: Meeting minutes, outreach and correspondence with working group representatives and other watershed stakeholders.

Task 6: Facilitate inter-municipal coordination and communication by convening a watershed-based collaborative working group that will include representatives of lake and pond associations and the Southeast Land Trust (NH) and Essex County Greenbelt (MA). Coordinate with the working group to meet quarterly for a total of six meetings during the project period.

Task 7: Facilitate coordinated meetings between New Hampshire and Massachusetts by inviting MA representatives to join the collaborative working group, meeting periodically with the Conservation Commissions in Amesbury and Merrimac, and providing status updates to Massachusetts Department of Environmental Protection (MADEP) and Environmental Protection Agency (EPA) Region 1.

Task 8: Prepare and provide outreach and education materials to the towns about water quality problems and sources of pollution in the watershed. Coordinate with the collaborative working group to convene two public workshops in the watershed to raise awareness of water quality protection and pollution reduction strategies. Provide all outreach materials to NHDES for review and approval prior to publication.

Objective 4: Conduct all project management of the grant.

Deliverable 4: All final products delivered to the NHDES including reports, invoices, and required

match.

Task 9: Submit electronic semi-annual reports documenting all work performed during the project periods as follows:

- Work completed April 1 – September 30, report is due by October 31
- Work completed October 1 – March 31, report is due by April 30

In the event that the grantee has not completed a timely submittal of the progress reports, all further payments will be suspended until the overdue reports are submitted, and approved by NHDES.

Task 10: Submit a comprehensive final report to NHDES on or before the project completion date.

Exhibit B
Method of Payment and Contract Price

All services shall be performed to the satisfaction of NHDES before payment is made. All payments shall be made upon receipt and approval of stated outputs and upon receipt of an associated invoice. Payment shall be made in accordance with the following schedule based upon completion of specific tasks described in Exhibit A:

Upon completion and DES approval of Task	1	\$2,200
Upon completion and DES approval of Task	2	\$2,500
Upon completion and DES approval of Task	3	\$2,680
Upon completion and DES approval of Task	4	\$5,000
Upon completion and DES approval of Task	5	\$2,500
Upon completion and DES approval of Task	6	\$8,000
Upon completion and DES approval of Task	7	\$2,000
Upon completion and DES approval of Task	8	\$2,700
Upon completion and DES approval of Tasks	9&10	\$420
Total		\$28,000

Note: A maximum of \$15,000 dollars is available to be paid for tasks completed in Federal Fiscal Year 2017, and the remaining amount is scheduled to become available in Federal Fiscal Year 2018.

Exhibit C
Special Provisions

Subparagraph 1.7 of the General Provisions shall not apply to this Agreement.

Subparagraph 17.1.2 of the General Provisions shall be amended to read “general liability insurance, in amounts not less than \$1,000,000 per occurrence, \$2,000,000 aggregate; and”.

Federal Funds paid under this agreement are from a Grant Agreement to the State from the US Environmental Protection Agency, Water Quality Management Planning under CFDA # 66.454. All applicable requirements, regulations, provisions, terms and conditions of this Federal Grant Agreement are hereby adopted in full force and effect to the relationship between this Department and the grantee. Additionally, the Grantee shall comply with the terms of the Federal Funding Accountability and Transparency Act (FFATA) and has provided DES with their Data Universal Numbering System (DUNS) number. The Grantee’s DUNS number is 099363210.