

REVISED AGENDA
ROCKINGHAM PLANNING COMMISSION/METROPOLITAN PLANNING ORGANIZATION (MPO)

Wednesday July 12, 2017; *** 6:30 P.M.***
 Seabrook Public Library
 25 Liberty Lane; Seabrook, N.H.
 (map/directions on reverse)

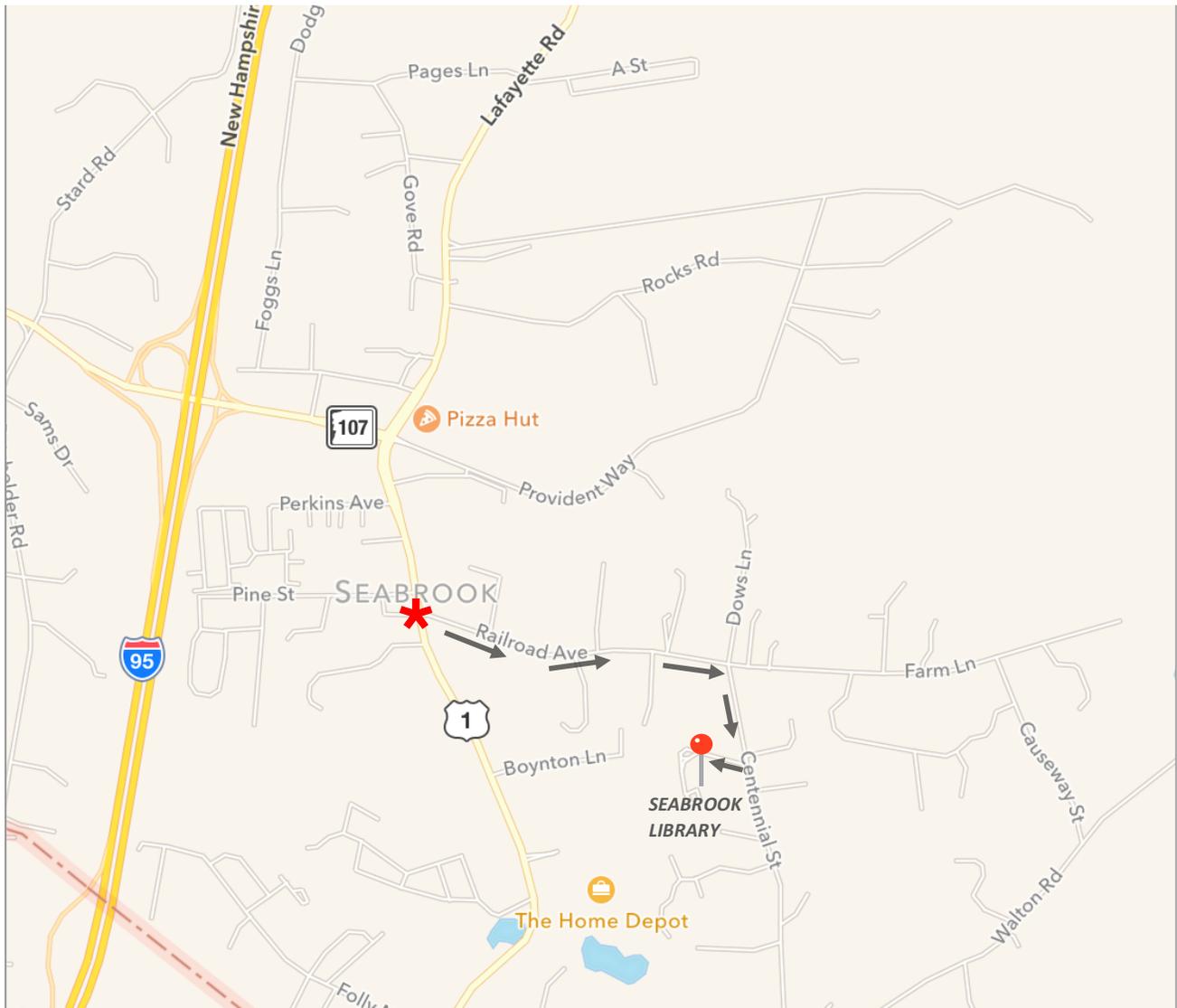
- 6:30 I. Call to Order; Welcome and Introductions – Barbara Kravitz, Vice Chair & Town of Seabrook
 - 6:35 II. Minutes from April 12, 2017 RPC/MPO meeting **MOTION TO APPROVE** [Attachment 1]
 - 6:40 III. **PUBLIC HEARING:** Review/Adopt AMENDMENT #2 – FY 2017-2020 Transportation Improvement Program (TIP) [Attachment 2]
 - A. Amendment Summary – *Dave Walker, Transportation. Program Manager*
 - B. Public and Member Comments
 - C. Action on Amendment **MOTION TO APPROVE**
 - 6:55 IV. MPO Transit Asset Management (TAM) 2018 Performance Targets – *Dave Walker, Transportation. Program Manager* **MOTION TO APPROVE** [Attachment 3]
 - 7:05 V. **Draft 2040 RPC/MPO Long Range Transportation Plan (2017 Update)**** [Attach 4]
 - A. Draft Plan Chapters – *Scott Bogle, Senior Transportation Planner*
 - B. Remaining Sections and content to be completed;
 - C. Schedule of Comment Period & Public Hearing
- **Draft Chapters are accessible for download here: www.rpc-nh.org/transportation/transportation-plan
- 8:00 VI. Updated Land-Use GIS Layer for the RPC Region: Summary of Changes – *Christian Matthews, Transportation/GIS Analyst*
 - 8:15 VII. Other Business
 - A. Draft Prospectus Updates (for future action) – *Cliff Sinnott, Executive Director*
 - B. CMAQ Letters of Intent filed by 07-07-17 – *S. Bogle*
 - C. Project Updates [summary memo to be distributed]
 - D. Other / Public Comment / Adjourn

----- **RPC COMMISSION BUSINESS** -----

- 8:30 VIII. Minutes of **May 10, 2017** RPC Commission meeting **MOTION** [Attachment 5]
- 8:35 IX. Contract Authorization: FEMA/NHHSEM Hazard Mitigation Plan Updates: Hampton Falls, Exeter, Hampstead, Seabrook – *C. Sinnott* **MOTION TO AUTHORIZE** [Attachment 6]
- 8:40 X. Action on Amendments to RPC Bylaws – *C. Sinnott & Bylaws Workgroup (Kravitz, Turell, Moore)* **MOTION TO ADOPT** [Attachment 7]
- 8:45 XI. Executive Director Transition – *Barbara Kravitz, Vice Chair*
- XII. Other Business/Adjourn

DIRECTIONS TO SEABROOK PUBLIC LIBRARY
25 Liberty Lane, Seabrook, NH
www.sealib.org/about.html

The library is located at 25 Liberty Lane, off of Centennial Street. It is next door to the Police Station. **From U.S. Route 1:** Turn east onto Railroad Avenue approximately one-quarter mile south of the U.S. Route 1/NH 107 intersection. Travel east on Railroad Ave for about 1.3 miles and turn right onto Centennial Street. Liberty Lane and The Library are located on the right about 300 yards from the intersection. The Library is at the end of Liberty Lane, behind the Police Station.



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

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DRAFT

RPC MPO Policy

Minutes

REDC Office, Raymond
April 12, 2017

Members Present: Phil Wilson, Chair, and Dan Derby, North Hampton; Glenn Coppelman and Peter Coffin, Kingston; Tim Moore and Julian Kiszka, Plaistow; Barbara Kravitz and Ann Carnaby, Hampton; Don Hawkins, Seabrook; Lucy Cushman and Leo Gagnon, Stratham; Erik Dykeman, Sandown; Katherine Woolhouse, Exeter; Joan Whitney, Kensington; Phil Winslow, Rye; Mike Turell, Atkinson; Chris Cross and Denis Hebert, Newington; Stephen Gerrato, Greenland; Jim Doggett, Newton; Joe Foley, Epping; Alissa Welch, Christina Sapp and Gretchen Gott, Raymond; Don Marshall, Fremont; Elizabeth Strachan, NH DES; and Glenn Davison, NH DOT.

Others Present: Victoria Sheehan, NH DOT Commissioner; Lisa Wilson, Conservation Commission Chair, North Hampton; Carolyn Matthews, Carol and Wayne Watjus, Raymond.

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

6:30 p.m. Policy Meeting Opened

1. Introductions

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

2. Planning Update – Town of Raymond, Christina Sapp, RPC Commissioner and Planning Technician

Sapp reviewed some of the larger projects that have been or will be presented to the planning board for review.

3. Minutes from March 8, 2017, RPC Policy Committee

Motion: **Doggett** made a motion to approve the minutes of March 8, 2017, as written. **Winslow** seconded the motion. **Motion carried with one abstention.**

Sinnott thanked the REDC for hosting tonight's meeting. He introduced the RPC's newest employee, Christian Matthews, GIS Analyst.

4. Meeting with Victoria Sheehan, NH DOT Commissioner

- A. Update from RPC/MPO: Current issues and priorities – **Sinnott** thanked the Commissioner for attending another RPC MPO meeting. He stated he had a powerpoint presentation all set-up explaining the MPO's work, but was reminded that the Commissioner is aware of what the MPO does and the idea is to let her speak to members.
- B. Comments from Commissioner Sheehan / C. Q & A: MPO Members – She thanked the RPC for inviting her and giving her a chance to update the organization. She spoke about some of the challenges and issues facing the department. She gave an overview of what's happening at the Statehouse concerning the transportation budget.

Discussion ensued about funds for fixing town bridges; improvement obligations; the use of the Volkswagon settlement funds; fleet management and outside vendors.

Sheehan spoke about meeting with federal officials about federal transportation funding: there will be no increase in federal transportation funding as promised.

She stated DOT is going to have a very active construction season and asked members to be patient when passing through active construction sites. Discussion ensued about the gas tax structure and how revenues are spent; understanding level of service; implementing the surcharge fee at vehicle registration: miles per hour traveled, weight of vehicles; ways to have tourist pay for using NH roads; importance of infrastructure; and maintenance needs of DOT's vehicles and equipment.

Discussion ensued about the Long Range Plan; 10-Year Transportation Plan; Technical Alternatives Program; the Congestion Mitigation Air Quality program; forecasting future transportation needs of the State; fiscal constraints; and adopting a complete street program.

Wilson thanked the Commissioner for her updates and attending the meeting.

7:48 PM PUBLIC HEARING OPENED

5. Public Hearing: Review/Adopt Coordinated Public Transit Human Service Transportation Plan for Southeast New Hampshire (RCC Region 10)

Bogle stated today is the last day of the public comment period for the updated plan. The RPC is part of two Regional Coordination Council (RCC)'s: 1) Greater Derry-Salem region with the Southern NH Planning Commission; and 2) the Southeast NH RCC/ACT region with Strafford Regional Planning Commission. Plans need to be updated every 5 years.

The core requirements of these Coordinated Plans include: 1) an assessment of transportation needs for individuals with disabilities, older adults and persons with limited incomes; 2) an inventory of available transportation services identifying areas of redundant service and gaps in

service; and 3) recommendations to address the identified gaps in service, expand coordination to eliminate or reduce duplication in services and improve the efficient use of resources.

Bogle summarized the plan's findings and recommendations. Discussion ensued.

8:10 PM PUBLIC HEARING CLOSED

Motion: **Cross** made a motion to adopt the Coordinated Public Transit Human Service Transportation Plan for Southeast New Hampshire (RCC Region 10). **Turell** seconded the motion. **Motion carried.**

Sinnott thanked Raymond for providing tonight's refreshments.

6. Draft 2019-2028 Ten Year Plan Submission – Summary of Process, Project Requests and Prioritization

Walker gave a powerpoint presentation reviewing the project selection process and the 3 steps involved: 1) considering the eligibility of the projects submitted for federal funding and the feasibility of the proposal; 2) apply the selection criteria to the projects that meet step 1; and 3) apply the budget target that DOT provided to the MPO. The result is that 18 new projects were identified.

He reviewed the top projects in table 3. Using the DOT budget, the MPO could expect their first 10 prioritized projects to be included in the Ten-Year Plan. Discussion ensued. He continued that after some discussion the TAC committee recommended leaving the ranking order as presented by staff. **Walker** then reviewed the comments received at the TAC meeting.

Motion: **Winslow** made a motion to submit the Prioritized List of projects as presented to DOT for inclusion in the 2019-2028 Ten Year Plan including TAC's comments. **Doggett** seconded the motion. **Motion carried.**

7. Draft 2018-2019 United Planning Work Program – Work Elements, budget and potential scope changes

Walker stated the United Planning Work Program guides the RPC staff's work over the next two years. It establishes the planning priorities, processes and tasks to be undertaken into expected activities and work products with general timeframes for completion.

DOT has stated the current budget will be the same amount of funding as has been used since Fiscal Year 2014. He reviewed some of the reductions in scope to adjust for increased cost and level funding. **Walker** gave an overview of the reorganization completed in task areas within each category. Discussion ensued.

Motion: **Coppelman** made a motion to approve the 2018-2019 United Planning Work Program and submit to NH DOT. **Plumer** seconded the motion. **Motion carried.**

Motion: **Doggett** made a motion to Authorize the Executive Director to execute the contract with NHDOT for the 2018-2019 UPWP. **Turell** seconded the motion. **Motion carried.**

8. Project and Program Updates

A handout was distributed.

9. Other MPO Business

None.

8:44 RPC MPO Meeting Adjourned

ATTACHMENT 2

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MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Transportation Program Manager
Date: 7/05/2017
RE: **2017-2020 TIP Amendment #2**

Attached is a report that lists the changes that Amendment #2 proposes to make to the 2017-2020 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region. The full STIP revision report is also available on the RPC website (www.rpc-nh.org) for those interested in the proposed changes to projects from other parts of the state. Overall, there are 4 Statewide and 17 regional project changes (21 total) proposed that the RPC needs to address in the TIP, and these take the form of additional funding needs, changes in scope, as well as projects being added or removed. At the same time, the Long Range Transportation Plan (LRTP) is also being updated to maintain consistency between the project lists in the two documents. The MPO is conducting a 10 day public comment period on Amendment #2 that will begin on May 25, 2017 and will conclude on June 6th, 2017. A final opportunity for comments will be during the public hearing at the **July 12th, 2017 RPC Meeting (6:30 PM) at the Seabrook Town Library**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of the changes to seventeen regional projects and four statewide programs and results in a net increase in cost of just over \$7.9 million. **Table 1** on the following page provides a brief overview of the changes to each project, as well as the general reasoning for that change. There are eight projects (60100C, 60100D, 60100E, 26942, 13455D, 40893, 10418, and 40792) that are being added into the TIP. 26942, 13455D, 10418, and 40792 were each included in previous TIPs however, changes to their schedule have required that they be added into the 2017-2020 TIP. Three projects related to the I-93 expansion are being dropped from the TIP. 10418L is being absorbed into NHDOT's Statewide FTA5307 program, and 14633P and 14633R are being absorbed into another I-93 sub-project (10418). Five projects are changing in scope and or cost. 40284 and 27690 are showing cost reductions to reflect updated scopes while 15731 and 10418T are showing cost increases. PVMRK has a net cost change of zero but is shifting funds from construction to engineering. There are four projects listed as scope only changes. Two of these projects (PAVE-T2-REHAB and 10418V) are currently listed in the MPO TIP as they are currently proposed in this amendment and require no change. The other two projects (14800A and 14800H) have information added to their scope descriptions to improve clarity.

Attached is a report that provides the details of each project and compares the existing status with the changes proposed in Amendment #2. This report provides full project cost and scheduling details for the

TABLE 1: AMENDMENT SUMMARY

Project #	Scope	Net Change in Funding	Reason for Change
60100B	CART - Operating Assistance	(\$2,152,920.64)	Annual amounts are reduced & funding shifted to 60100C, 60100D, and 60100E
60100C	CART - Mobility Management	\$827,207.21	Broken out of 60100B
60100D	CART - Capital program	\$438,676.99	Broken out of 60100B
60100E	CART - General & Comprehensive Planning.	\$57,696.77	Broken out of 60100B
26942	NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064 (East Kingston)	\$1,435,914.65	Project is re-entering the TIP due to need to advertise project.
13455D	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass (Portsmouth)	\$7,616,796.04	Project advanced from 2022 to address red list bridge sooner
27690	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106 (Portsmouth)	(\$2,232,228.22)	Change in scope from replacement to rehabilitation
40893	Study the long-term needs of the Portsmouth Transportation Center (Portsmouth)	\$280,280.00	New Project
15731	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long) (Red List) (Portsmouth, NH – Kittery, ME)	\$9,731,570	Updated Project Cost for construction and Right-of-way
10418	I-93 PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)	\$4,318,349	Funds withdrawn from 14633P and 14633R and moved into this project
10418L	Implement & provide operational support for expanded commuter bus service on I-93	(\$3,710,328)	Funds are moving into the NHDOT Programmatic for transit, FTA5307 and no longer will be listed in the TIP
10418T	I-93 Corridor Service Patrol	\$204,961.90	Increase to account for Service Patrol extending to September 30, 2020.
14633P	I-93 CTAP Phase 3: To fund eligible TOD and TDM Planning Projects within the CTAP RPC Regions	(\$1,509,816)	Funds have been moved into 10418
14633R	I-93 DES Land Grant Program	(\$4,023,913)	Funds have been moved into 10418
10418V	I-93 Final Design Services for PE & ROW	\$0	Project is listed as scope only change in STIP Report – RPC TIP includes this project as listed already
14800A	I-93 MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D	\$0	Scope change to include “DEBT SERV 13933D”
14800H	I-93 Final Design Services for PE & ROW - Debt service for 10418V	\$0	Scope change to include “- Debt service for 10418V”
40284	Commuter/Intercity Bus Replacement (Statewide)	(\$3,499,554.07)	Revised figures based on April 2016 capital replacement plan
PVMRK PROGRAM	Pavement Marking Program (Statewide)	\$0	Added PE phase. Reduced CON
40792	2015 STIC Incentive for 1) Mobile Devices and 2) Design-Build documentation (Statewide)	\$137,500	New Project
PAVE-T2-REHAB	Rehab of Tier 2 Roadways (Statewide)	\$0	Project is listed as scope only change in STIP Report – RPC TIP includes this project as listed already
Total		\$7,920,193	

TIP projects impacted the amendment and differs from those used in the past in that the existing and amended funding for each project are shown side-by-side. For each project, the report lists the project number, name, location, and scope, as well as the existing and proposed total project costs (includes years beyond the TIP). Below the general information for each project, the phases and accompanying

fiscal years are listed on the left, the existing funding itemization in the center, and the proposed amended funding on the right *listed using shaded, italicized text*. Beyond the amended funding amounts is a listing of the funding sources for each project phase. The bottom of the report includes information regarding the regional significance of the project, the agency it is managed by, and the Clean Air Act Amendment codes.

Recommendation

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

- At the 5/25/2017 meeting, the Transportation Advisory Committee endorsed the changes and recommended that the RPC Policy Committee approve Amendment #2.
- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation which (attached) and included in the informational packet on the RPC website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

Recommend that the Policy Committee approve TIP Amendment #2.

Summary of Proposed Project Changes in Docket A2 (Amendment #2)

Project Name	Project #	Change in Project #	Change in Fiscal Year	Change in Scope	Change in Funding	Change in Funding	Net Change in Funding
CART	60100B	No Change	No FY Change	Coop. Alliance for Reg. Transportation - Operating Assistance	No Change	Funding Decrease	(\$2,152,921)
CART	60100C	No Change	FY Change	Coop. Alliance for Reg. Transportation - Mobility Mgmt	Source Change	Funding Increase	\$827,207
CART	60100E	No Change	FY Change	Coop. Alliance for Reg. Transportation - Capital program	Source Change	Funding Increase	\$438,677
CART	60100D	No Change	FY Change	Coop. Alliance for Reg. Transportation - General & Comprehensive Planning.	Source Change	Funding Increase	\$57,697
COMMUTER/INTERCITY BUS REPLACEMENT	40284	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$3,499,554)
EAST KINGSTON	26942	26942	FY Change	NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064	Source Change	Funding Increase	\$1,435,915
PORTSMOUTH	40893	40893	FY Change	Study the long-term needs of the Portsmouth Transportation Center	Source Change	Funding Increase	\$280,280
PORTSMOUTH	13455D	13455D	FY Change	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass	Source Change	Funding Increase	\$7,616,796
PORTSMOUTH	27690	No Change	No FY Change	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106	No Change	Funding Decrease	(\$2,232,228)
PORTSMOUTH, NH - KITTERY, ME	15731	No Change	FY Change	No Change	Source Change	Funding Increase	\$9,731,570
PROGRAM	PVMRK	No Change	FY Change	No Change	Source Change	No Change	\$0
SALEM TO MANCHESTER	14633P	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$1,509,816)
SALEM TO MANCHESTER	14633R	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$4,023,913)
SALEM TO MANCHESTER	10418	10418	FY Change	PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)	Source Change	Funding Increase	\$4,318,349
SALEM TO MANCHESTER	14800H	No Change	No FY Change	Final Design Services for PE & ROW - Debt service for 10418V	No Change	No Change	\$0
SALEM TO MANCHESTER	10418T	No Change	FY Change	No Change	Source Change	Funding Increase	\$204,962

Project Name	Project #	Change in Project #	Change in Fiscal Year	Change in Scope	Change in Funding	Change in Funding	Net Change in Funding
SALEM TO MANCHESTER	10418L	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$3,710,328)
SALEM TO MANCHESTER	14800A	No Change	No FY Change	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D	No Change	No Change	\$0
STATEWIDE - STIC	40792	40792	FY Change	2015 STIC Incentive for 1) Mobile Devices and 2) Design-Build documentation	Source Change	Funding Increase	\$137,500
						Net Funding Change from Revisions:	\$7,920,192

Project#: 60100B

PROJECT NAME: CART

Existing Project Total: \$10,285,946

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total: \$4,327,590

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Coop. Alliance for Reg. Transportation - Operating Assistance (Derry-Salem region)

Proposed Scope:

Coop. Alliance for Reg. Transportation - Operating Assistance

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$367,487	\$0	\$367,487	\$734,973	FTA 5307 Capital and Operating Program, Other	\$110,950	\$0	\$110,950	\$221,900	No Change
	2018	\$379,246	\$0	\$379,246	\$758,492	FTA 5307 Capital and Operating Program, Other	\$114,500	\$0	\$114,500	\$229,001	No Change
	2019	\$391,382	\$0	\$391,382	\$782,764	FTA 5307 Capital and Operating Program, Other	\$118,164	\$0	\$118,164	\$236,329	No Change
	2020	\$403,906	\$0	\$403,906	\$807,812	FTA 5307 Capital and Operating Program, Other	\$121,946	\$0	\$121,946	\$243,891	No Change
		\$1,542,021	\$0	\$1,542,021	\$3,084,042		\$465,560	\$0	\$465,560	\$931,121	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-21

Project#: 60100C

PROJECT NAME: CART

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Placeholder

Proposed Scope:

Coop. Alliance for Reg. Transportation - Mobility Mgmt

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	None	\$220,700	\$0	\$55,175	\$275,875	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
	2018	\$0	\$0	\$0	\$0		\$142,416	\$0	\$35,604	\$178,020	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
	2019	\$0	\$0	\$0	\$0		\$146,973	\$0	\$36,743	\$183,717	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
	2020	\$0	\$0	\$0	\$0		\$151,676	\$0	\$37,919	\$189,596	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
		\$0	\$0	\$0	\$0		\$661,766	\$0	\$165,441	\$827,207	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-21

Project#: 60100D

PROJECT NAME: CART

Existing Project Total:

Amended Project#:

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Placeholder

Proposed Scope:

Coop. Alliance for Reg. Transportation - General & Comprehensive Planning.

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	None	\$11,000	\$0	\$2,750	\$13,750	FTA 5307 Capital and Operating Program, Other
	2018	\$0	\$0	\$0	\$0		\$11,352	\$0	\$2,838	\$14,190	FTA 5307 Capital and Operating Program, Other
	2019	\$0	\$0	\$0	\$0		\$11,715	\$0	\$2,929	\$14,644	FTA 5307 Capital and Operating Program, Other
	2020	\$0	\$0	\$0	\$0		\$12,090	\$0	\$3,023	\$15,113	FTA 5307 Capital and Operating Program, Other
		\$0	\$0	\$0	\$0		\$46,157	\$0	\$11,539	\$57,697	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-34

Project#: 60100E

PROJECT NAME: CART

Existing Project Total: \$0

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total: \$1,611,787

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Placeholder

Proposed Scope:

Coop. Alliance for Reg. Transportation - Capital program

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	None	\$161,500	\$14,250	\$14,250	\$190,000	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
	2018	\$0	\$0	\$0	\$0		\$83,334	\$7,353	\$7,353	\$98,040	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
	2019	\$0	\$0	\$0	\$0		\$86,001	\$7,588	\$7,588	\$101,177	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
	2020	\$0	\$0	\$0	\$0		\$42,041	\$3,709	\$3,709	\$49,460	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		\$0	\$0	\$0	\$0		\$372,875	\$32,901	\$32,901	\$438,677	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-30

Project#: 40284

PROJECT NAME: COMMUTER/INTERCITY BUS REPLACEMENT

Existing Project Total: \$18,693,725

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$15,032,290

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

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

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$3,096,000	\$0	\$0	\$3,096,000	Congestion Mitigation and Air Quality Program, Toll Credit	\$3,096,000	\$0	\$0	\$3,096,000	FTA 5307 Capital and Operating Program
	2018	\$3,195,072	\$0	\$0	\$3,195,072	Congestion Mitigation and Air Quality Program, Toll Credit	\$3,201,997	\$0	\$0	\$3,201,997	No Change
	2019	\$5,275,703	\$0	\$0	\$5,275,703	Congestion Mitigation and Air Quality Program, Toll Credit	\$4,491,486	\$0	\$0	\$4,491,486	No Change
	2020	\$2,722,263	\$0	\$0	\$2,722,263	Congestion Mitigation and Air Quality Program, Toll Credit	\$0	\$0	\$0	\$0	
		\$14,289,038	\$0	\$0	\$14,289,038		\$10,789,484	\$0	\$0	\$10,789,484	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-30

Project#: 26942

PROJECT NAME: EAST KINGSTON

Existing Project Total: \$0

Amended Project#: 26942

ROUTE/ROAD: NH Route 107A

Proposed Project Total: \$1,826,415

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$0	\$0	\$0	\$0		\$1,435,915	\$0	\$0	\$1,435,915	Bridge Off System, STP-Off System Bridge, Toll Credit
		\$0	\$0	\$0	\$0		\$1,435,915	\$0	\$0	\$1,435,915	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 13455D

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: 13455D

ROUTE/ROAD: US 1 BYPASS

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2020	\$0	\$0	\$0	\$0		\$7,616,796	\$0	\$0	\$7,616,796	STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0		\$7,616,796	\$0	\$0	\$7,616,796	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 27690

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: US 1 By-Pass

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Culvert Replacement, US 1 By-Pass over Hodgson Brook Br No 192/106

Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$234,305	\$0	\$0	\$234,305	STP-State Flexible, Toll Credit	\$227,040	\$0	\$0	\$227,040	No Change
	2019	\$241,803	\$0	\$0	\$241,803	STP-State Flexible, Toll Credit	\$234,305	\$0	\$0	\$234,305	No Change
ROW	2019	\$120,902	\$0	\$0	\$120,902	STP-State Flexible, Toll Credit	\$117,153	\$0	\$0	\$117,153	No Change
CON	2019	\$3,385,243	\$0	\$0	\$3,385,243	Bridge On/Off System, Toll Credit	\$1,171,526	\$0	\$0	\$1,171,526	No Change
		\$3,982,253	\$0	\$0	\$3,982,253		\$1,750,024	\$0	\$0	\$1,750,024	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 40893

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: 40893

ROUTE/ROAD: Grafton Road

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Study the long-term needs of the Portsmouth Transportation Center

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0		\$110,000	\$0	\$0	\$110,000	STP-5 to 200K, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$170,280	\$0	\$0	\$170,280	STP-5 to 200K, Toll Credit
		\$0	\$0	\$0	\$0		\$280,280	\$0	\$0	\$280,280	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 15731

PROJECT NAME: PORTSMOUTH, NH - KITTEERY, ME

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: US 1 Bypass

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

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

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
ROW	2017	\$2,187,757	\$546,939	\$0	\$2,734,697	STP-State Flexible, Toll Credit	\$2,649,900	\$0	\$0	\$2,649,900	National Highway System, Toll Credit
	2018	\$3,748,970	\$937,242	\$0	\$4,686,212	STP-State Flexible, Toll Credit	\$6,811,303	\$0	\$0	\$6,811,303	No Change
	2019	\$3,868,849	\$967,212	\$0	\$4,836,061	STP-State Flexible, Toll Credit	\$6,443,395	\$0	\$0	\$6,443,395	No Change
	2020	\$0	\$0	\$0	\$0		\$6,045,076	\$0	\$0	\$6,045,076	STP-State Flexible, Toll Credit
CON	2017	\$0	\$0	\$12,000,000	\$12,000,000	Maine	\$0	\$0	\$12,000,000	\$12,000,000	No Change
	2018	\$15,401,034	\$3,850,259	\$2,912,284	\$22,163,577	Maine, National Highway System, Toll Credit	\$19,290,158	\$0	\$2,912,284	\$22,202,442	Maine, National Highway System, STP-State Flexible, Toll Credit
		\$25,206,610	\$6,301,652	\$14,912,284	\$46,420,546		\$41,239,832	\$0	\$14,912,284	\$56,152,116	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: PVMRK

PROJECT NAME: PROGRAM

Existing Project Total: \$49,600,000

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$52,700,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Statewide Pavement Marking Annual Project

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
CON	2017	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,100,000	\$0	\$0	\$3,100,000	No Change
	2018	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,095,000	\$0	\$0	\$3,095,000	No Change
	2019	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,095,000	\$0	\$0	\$3,095,000	No Change
	2020	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,095,000	\$0	\$0	\$3,095,000	No Change
		\$12,400,000	\$0	\$0	\$12,400,000		\$12,400,000	\$0	\$0	\$12,400,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-11

Project#: 10418

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$0

Amended Project#: 10418

ROUTE/ROAD: I-93

Proposed Project Total: \$8,620,778

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$0	\$0	\$0	\$0		\$1,166,894	\$100,000	\$0	\$1,266,894	Interstate Maintenance, NH Highway Fund, National Highway System, Toll Credit
ROW	2017	\$0	\$0	\$0	\$0		\$1,620,000	\$30,000	\$0	\$1,650,000	Interstate Maintenance, NH Highway Fund, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$1,150,940	\$250,516	\$0	\$1,401,455	Interstate Maintenance, NH Highway Fund, Toll Credit
		\$0	\$0	\$0	\$0		\$3,937,833	\$380,516	\$0	\$4,318,349	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: LMP

Project#: 10418L

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$19,127,243

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Implement and provide operational support for expanded commuter bus service

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$1,535,328	\$0	\$0	\$1,535,328	FTA 5307 Capital and Operating Program, National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
	2018	\$725,000	\$0	\$0	\$725,000	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
	2019	\$725,000	\$0	\$0	\$725,000	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$725,000	\$0	\$0	\$725,000	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
OTHER	2017	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
		\$3,710,328	\$0	\$0	\$3,710,328		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-21

Project#: 10418T

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$902,552

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$1,107,514

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

CORRIDOR SERVICE PATROL (Salem to Manchester)

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$103,200	\$0	\$0	\$103,200	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
OTHER	2017	\$0	\$0	\$0	\$0		\$100,000	\$0	\$0	\$100,000	National Highway System, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$96,492	\$0	\$0	\$96,492	National Highway System, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$99,580	\$0	\$0	\$99,580	National Highway System, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$12,090	\$0	\$0	\$12,090	National Highway System, Toll Credit
		\$103,200	\$0	\$0	\$103,200		\$308,162	\$0	\$0	\$308,162	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-6

Project#: 14633P

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$1,509,816

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PLAN	2017	\$1,509,816	\$0	\$0	\$1,509,816	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	Project Withdrawn
		\$1,509,816	\$0	\$0	\$1,509,816		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-34

Project#: 14633R

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$4,023,913

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

DES Land Grant Program

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
ROW	2017	\$1,266,068	\$0	\$316,517	\$1,582,584	National Highway System, Other	\$0	\$0	\$0	\$0	Project Withdrawn
	2018	\$679,681	\$0	\$169,920	\$849,601	National Highway System, Other	\$0	\$0	\$0	\$0	Project Withdrawn
	2019	\$1,273,382	\$0	\$318,346	\$1,591,728	National Highway System, Other	\$0	\$0	\$0	\$0	Project Withdrawn
		\$3,219,131	\$0	\$804,783	\$4,023,913		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-41

Project#: 14800A

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$49,772,025

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$49,772,025

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}

Proposed Scope:

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$852,087	\$0	\$563,013	\$1,415,100	National Highway System, RZED Subsidy, Toll Credit	\$852,087	\$0	\$563,013	\$1,415,100	No Change
	2018	\$852,759	\$0	\$560,448	\$1,413,207	National Highway System, RZED Subsidy, Toll Credit	\$852,759	\$0	\$560,448	\$1,413,207	No Change
	2019	\$852,759	\$0	\$560,448	\$1,413,207	National Highway System, RZED Subsidy, Toll Credit	\$852,759	\$0	\$560,448	\$1,413,207	No Change
	2020	\$2,486,558	\$0	\$560,448	\$3,047,006	National Highway System, RZED Subsidy, Toll Credit	\$2,486,558	\$0	\$560,448	\$3,047,006	No Change
		\$5,044,163	\$0	\$2,244,357	\$7,288,520		\$5,044,163	\$0	\$2,244,357	\$7,288,520	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 14800H

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$11,796,758

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$11,796,758

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Final Design Services for PE & ROW

Proposed Scope:

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$1,304,653	\$0	\$0	\$1,304,653	National Highway System, Toll Credit	\$1,304,653	\$0	\$0	\$1,304,653	No Change
	2018	\$1,356,021	\$0	\$0	\$1,356,021	National Highway System, Toll Credit	\$1,356,021	\$0	\$0	\$1,356,021	No Change
	2019	\$1,399,323	\$0	\$0	\$1,399,323	National Highway System, Toll Credit	\$1,399,323	\$0	\$0	\$1,399,323	No Change
	2020	\$1,054,062	\$0	\$0	\$1,054,062	National Highway System, Toll Credit	\$1,054,062	\$0	\$0	\$1,054,062	No Change
ROW	2017	\$266,578	\$418,831	\$0	\$685,409	National Highway System, Non Participating, Toll Credit	\$266,578	\$418,831	\$0	\$685,409	No Change
	2018	\$277,074	\$0	\$0	\$277,074	National Highway System, Toll Credit	\$277,074	\$0	\$0	\$277,074	No Change
	2019	\$285,922	\$0	\$0	\$285,922	National Highway System, Toll Credit	\$285,922	\$0	\$0	\$285,922	No Change
	2020	\$215,375	\$0	\$0	\$215,375	National Highway System, Toll Credit	\$215,375	\$0	\$0	\$215,375	No Change
		\$6,159,006	\$418,831	\$0	\$6,577,837		\$6,159,006	\$418,831	\$0	\$6,577,837	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-0

Project#: 40792

PROJECT NAME: STATEWIDE - STIC

Existing Project Total: \$0

Amended Project#: 40792

ROUTE/ROAD: Statewide

Proposed Project Total: \$275,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

2015 STIC Incentive for 1) Mobile Devices and 2) Design-Build documentation

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0		\$110,000	\$27,500	\$0	\$137,500	NHDOT Operating Budget, STP-State Flexible, Toll Credit, Other
		\$0	\$0	\$0	\$0		\$110,000	\$27,500	\$0	\$137,500	

REGIONALLY SIGNIFICANT: Y

MANAGED BY: DOT

CLEAN AIR ACT CODE: LMP

	2017					2018					
	Improvement Program					Improvement Program					
	*Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	*Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	
FHWA (Federal-Aid with Match)											
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,401,612	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,720,000	
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 8,766	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,090,449	\$ -	\$ -	\$ -	\$ -	\$ 1,705,600	
Congestion Mitigation and Air Quality Pr	\$ 10,260,480	\$ -	\$ 349,926	\$ 10,610,406	\$ 2,850,811	\$ 10,683,212	\$ -	\$ 265,710	\$ 10,948,922	\$ 4,479,823	
Highway Safety Improvement Program (H	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,826,500	\$ 9,487,096	\$ -	\$ 42,002	\$ 9,529,098	\$ 9,594,672	
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 1,698,399	\$ -	\$ -	\$ -	\$ -	\$ 1,136,052	
National Highway Freight	\$ 4,475,320	\$ -	\$ -	\$ 4,475,320	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -	
National Highway System	\$ 90,637,503	\$ -	\$ 20,383	\$ 90,657,886	\$ 67,769,366	\$ 94,371,768	\$ -	\$ 292,404	\$ 94,664,172	\$ 49,549,093	
NSTI National Summer Transportation Ins	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 30,000	
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000	
Recreational Trails	\$ 1,260,649	\$ -	\$ 312,500	\$ 1,573,149	\$ 1,250,000	\$ 1,312,588	\$ -	\$ 312,500	\$ 1,625,088	\$ 1,250,000	
Redistribution	\$ 553,516	\$ -	\$ -	\$ 553,516	\$ 68,911	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -	
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 2,851,613	\$ -	\$ -	\$ -	\$ -	\$ 443,003	
TAP - Transportation Alternatives	\$ 2,623,489	\$ -	\$ 826,198	\$ 3,449,687	\$ 3,304,793	\$ 2,731,577	\$ -	\$ 638,400	\$ 3,369,977	\$ 2,553,600	
Transportation and Community and Syste	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-5 to 200K	\$ 7,545,578	\$ -	\$ 59,370	\$ 7,604,948	\$ 4,711,793	\$ 7,856,456	\$ -	\$ -	\$ 7,856,456	\$ 7,301,674	
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 218,451	\$ -	\$ -	\$ -	\$ -	\$ 36,326	
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 573,524	\$ 5,852,832	\$ 2,623,283	\$ 5,496,815	\$ -	\$ 454,080	\$ 5,950,895	\$ 2,186,496	
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 6,043,439	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 8,788,246	
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 291,497	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -	
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	
STP-State Flexible	\$ 16,081,533	\$ -	\$ 502,598	\$ 16,584,131	\$ 50,696,612	\$ 16,744,092	\$ -	\$ 578,785	\$ 17,322,877	\$ 48,392,692	
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (31,971,945)	\$ -	\$ -	\$ -	\$ -	\$ -	
TIFIA	\$ -	\$ -	\$ 34,221,205.20	\$ 34,221,205	\$ 34,221,205.20	\$ -	\$ -	\$ -	\$ -	\$ -	
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Special	\$ 292,448	\$ -	\$ -	\$ 292,448	\$ 292,448	\$ 3,151,634	\$ -	\$ -	\$ 3,151,634	\$ 3,151,634	
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FHWA Earmarks	\$ 12,081,602	\$ -	\$ 509,148	\$ 12,590,749	\$ 12,590,749	\$ 3,079,763	\$ -	\$ 746,067	\$ 3,825,830	\$ 3,825,830	
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	
National Highway (NHPP) Exempt	\$ 2,480,907	\$ -	\$ -	\$ 2,480,907	\$ -	\$ 2,583,120	\$ -	\$ -	\$ 2,583,120	\$ -	
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 33,770,723	\$ -	\$ -	\$ -	\$ -	\$ 30,260,823	
Total	\$ 177,119,223	\$ -	\$ 38,300,053	\$ 215,419,275	\$ 208,088,476	\$ 177,757,067	\$ -	\$ 4,254,948	\$ 182,012,015	\$ 179,854,565	
FY 2017 Estimated Obligational Limit**	\$ 159,902,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Funds Not Subject to Obligational Limit	\$ 15,004,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Adjusted Total	\$ 174,907,566	\$ -	\$ 38,300,053	\$ 213,207,618	\$ 208,088,476	\$ 177,757,067	\$ -	\$ 9,509,287	\$ 187,266,354	\$ 184,713,138	
FTA (Federal-Aid with Match)***											
FTA5307	\$ 7,553,310	\$ -	\$ 4,169,768	\$ 11,723,078	\$ 8,487,154	\$ 7,795,016	\$ -	\$ 4,248,993	\$ 12,046,445	\$ 8,651,516	
FTA5307_NHDOT	\$ 3,483,911	\$ -	\$ 696,782	\$ 4,180,693	\$ 4,111,390	\$ 3,595,396	\$ -	\$ 719,079	\$ 4,314,475	\$ 3,474,877	
FTA5307_NHDOT (Prior Year Carry Over)	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA5309 (Prior Year Carry Over)	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	\$ 800,000	\$ 624,720	\$ -	\$ -	\$ 624,720	\$ -	
FTA5310	\$ 2,004,646	\$ -	\$ 521,161	\$ 2,525,807	\$ 1,284,646	\$ 2,068,794	\$ -	\$ 542,676	\$ 2,611,470	\$ 1,370,705	
FTA5311	\$ 8,232,148	\$ -	\$ 1,646,430	\$ 9,878,578	\$ 6,585,718	\$ 8,495,577	\$ -	\$ 1,699,115	\$ 10,194,692	\$ 6,796,462	
FTA5339	\$ 2,178,164	\$ -	\$ 694,155	\$ 2,872,319	\$ 2,939,312	\$ 2,247,866	\$ -	\$ 640,360	\$ 2,893,143	\$ 2,597,499	
Total	\$ 27,052,179	\$ -	\$ 7,928,296	\$ 34,980,475	\$ 27,208,221	\$ 24,827,369	\$ -	\$ 7,850,224	\$ 32,684,946	\$ 22,891,058	
FHWA/FTA Tot	\$ 201,959,745	\$ -	\$ 46,228,349	\$ 248,188,094	\$ 235,296,697	\$ 202,584,436	\$ -	\$ 17,359,511	\$ 219,951,300	\$ 207,604,196	
Innovated Financing											
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
StateFund Sources											
Turnpike Capital	\$ -	\$ 27,459,446	\$ -	\$ 27,459,446	\$ 27,459,446	\$ -	\$ 28,684,611	\$ -	\$ 28,684,611	\$ 28,629,815	
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 28,320	\$ -	\$ 28,320	\$ 28,320	
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,917,043	\$ -	\$ 1,917,043	\$ 1,917,043	
Total	\$ -	\$ 27,487,530	\$ -	\$ 27,487,530	\$ 27,487,530	\$ -	\$ 30,629,974	\$ -	\$ 30,629,974	\$ 30,575,177	
SOURCES Total	\$ 201,959,745	\$ 27,487,530	\$ 46,228,349	\$ 275,675,623	\$ 262,784,227	\$ 202,584,436	\$ 30,629,974	\$ 17,359,511	\$ 250,581,275	\$ 238,179,374	

* Federal Resources: Apportioned Funds from Status of Funds 4/19/2017

** Contrain Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

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

**** Anticipated GARVEE Bonds

	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	\$ 925,000	\$ 5,366,379	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,777,377
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,808,842	\$ -	\$ -	\$ -	\$ -	\$ 3,302,299
Congestion Mitigation and Air Quality Progra	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 3,593,189	\$ 11,186,844	\$ -	\$ -	\$ 11,186,844	\$ -
Highway Safety Improvement Program (HSIP)	\$ 9,701,504	\$ -	\$ -	\$ 9,701,504	\$ 8,740,936	\$ 9,934,340	\$ -	\$ -	\$ 9,934,340	\$ 8,918,173
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 4,765,012	\$ -	\$ -	\$ 4,765,012	\$ -	\$ 4,879,373	\$ -	\$ -	\$ 4,879,373	\$ -
National Highway System	\$ 96,504,570	\$ -	\$ -	\$ 96,504,570	\$ 33,854,941	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 30,846,251
NSTI National Summer Transportation Institu	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 30,000
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000
Recreational Trails	\$ 1,350,019	\$ -	\$ 312,500	\$ 1,662,519	\$ 1,250,000	\$ 1,382,420	\$ -	\$ 312,500	\$ 1,694,920	\$ 1,250,000
Redistribution	\$ 589,346	\$ -	\$ -	\$ 589,346	\$ -	\$ 603,490	\$ -	\$ -	\$ 603,490	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP - Transportation Alternatives	\$ 2,793,310	\$ -	\$ 638,420	\$ 3,431,730	\$ 2,553,680	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,680
Transportation and Community and System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-S to 200K	\$ 8,034,012	\$ -	\$ 603,336	\$ 8,637,348	\$ 4,756,411	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 4,331,897
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,028,928	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 532,512	\$ 6,153,556	\$ 3,913,209	\$ 5,755,949	\$ -	\$ 54,955	\$ 5,810,904	\$ 6,628,072
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 7,634,746	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 2,499,572
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 74,862
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 17,974,294	\$ -	\$ 727,570	\$ 18,701,864	\$ 62,110,814	\$ 18,405,677	\$ -	\$ 200,000	\$ 18,605,677	\$ 78,302,696
TIFIA	\$ -	\$ -	\$ 5,423,939.32	\$ 5,423,939	\$ 5,423,939	\$ -	\$ -	\$ 5,597,505	\$ 5,597,505	\$ 5,597,505
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,641,499	\$ -	\$ -	\$ 2,641,499	\$ -	\$ 2,704,895	\$ -	\$ -	\$ 2,704,895	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 30,005,231	\$ -	\$ -	\$ -	\$ -	\$ 32,043,598
Total	\$ 176,257,860	\$ -	\$ 9,163,278	\$ 185,421,138	\$ 175,520,245	\$ 180,483,969	\$ -	\$ 8,254,060	\$ 188,738,029	\$ 181,604,982
FY 2017 Estimated Obligational Limit**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADJUSTED AVAILABLE Total	\$ 176,257,860	\$ -	\$ 9,163,278	\$ 185,421,138	\$ 175,520,245	\$ 180,483,969	\$ -	\$ 8,254,060	\$ 188,738,029	\$ 181,604,982
FTA (Federal-Aid with Match)										
FTAS307	\$ 8,044,456	\$ -	\$ 4,427,331	\$ 12,471,787	\$ 7,638,931	\$ 8,301,879	\$ -	\$ 4,555,004	\$ 12,856,883	\$ 7,645,869
FTAS307_NHDOT	\$ 3,710,449	\$ -	\$ 742,090	\$ 4,452,539	\$ 3,586,073	\$ 3,829,183	\$ -	\$ 765,837	\$ 4,595,020	\$ 3,700,827
FTAS309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 2,134,996	\$ -	\$ 560,042	\$ 2,695,038	\$ 1,440,168	\$ 2,203,316	\$ -	\$ 577,963	\$ 2,781,279	\$ 1,511,852
FTAS311	\$ 8,767,436	\$ -	\$ 1,753,487	\$ 10,520,923	\$ 7,013,949	\$ 9,047,994	\$ -	\$ 1,809,599	\$ 10,857,593	\$ 7,238,395
FTAS339	\$ 2,319,797	\$ -	\$ 658,737	\$ 2,978,534	\$ 2,656,656	\$ 2,394,030	\$ -	\$ 679,526	\$ 3,073,556	\$ 2,738,371
Total	\$ 24,977,134	\$ -	\$ 8,141,687	\$ 33,118,821	\$ 22,335,777	\$ 25,776,402	\$ -	\$ 8,387,928	\$ 34,167,094	\$ 22,835,315
FHWA/FTA Total	\$ 201,234,994	\$ -	\$ 17,304,965	\$ 218,539,959	\$ 197,856,023	\$ 206,260,371	\$ -	\$ 16,641,989	\$ 222,905,124	\$ 204,440,297
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 24,976,057	\$ -	\$ 24,976,057	\$ 24,976,057
Total	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 24,976,057	\$ -	\$ 24,976,057	\$ 24,976,057
State Fund Sources										
Turnpike Capital	\$ -	\$ 27,382,864	\$ -	\$ 27,382,864	\$ 27,382,864	\$ -	\$ 34,880,120	\$ -	\$ 34,880,120	\$ 34,721,849
Turnpike Program	\$ -	\$ 2,388	\$ -	\$ 2,388	\$ 2,388	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Repl.	\$ -	\$ 6,154,987	\$ -	\$ 6,154,987	\$ 6,154,987	\$ -	\$ 4,389,649	\$ -	\$ 4,389,649	\$ 4,389,649
Total	\$ -	\$ 33,540,239	\$ -	\$ 33,540,239	\$ 33,540,239	\$ -	\$ 39,269,768	\$ -	\$ 39,269,768	\$ 39,111,497
ALL SOURCES Total	\$ 201,234,994	\$ 54,201,704	\$ 17,304,965	\$ 272,741,663	\$ 252,057,727	\$ 206,260,371	\$ 52,200,516	\$ 16,641,989	\$ 275,105,640	\$ 256,482,542

* Federal Resources: Apportioned Funds from Status of Funds

** Constraint Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

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

**** Anticipated GARVEE Bonds

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ATTACHMENT 3

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MEMORANDUM

To: MPO Policy Committee

From: Dave Walker, Transportation Program Manager

Date: 7/05/2017

RE: Transit Asset Management (TAM) Regional Performance Targets

The final rule on Transit Asset Management (49 CFR Part 625) requires transit agencies to set targets for transit assets by January 1st, 2017 and for MPOs to set regional targets 180 days after that. The intent of the regional target setting is to assess region-wide attainment of transit State of Good Repair (SGR) performance and better determine how funding decisions support regional targets for SGR. These targets cover four broad areas of asset categories: Equipment, Rolling Stock, Infrastructure, and Facilities. The RPC region includes no relevant transit infrastructure as defined in the TAM rule and therefore must only set targets for equipment, rolling stock, and facilities.

Targets are set by aggregating the existing asset inventory of rolling stock, equipment, and facilities from the three transit providers in the region (CART, COAST, and UNH Wildcat Transit) to develop a baseline regional inventory and understanding of what percentage of those assets are at or beyond their useful life as defined by the Federal Transit Administration (FTA). Expected replacements or additions to any of the existing inventory over the next year are then incorporated into the analysis to provide the FY 2018 Target. Full details of this analysis are included in the Initial Transit Asset Management Targets & Methodology report (attached).

Once approved, the targets will be submitted to NHDOT to fulfill the Federal Transit Administration (FTA) requirements. While the exact methodology and timing is still being worked out, these targets will be updated when we update our Long Range Transportation Plan and/or TIP.

Recommendations

Staff recommends that the MPO Policy Committee approve the attached Transit Asset Management targets for the MPO region as required by the FTA. The TAC concurred with this at the June 29th, 2017 meeting, and recommended that the Policy Committee approve the TAM targets as well.

Rockingham Planning Commission

Initial Transit Asset Management Targets & Methodology

June 20, 2017

Background

On July 26th 2016 the Federal Transit Administration published the final rule on Transit Asset Management (49 CFR Part 625). The rule requires Transit Agencies to set targets for Transit Assets by January 1st 2017 for the following fiscal year, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The targets deal with 4 broad areas of asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. The RPC region contains no relevant infrastructure as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), and therefore the MPO is only required to set targets for equipment, rolling stock, and facilities.

Rolling Stock and Equipment Methodology

The acquisition dates stored in the NTD and anticipated service lives are used to determine ages and whether assets are over or under their Useful Life Benchmarks (ULB). Anticipated service lives primarily determined from the minimums set forth in FTA Circular [5010.1D](#):

Asset Classification	Vehicle or Equipment Type	Useful Life (years)
Class 1	Minivan, van, sedan	4
Class 2	Light-duty small bus, minibus, small body-on-chassis	6*
Class 3	Medium-duty transit bus < 30', trolley, sprinter	7
Class 4	Heavy duty transit bus < 35', trolley	10
Class 5	Heavy duty transit bus ≥ 35', trolley	12
Class 6	Over-the-road-coach	12

*The Service Life of Class 2 vehicles has been increased from 5 to 6 years.

Facilities Methodology

Targets for facilities are developed by applying the Transit Economic Requirements Model ([TERM](#)) scale to facilities used in the provision of public transportation. The TERM scale is a 5-point scale ranging from poor condition (1.0) to excellent condition (5.0). The performance measure is the number of facilities with an overall condition below a 3.0, which means adequate. The inventory includes passenger, administrative, maintenance, and storage facilities that are owned by direct recipients and were purchased using federal funds.

The baseline for all classes is 0% because all transit facilities in the region are in good condition. The target for all facility classes, including administrative facilities, is 0% because the conditions of facilities change much more slowly over time in comparison to equipment or rolling stock.

Target Development

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

Assets from the three transit agencies are recorded in the National Transit Database (NTD) and follow the remaining Useful Life Benchmark (ULB) methodology. Targets for transit facilities were determined by using the Transit Economic Resource Model (TERM) qualitative scale of condition. Per federal ruling, targets were based on realistic expectations and the best available data.

2017 - Baseline

Class	COAST	Wildcat	CART	Total	Percentage at/over ULB
1	5/7	0/2	0/1	5/10	50%
2	3/8	1/6	0/0	4/14	29%
3	0/1	0/0	5/7	5/8	63%
4	0/2	0/0	0/0	0/2	0%
5	7/23	0/26	0/0	7/49	14%
6	2/2	0/0	0/0	2/2	100%
Equipment	5/5	0/5	0/0	5/10	50%
Facilities	0/3	0/0	0/0	0/3	0%

2018 - Target

COAST	Wildcat	CART	Total	Percentage at/over ULB
4/7	0/2	0/1	4/10	40%
2/8	3/6	0/0	5/14	36%
0/1	0/0	3/7	3/8	38%
0/2	0/0	0/0	0/2	0%
7/23	8/26	0/0	15/49	31%
2/2	0/0	0/0	2/2	100%
5/5	0/5	0/0	5/10	50%
0/3	0/0	0/0	0/3	0%

Targets

The following table shows the combined regional targets for the State of Good Repair performance measures for Transit Assets that are anticipated to be included in the TAM Plans for the three providers in the RPC Region. The targets anticipate purchase of one Class 1 and one Class 2 vehicles by COAST during FY18 as replacements for their oldest vehicles in operation and two Class 3 vehicles by CART to replace their oldest in operation. No other replacement or additional vehicles are anticipated. These assumptions are consistent with those made by the Strafford Planning Commission, with whom the COAST and Wildcat service areas are shared, and the Southern New Hampshire Planning Commission, with whom the CART service region is shared.

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

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

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ATTACHMENT 4

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MEMORANDUM

To: MPO Policy Committee
From: Scott Bogle, Senior Transportation Planner
Date: 7/06/2017
RE: 2040 Long Range Transportation Plan Chapter Drafts

The Long Range Transportation Plan serves as the short and long-range transportation planning document for the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO). The plan examines current state of the transportation system by mode of travel, takes into account updated socioeconomic projections and changing growth patterns, and describes the financial resources available through current law and policy and how well those meet the identified transportation needs for the region. Shaped by these factors, the plan sets out the region's adopted goals, strategies for achieving those goals, an initial set of performance metrics for measuring progress in implementation, and specific project proposals to improve the transportation system through the year 2040.

Staff have reviewed content for the Long Range Plan with the MPO Policy Committee on multiple occasions over the past year, including Plan goals, draft performance measures, and key issues and challenges. In the past two months this information has been incorporated into chapter drafts that have been reviewed with the TAC at their May and June meetings. Chapters reviewed by the TAC are listed below. At the June 29th TAC meeting staff also reviewed the substance of Chapter 7 - Implementation Strategies, though the formatted chapter is still in development.

Chap 1 – Introduction
Chap 2 - Planning Framework
Chap 3 - Existing Conditions
Chap 4 - Current Trends & Future Conditions
Chap 5 - Constrained Transportation Plan

Chapter drafts are on the MPO website at: <http://www.rpc-nh.org/transportation/transportation-plan>. Staff are currently fleshing out sections (Land Use, Energy & Environment, Resiliency) and refining material in Chapter 3 - Existing Conditions and Chapter 4 – Current Trends & Future Conditions. A full draft of Chapter 7 – Implementation Strategies will be uploaded by the beginning of next week. Chapter 6 - Mitigation and Monitoring Resource Impacts is also under development, though may not be available for the July 12th MPO meeting.

Remaining work in the document includes:

- Complete Chapter 6 - Mitigation & Monitoring
- Complete Chapter 7 – Implementation Strategies
- Flesh out and refine sections of Chapter 5 – Current Trends and Future Conditions
- Additional analysis to identify projects for the Long Range Project list beyond 2026
- Incorporate recommendations from TAC, including discussion of autonomous vehicles
- Incorporate recommendations from Policy Committee
- Add remaining maps

Staff will welcome any input from the Policy Committee, though we are particularly looking for input on the Needs Assessment and Implementation Strategies components. Does the document cover the range of needs and issues you see in your community and the region? Are there additional strategies you think should be addressed?

Once a full draft is completed in mid-July, staff will present the document to the NHDOT Natural Resource Agency Coordination group, which includes representatives from NHDOT, NHDES, NH Division of Historic Resources, NH Department of Fish & Game, US Army Corps of Engineers, and US EPA. Input from that group will be incorporated in August and we are targeting late August to start a 30-day public comment period. This should comments received to be reviewed with the TAC at their September meeting. The October MPO meeting will include a public hearing on the document and a vote on adoption.

Request

Staff ask Policy Committee members to review the current draft Long Range Transportation Plan and contact staff with edits or recommendations for changes by 7/31/17. The Policy Committee will vote on adoption of the final draft of the Plan at the October MPO meeting.

ATTACHMENT 5

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**Minutes
Rockingham Planning Commission**

**May 10, 2017
Hampton Falls Town Hall**

Members Present: P. Wilson-Chairman (North Hampton); J. Foley (Epping); P. Coffin, G. Coppelman (Kingston); A. Davis, S. Hastings (Hampstead); L. Plumer, K. Woolhouse, G. English, Julie Gilman (Exeter); J. Whitney (Kensington); L. Cushman (Stratham); R. McDermott (Hampton Falls); B. Kravitz, A. Carnaby (Hampton); M. McAndrew (New Castle); J. Doggett (Newton); J. Janvrin (Seabrook); S. Gerrato (Greenland); J. Kiszka, T. Moore (Plaistow); M. Turell (Atkinson); F. Chase (Seabrook)

Others Present: C. Sinnott (Executive Director); A. Pettengill (Business Manager)

I. Chairman Wilson convened the meeting at 7:00 p.m. and asked for introductions from everyone. He welcomed new Commissioners Julian Kiszka-Plaistow, Julie Gilman-Exeter, Alan Davis-Hampstead. He thanked the Town of Hampton Falls and Richard McDermott for hosting and providing sandwiches. McDermott asked Coppelman, as the Town's Circuit Rider planner, to give a brief review of planning items of interest in Hampton Falls. Coppelman noted Hampton Falls' beauty and historical past. He reviewed the Town's new zoning districts located along Route 1 and how they are affecting the look of development.

II. Minutes from April 12, 2017

*Moore moved to approve the Minutes of April 12, 2017 as presented; Doggett seconded. Kiszka noted incorrect spelling of his name for correction; as did Coffin not being listed as being present. Wilson called the vote as presented with corrections. **SO VOTED.** 2 abstentions*

III. Non-Public Session under RSA 91-A:3, II(b) Report of the Executive Director Search Committee

McDermott moved to enter into Non-Public Session at 7:15 p.m.; Kravitz seconded.

Roll Call Vote Taken: The following members voted YES to enter into Non-Public Session: P. Wilson-Chairman (North Hampton); J. Foley (Epping); P.

Coffin, G. Coppelman (Kingston); A. Davis, S. Hastings (Hampstead); L. Plumer, K. Woolhouse, G. English, Julie Gilman (Exeter); J. Whitney (Kensington); L. Cushman (Stratham); R. McDermott (Hampton Falls); B. Kravitz, A. Carnaby (Hampton); M. McAndrew (New Castle); J. Doggett (Newton); J. Janvrin (Seabrook); S. Gerrato (Greenland); J. Kiszka, T. Moore (Plaistow); M. Turell (Atkinson); F. Chase (Seabrook)

At 7:35 p.m. Doggett moved to leave Non-Public Session; Turell seconded.

Roll Call Vote Taken: The following members voted YES to leave Non-Public Session: Wilson-Chairman (North Hampton); J. Foley (Epping); P. Coffin, G. Coppelman (Kingston); A. Davis, S. Hastings (Hampstead); L. Plumer, K. Woolhouse, G. English, Julie Gilman (Exeter); J. Whitney (Kensington); L. Cushman (Stratham); R. McDermott (Hampton Falls); B. Kravitz, A. Carnaby (Hampton); M. McAndrew (New Castle); J. Doggett (Newton); J. Janvrin (Seabrook); S. Gerrato (Greenland); J. Kiszka, T. Moore (Plaistow); M. Turell (Atkinson); F. Chase (Seabrook)

At 7:45 p.m. Doggett moved to seal the Minutes of the Non-Public Session until August 1st, with the exception of a public announcement of the new Executive Director's acceptance, at the appropriate time.

Roll Call Vote Taken: The following members voted YES to seal the Minutes of the Non-Public Session: Wilson-Chairman (North Hampton); J. Foley (Epping); P. Coffin, G. Coppelman (Kingston); A. Davis, S. Hastings (Hampstead); L. Plumer, K. Woolhouse, G. English, Julie Gilman (Exeter); J. Whitney (Kensington); L. Cushman (Stratham); R. McDermott (Hampton Falls); B. Kravitz, A. Carnaby (Hampton); M. McAndrew (New Castle); J. Doggett (Newton); J. Janvrin (Seabrook); S. Gerrato (Greenland); J. Kiszka, T. Moore (Plaistow); M. Turell (Atkinson); F. Chase (Seabrook)

IV. FY 2018 Budget

Sinnott referred to Attachment 2 - Proposed FY 2018 Budget. He explained that this budget has not been balanced until now, and has gone through many revisions. He reviewed some of the recent changes which included adding funding for a CTAP contract and for Newfield's Circuit Riding. He noted that projected funding 'on paper' is actually 12% higher than last year's budget, however, more than 1/2 of that is due to an increase in pass-through funds associated with the FTA 5310 contract for transit service providers, which has little effect on operating revenues. He continued by reviewing the items that are still unknown and are indicated as shaded areas in the budget Table 1. He also reviewed the expense budget and noted the contracted services item is high due to the FTA 5310 contract's pass through expenses; salaries includes a cost of living increase based on the CPI for Northeast & New England starting in September of this year, and a full year of the new transportation planner salary with an increase at his six month probationary period. He also noted that included in salaries is health coverage stipends

which increased since two staff members chose to waive participating in the agency's health insurance coverage. This creates a positive change to the health care line item, despite the 8% health care premiums increase. He explained that since the salary offer for of the incoming Executive Director has been increased above the budget assumption (by vote of the Executive Committee this evening), a further increase will need to be made to Salaries item and related line items, and deducted from the Unobligated funds line item.

Discussion followed on how the stipend is calculated. Sinnott also reviewed the increase in Circuit Rider rate to \$68 and the one cent increase to dues, which is based on inflation rate of 1.4%, rounded down.

Discussion followed on how to best to approve the budget tonight since there will be additional changes to account for salary increase of new Executive Director, (payroll taxes, retirement benefit, etc.) Sinnott did a quick calculation and suggested that an additional \$6,000 will have to come from unobligated funds and fund balance accrual to cover the changes, reducing the fund balance to \$5000 and unobligated funds to \$1500. *Turell moved to approve the budget as presented and also incorporating additional changes as indicated above due to meeting actions at tonight's Executive Committee meeting; McDermott seconded. **SO VOTED.** Coppelman abstained.*

V. Nominating Committee Proposed Slate FY 2018

Whitney referred to Attachment 3 and noted that the Nominating Committee met several times and prepared a proposed Officer Slate including two new At Large Members: Lucy Cushman from Stratham and Michael McAndrew from New Castle. It was decided by the Committee that due to the transition of a new Director in the upcoming fiscal year, it may be beneficial to continue Phil Wilson as Chairman for an additional year and leave the other officers in their current positions, if they are willing. The proposed Slate of Officers will be distributed at the Annual Meeting and additional nominations will be accepted from the floor at that time. Whitney also noted that anyone is welcomed and encouraged to attend any Executive Committee meeting.

VI. Contract Authorization: NHOEP Targeted Block Grant FY 18/19

Sinnott distributed an updated Attachment 4-Scope of Work for the NHOEP Targeted Block grant contract. He stated the contract is much the same as most years and includes GIS services, development of Regional Impact review, local and master plan assistance, and education and training. He noted that this is set up to be a two year contract and the Housing Needs Assessment will occur in the second year in place of education and training. *Coppelman moved to authorize the Executive Director to enter into and accept funds from NH Office of Energy and Planning/TBG contract; Plumer seconded. **SO VOTED.***

VII. RPC Bylaws Proposed Amendments

Chairman Wilson noted the Bylaws are in a 30 day comment period and he asked for any comments or changes. There being none, he stated that the amendments will be voted on in July to allow for the completion of the 30 day comment period. In the meantime, any comments or changes should be directed to Sinnott at the RPC office.

VIII. Draft RPC Municipal Planning Services Catalog

Sinnott distributed a Draft of the RPC Municipal Planning Services Catalog. Wilson explained that this catalog is a result of the strategic planning effort that the Executive Committee and staff started a couple years ago. Sinnott asked that Commissioners share this with their Boards and send him feedback/changes prior to May 30th. He intends to have a final version ready to distribute at the annual meeting. Whitney suggested there be a link in the RPC Newsletter for "Services" which connects to the Services Catalog. Discussion followed on a change to the cover to include a bullet listing of individual planning services such as Land Use; Zoning; Conservation Commissions; etc.

IX. Commissioner Roundtable

Commissioners each had an opportunity to express planning related ideas and information from their town. Discussion followed on water and drought conditions and a possible way to track the depth and location of all private wells. Sinnott stated he would ask the staff to brainstorm about accessing well data from NH Dept of Environmental Services.

- X. Other Business:** Annual meeting: June 14th – Portsmouth Country Club; Speaker: Willem Lange, author, outdoorsman and host of Windows to the Wild.

XI. Public Comment – None

Meeting adjourned at 8:55 p.m.

Respectfully submitted,

Annette Pettengill, Recording Secretary

ATTACHMENT 6

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State of New Hampshire Department of Safety

John J. Barthelmes, Commissioner

Earl M. Sweeney, Assistant Commissioner

Richard C. Bailey, Jr., Assistant Commissioner

Homeland Security and Emergency Management

Perry E. Plummer, Director

Jennifer L. Harper, Assistant Director

ATTACHMENT 6



June 28, 2017

Mr. Cliff Sinnott, Executive Director
Rockingham Planning Commission
156 Water Street
Exeter, NH 03833

Dear Mr. Sinnott:

Congratulations! The Federal Emergency Management Agency (FEMA) has approved the application for the PDMC-PL-01-NH-2016-006 - Local Hazard Mitigation Plan Updates. Enclosed is a grant agreement for the Rockingham Planning Commission to enter into with the State of New Hampshire through the FFY 2016 Pre-Disaster Mitigation Grant. This grant will assist the communities of Exeter, Hampstead, Hampton Falls, and Seabrook with the update of their Local Hazard Mitigation Plans.

Please review the checklist below to ensure the grant agreement has all necessary and pertinent information to proceed with the approval of the Grant Agreement.

- Director signed, notarized, and initialed grant agreement
- A Certificate of Authority signed and notarized
- Copies of current Liability and Workers Compensation Certificates of Coverage
- Copy of the Regional Planning Commission's most recent audit (please submit via https://apps.nh.gov/blogs/hsem/?page_id=2262)

Please forward all **completed** paperwork to:

Whitney Welch, State Hazard Mitigation Planner
NH Homeland Security and Emergency Management
33 Hazen Drive
Concord, NH 03305

Upon receipt of the **completed** paperwork, it will be forwarded on for approval. Once approval is received, an award letter will be sent to you along with a copy of the executed grant agreement for recordkeeping. You will also receive instructions on Quarterly Reporting. If you have any further questions please do not hesitate to contact me at 603-223-3667 or hazardmitigationplanning@dos.nh.gov. Thank you for your continued efforts with emergency management.

Sincerely,

Whitney Welch
State Hazard Mitigation Planner

cc: Heather Dunkerley, Sr. Field Representative, NH HSEM
Alex Marinaccio, Field Representative, NH HSEM
Shawna-Leigh Morton, Sr. Field Representative, NH HSEM

Office: 110 Smokey Bear Boulevard, Concord, N.H.
Mailing Address: 33 Hazen Drive, Concord, N.H. 03305
603-271-2231, 1-800-852-3792, Fax 603-223-3609
State of New Hampshire TDD Access: Relay 1-800-735-2964

EXHIBIT A

Scope of Work, Project Tasks & Deliverables, and Project Review & Conditions

1. SCOPE OF WORK

The Department of Safety, Division of Homeland Security and Emergency Management (hereinafter referred to as “the State”) is awarding the Rockingham Planning Commission (hereinafter referred to as “the Subrecipient”) \$28,500.00 within the Federal Fiscal Year 2016 Pre-Disaster Mitigation Grant Program (PDM).

“The Subrecipient” shall utilize the above referenced funding to update the hazard mitigation plans for the Town of Exeter, Town of Hampstead, Town of Hampton Falls, and the Town of Seabrook in accordance with 44 CFR Part 201.

“The Subrecipient” agrees that the period of performance ends on August 30, 2019 and by that date the aforementioned hazard mitigation plans must be completed and have received formal approval by New Hampshire Homeland Security and Emergency Management (HSEM). All completed invoices must be sent to “the State” by September 30, 2019, thirty (30) days after the period of performance ends.

2. PROJECT TASKS AND DELIVERABLES

Project tasks and deliverables within this section are to be referenced for the reimbursement process. Per the Scope of Work, “the Subrecipient” is required to develop/update the community’s local hazard mitigation plan in accordance with 44 CFR Part 201 to ensure formal approval.

Task 1. Document the Planning Process

- List of entities to notify about the planning process
- Paragraph documenting how public and surrounding communities will be involved in the planning process
- List of existing plans, documents, and reports to review and incorporate into the update
- Paragraph documenting changes in development and land use since previous plan
- Table identifying existing planning, regulatory, emergency management, floodplain, administrative, technical, and fiscal capabilities

Task 2. Conduct a Hazard Identification and Risk Assessment (HIRA)

- Table identifying natural hazards in the jurisdiction(s)
- Table identifying previous occurrences of hazards
- Table identifying probability of future hazard events
- Table identifying critical facilities and their vulnerabilities

Subrecipient Initials: 1.) _____ 2.) _____ 3.) _____ Date: _____

Task 3. Identify Mitigation Actions

- Table identifying status of previous mitigation actions
- Table identifying new mitigation actions

Table 4. Prioritize Mitigation Actions

- Cost benefit review and prioritization of mitigation actions

Table 5. Submit Completed Hazard Mitigation Plan Draft to HSEM

- Draft Hazard Mitigation Plan and Complete Local Mitigation Plan Review Tool
- Complete any required revisions as necessary and resubmit updated draft(s) and review tool(s)
- Receive Approvable Pending Adoption (APA) status

Table 6. Submit Adoption Documentation and Final Plan to HSEM

- Adopted Hazard Mitigation Plan submitted
- Receive Formal Approval from HSEM

3. PROJECT REVIEW AND CONDITIONS

“The Subrecipient” shall submit quarterly progress reports, drafts, and final updated local hazard mitigation plans for aforementioned communities. Quarterly reporting shall begin in the quarter in which this grant agreement is approved, shall be submitted within fifteen (15) days after the end of a quarter, and shall continue until the project is completed.

“The Subrecipient” agrees to submit draft plans to HSEM, electronically, for review and comment. Upon notification of Approvable Pending Adoption (APA) the Subrecipient shall obtain community adoption of the plan no later than twelve months from APA and submit electronic copies of the adoption documentation and the final plan for Formal Approval.

“The Subrecipient” further agrees to promptly address all required revisions arising from HSEM reviews, and resubmit revised draft plan(s) to HSEM.

“The Subrecipient” agrees to provide copies of the formally approved plans to HSEM in electronic format upon receipt of the Federal Emergency Management Agency’s approval letter.

“The Subrecipient agrees to comply with all applicable federal and state laws, rules, regulations, and requirements.

“The Subrecipient” shall maintain financial records, supporting documents, and all other pertinent records for a period of three (3) years from the grant period end date as identified in HSEM’s closeout letter. In these records, “the Subrecipient” shall maintain documentation of the 25% cost share required by this grant.

Subrecipient Initials: 1.) _____ 2.) _____ 3.) _____ Date: _____

EXHIBIT B

Grant Amount and Payment Schedule

1. GRANT AMOUNT

	Applicant Share	Grant (Federal Funds)	Cost Totals
Project Cost	\$9,500.00	\$28,500.00	\$38,000.00
Project Cost is 75% Federal Funds, 25% Applicant Share			
Awarding Agency: Federal Emergency Management Agency (FEMA)			
Award Title & #: Pre-Disaster Mitigation Grant (PDM) EMB-2017-PC-0001			
Catalog of Federal Domestic Assistance (CFDA) Number: 97.047 (PDM)			
Applicant's Data Universal Numbering System (DUNS): 099363210			

2. PAYMENT SCHEDULE

- a. "The Subrecipient" agrees the total payment by "the State" under this grant agreement shall be up to \$28,500.00. Nothing in this allocation shall affect "the Subrecipient's" obligation to maintain financial records including documentation of the 25% cost share required by this grant.

- b. All services shall be performed to the satisfaction of "the State" before payment is made. All payments shall be made upon receipt and approval of stated tasks and upon receipt of associated reimbursement request(s). Documentation of completed deliverables and match committed shall be provided with each payment request. The amount per community is limited to the amounts stated in paragraph "a" above. Payment shall be made in accordance with the following schedule based upon completion of specific tasks and deliverables described in Exhibit A:

Task Completed	% of Individual Plan Cost to be Billed
Task 1. Document the Planning Process	20%
Task 2. Conduct Hazard Identification and Risk Assessment	20%
Task 3. Identify Mitigation Actions	20%
Task 4. Prioritize Mitigation Actions	20%
Task 5. Submit completed plan for review, revisions, and receive APA status	15%
Task 6. Submit Adopted Plan and receive Formal Approval	5%

Subrecipient Initials: 1.) [redacted] 2.) [redacted] 3.) [redacted] Date: [redacted]

EXHIBIT C

Special Provisions

1. This grant agreement may be terminated upon thirty (30) days written notice by either party.
2. “The Subrecipient” agrees to have an audit conducted in compliance with OMB Circular 2 CFR 200, if applicable. If a compliance audit is not required, at the end of each audit period “the Subrecipient” will certify in writing that they have not expended the amount of federal funds that would require a compliance audit (\$750,000). If required, they will forward for review and clearance a copy of the completed audit(s) to “the State”.

Additionally, “the Subrecipient” has or will notify their auditor of the above requirements prior to performance of the audit. “The Subrecipient” will also ensure that, if required, the entire grant period will be covered by a compliance audit, which in some cases will mean more than one audit must be submitted. “The Subrecipient” will advise the auditor to cite specifically that the audit was done in accordance with OMB Circular 2 CFR 200. “The Subrecipient” will also ensure that all records concerning this grant will be kept on file for a minimum of three (3) years from the end of this audit period.

Subrecipient Initials: 1.) 2.) 3.) Date:

**Cost Breakdown
Hazard Mitigation Plans – PDM 2016**

Community	Federal	Non-Federal
Exeter	\$7,500.00	\$2,500.00
Hampstead	\$7,500.00	\$2,500.00
Hampton Falls	\$6,000.00	\$2,000.00
Seabrook	\$7,500.00	\$2,500.00

ATTACHMENT 7

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MEMORANDUM

TO: RPC Commissioners

FROM: Bylaws Working Group (Barbara Kravitz, Mike Turell, Tim Moore and Cliff Sinnott, Exec. Dir.); Executive Committee

DATE: April 12, 2017; **Revised 7-06-2017**

SUBJECT: **DISTRIBUTION OF REVISED DRAFT BYLAWS**

Background

Attached are the revised Draft Bylaws for the RPC that the Bylaws Working Group has been developing over the past 6 months or so. The charge of the Working Group was to review and revise the Bylaws as needed to accomplish the following:

- ensure consistency in Standing Committee language
- incorporate the MPO structure and membership distinctions into the bylaws
- clarify, update and correct outdated or incorrect references as needed
- address inactive members of committees and commissioners
- address other needed changes that become evident during the review

Amendments

The changes taken in aggregate are extensive enough that what is now proposed is a complete readoption of the agency Bylaws, rather than to track and assign dates to each change individually. Most of the changes are not substantive with respect to agency mission, organization or operation but rather involve moving, reorganizing and ensuring internal consistency of the Bylaws. The following summarizes the substantive changes that are being proposed:

1. Creates a consolidated Addendum of historical notes regarding the agency's establishment and designation and moves it to the Appendix.
2. Removes rules of procedure specific to particular committees from the Bylaws and to separate appendices. (Appendixes 1 & 2)
3. Adds the Metropolitan Planning Organization and defined its relationship to the RPC. Added references throughout the document as necessary. (I-3, III-3, numerous others)
4. Establishes process to inform appointing authority if a representative in the event of multiply unexplained absences from meetings. (III-4)
5. Further specifies the duties of Officers, especially Treasurer and Secretary. (IV)

6. Corrects several inconsistencies with RSA91-A, including proxy voting. (V-1)
7. Clarifies that non-dues-paying member representatives can have designated alternates for MPO participation (V-2)
8. Clarifies that Commissioner alternates can serve as Executive Committee members. (VI-2)
9. Changes the minimum numbers of commissioners require to petition for a special meeting from 7 to 12. (VIII-1)
10. Removes the requirement the public hearing notices be published in the newspapers of general circulation in the region and inserts the requirement that the notice be posted on the agency website, at the commission office in a public place, and in Towns)where the hearing will take place. (VIII-4)
11. Specifies basic procedure for the combining of Commission and MPO Policy Committee meetings
12. Corrects references to audit and auditor terminology, and further specifies the Treasurers role. (X-3)
13. Formalizes the process by which the Executive Committee or Commission can establish Ad-Hoc committees. (XI-Part 1)
14. Clarifies that members of all standing committee are appoint by the Executive Committee except where membership is otherwise determined in the Bylaws (i.e. TAC, Personnel, Nominating and Executive Committees) and enables the Nominating Committee to propose nominations (XI-Part 2-2&3)
15. Makes technical revisions to the Executive Director search process to conform to current practice. (XII-4)

Next Steps

The Bylaws are being distributed on April 12th in accordance with our Bylaw amendment procedures which require that the membership receive bylaw amendments in writing at least 30 days prior the meeting at which they will be acted upon. The Executive Committee reviewed the new Bylaws at their March 22nd meeting, made a number of changes and approved distributing them as amended to the full Commission to begin the 30 day review process. The Executive Committee will review them once again at their May 17th meeting and may have further changes to be proposed as amendments to the draft. The Bylaws will be voted on at the next Commission meeting which takes place on May 24th (off schedule to accommodate the Search Committee's calendar).

ADDENDUM: The Commission meeting referenced above was held on May 12 rather than May 24, which required delaying the final vote on the Bylaws until the July 12th Commission meeting (in order to fulfill the 30 day comment period requirement in our Bylaw amendment procedures). The attached draft incorporates one change made arising from a comment received on the draft, that proxy voting is not allowed under any circumstances for entities subject to RSA 91-A. That change has been made to Article V, Section 2 on page B-4.

Recommendation: The Executive Committee review this draft, including this change to Article V, at their meeting on May 24th and recommended it adoption by the full Commission.

Rockingham Planning Commission

DRAFT REVISED BYLAWS

March 22, 2017

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**BYLAWS
of the
Rockingham Planning Commission**

ARTICLE I NAME OF ORGANIZATION AND AREA SERVED

Section 1 – Regional Planning Commission

The name of this organization shall be the Rockingham Planning Commission (RPC).

The area served shall be New Hampshire Planning Sub-State Planning District 6 as delineated by Executive Order No. 82.7, June 16, 1982 and amendments thereto made in 2012 and 2016. (See Historical Notes Addendum). As presently established, Sub-state Planning District 6 consists of the following communities:

*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
• Stratham*

Section 2 – Nature of Organization.

As a regional planning commission established under RSA 36, the Rockingham Planning Commission is a public body and political subdivision of the State of New Hampshire, and shall be subject to applicable state laws pertaining thereto, including RSA 91A – “Access to Government Records and Meetings”.

Section 3 – Metropolitan Planning Organization

The Rockingham Planning Commission is designated as the Metropolitan Planning Organization (Rockingham MPO) for the New Hampshire Sub-State Planning District Six as established by successive Executive Orders in 1972, 1982 and 2007 which have incorporated MPO boundary changes. As presently established in the *MPO Prospectus*, membership of the Rockingham MPO consists of 27 municipalities within Sub-State Planning District 6 as well as six additional entities: The NH Department of Transportation (2 members); NH Department of Environmental Services (Air Resources Division); Cooperative Alliance for Seacoast Transportation (COAST); Cooperative Alliance for Regional Transportation (CART), the Pease Development Authority and the University of New Hampshire (Wildcat Transit). The representation, structure, purpose and duties of the Rockingham MPO are as further established in the *MPO Prospectus* which is incorporated herein by reference.

Unless in conflict with the MPO Prospectus, applicable provisions of these Bylaws shall apply to meetings and proceedings of the Rockingham MPO.

ARTICLE II AUTHORITY AND PURPOSE

Section 1. The Commission shall have and exercise the rights, powers and duties conferred by RSA 36, as amended. The purpose of the Commission shall be as established in RSA 36:45 and

specifically to advise, coordinate and facilitate the orderly long-term planning and development of the region in order to preserve and promote the health, safety and general welfare of the region.

Section 2. In carrying out its purpose and responsibilities, the Commission shall undertake the following activities provided that they are consistent with RSA 36, and as staff and other resources permit: prepare, adopt and maintain a comprehensive plan for the region; provide technical and planning assistance to member municipalities; encourage and enable intergovernmental planning and coordination among local, State and Federal governments; conduct research and information-gathering activities; assist member municipalities, counties and at its discretion, other regional entities in implementing regional plans and programs; and carry out a public information program to promote widespread understanding, discussion and participation in regional issues and the solution of regional problems.

ARTICLE III MEMBERSHIP

Section 1: Members

The members of the Commission shall consist of the municipalities of New Hampshire Planning Region Six as authorized by the regional planning provision of RSA 36, as amended, and which have voted to join the Commission. Member municipalities who elect to pay dues in accordance to the dues schedule established by the Commission shall be deemed “dues-paying members” and therefore eligible to vote at Commission meetings and to receive the agency services and benefits provided to such members.

Section 2: Representatives

Member municipalities shall appoint Commission representatives in accordance with the applicable provision of RSA 36:46 and they shall serve accordingly. As used within these Bylaws and in other Commission documents, the term “commissioner” shall be synonymous with the term representative as used in RSA 36:46. Each representative shall be entitled to one vote in Commission matters subject to voting.

Members may also appoint up to a maximum of two alternate representatives in the same manner as established for representatives in RSA 36:46. Alternates may vote on Commission matters only in the absence of one or more of the member’s regular representative(s).

Section 3: MPO Policy Committee Representatives

Each RPC representative (“commissioner”) shall also serve as Rockingham-MPO representative unless otherwise directed by their appointing authority and shall have one vote in all MPO matters. Non-dues-paying municipalities shall be entitled to one voting representative on the MPO Policy Committee regardless of population size. Non-dues-pay municipalities may designate one alternate to the MPO Policy Committee.

Section 4: Meeting Attendance

Meeting attendance by Commissioner and MPO Policy Committee member representatives shall be recorded through meeting minutes as maintained by the Secretary. In the event of multiple absences, the Commission or Policy Committee shall inform the appointing authority of the lack of representation.

ARTICLE IV OFFICERS

Section 1. The officers shall be elected from the voting representatives to the Commission and shall consist of a Chair, Vice-Chair, Secretary and Treasurer. The immediate Past Chair shall also serve as an officer of the Commission.

Section 2. The Chair shall preside at all meetings and hearings of the Commission, shall be responsible for the setting of Commission meeting agendas, and shall have the duties normally conferred by parliamentary usage on such officers. He or she shall serve as Chair of the Executive Committee and Personnel Committee and shall be an ex-officio member of all standing committees.

Section 3. The Vice-Chair shall act for the Chair in his or her absence and shall ordinarily succeed the Chair.

Section 4. The Secretary shall be responsible for keeping the formal minutes and records of the Commission with the assistance of Commission staff, shall ensure proper and legal notice of hearings, and shall attend to such other duties as are normally carried out by a Secretary.

Section 5. The Treasurer shall have the authority to supervise the maintenance and keeping of records of all receipts and disbursements. The Commission's financial records shall be audited annually by a certified public accounting firm. The Treasurer shall from time to time conduct a review of the financial records that are being maintained and fulfill such other roles as called for in the Commission financial control policies.

Section 6. The position of Past Chair shall be conferred on the immediate past chair at the end of the Chair's term. The Past Chair serves as advisor to the Chair and shall act for the Chair in the absence of both the Chair and Vice Chair.

Section 7. The officers of the Commission shall serve in corresponding capacities for the Rockingham MPO.

ARTICLE V QUORUM AND VOTING

Section 1. Representation from a majority of all dues paying member municipalities shall constitute a quorum for the transaction of business at any regular or special Commission meeting. At MPO Policy Committee meetings, representation from a majority of all member entities shall constitute a quorum. Appointment vacancies shall not be counted in computing the majority.

Section 2. Proxy voting shall not be permitted as it is not deemed allowable under the applicable provisions of RSA 91-A, [proposed change in 03-22-17 Draft]

Section 3. At Commission meetings each representative from a dues-paying member municipality shall have one vote. At MPO Policy Committee meetings, each Commissioner from a dues-paying member municipality and each representative from other member entities shall have one vote. A duly appointed alternate shall be eligible to vote in the Commission or MPO Policy Committee representative's absence.

Section 4. In the event that essential Commission business cannot be transacted at a regular or special commission meeting due to the absence of a quorum, the Executive Committee shall have full authority to meet and act on said business. The Executive Committee shall not, however, have

authority to elect officers, adopt the annual budget, amend adopted policies or amend these bylaws.

ARTICLE VI ELECTION AND REMOVAL OF OFFICERS AND EXECUTIVE COMMITTEE MEMBERS

Section 1. Officers and At-Large members of the Executive Committee shall be elected by a majority vote of the Commission at its annual meeting for a one-year term. A report of the Nominating Committee which presents one or more nominations for each position shall be furnished to Commission representatives not less than 30 days prior to the annual meeting. Representatives are privileged to nominate and vote for any eligible candidate from the floor of the meeting whether or not that candidate is nominated by the Nominating Committee.

Section 2. All Representatives of dues paying member municipalities are eligible to serve as Officers or At-Large members of the Executive Committee. Alternate representatives are eligible to serve on the Executive Committee.

Section 3. In the event a vacancy occurs in any office during the term of office, the Executive Committee may select a nominee to fill the balance of that term for confirmation at a subsequent full Commission meeting. Other nominations may be made at the meeting.

Section 4. Removal of Officers: Any officer may be removed for cause from office by a two-thirds vote at a duly noticed Commission meeting which may be called by petition of 30% of the representatives of the Commission. The reasons(s) of removal must be in writing and be provided to the Commission and the individual subject to removal 30 days in advance of the meeting at which removal will be considered.

ARTICLE VII ADOPTION & AMENDMENT OF BYLAWS

These bylaws become effective immediately upon adoption by two-thirds of the voting representatives present at a Commission meeting.

These bylaws may be amended by vote of the Commission at any regular or special meeting, provided that the following conditions have been met:

- a. Upon authorization of the Executive Committee or upon the request of the majority of voting representatives, a proposed amendment shall be presented in writing to the Commission representatives at least thirty (30) days prior to the date of the Commission meeting at which they are to be discussed and voted on.
- b. The bylaws shall be amended by an affirmative vote of at least two-thirds of the voting representatives present at the Commission meeting.
- c. The date of approval must be included with any amendments to these bylaws.

ARTICLE VIII MEETINGS & HEARINGS

Section 1. Commission meetings shall be at the call of the Chair and will ordinarily take place on a bimonthly basis and otherwise as needed. There shall be an annual meeting held within the three months prior to the start of the fiscal year for the purposes of electing Commission officers and at-large members of the Executive Committee and conducting such other business as may

be required. Special meetings shall be held by call of the Chair or by petition to the Secretary by twelve representatives. Special Meetings shall occur with no less than seven days written notice. The purpose of the special meeting shall be stated in the notice and will be the only subject on the agenda.

Section 2. Rockingham MPO Policy Committee meetings shall be at the call of the Chair and will ordinarily take place four times per year and otherwise as needed. Special meetings shall be held by call of the Chair or by petition to the Secretary by twelve representatives.

Section 3. Commission and MPO Policy Committee meetings may be combined; however, separate minutes shall be kept and separate voting and quorum requirements shall be observed for the respective portions of the meeting, in accordance with Article V.

Section 4. In addition to those required by law, the Commission or MPO Policy Committee may hold public hearings when it determines that such hearings will be in the public interest. Except as required by law, notice of the time and place of such hearings shall be posted on the agency website, at the RPC office premises in a public space and in the Town in which the meeting will be held. Other notice may be given in such a manner as is deemed appropriate by the Commission or MPO Policy Committee.

ARTICLE IX ORDER OF BUSINESS

Section 1. The order of business at regular meetings shall be at the discretion of the Chair, and shall ordinarily address the following components:

1. Roll Call
2. Review of minutes of previous meeting and actions thereon
3. Communications
4. Reports of Officers and Committees
5. Old Business
6. New Business
7. Adjournment

Section 2. Minutes shall be kept of all meetings and made available to the public in accordance with RSA 91-A.

Section 3. "Roberts' Rules of Order" may be used as needed at meetings when not in conflict with these bylaws or superseding legislation. Rulings of the Chair may be overruled by majority vote at any full Commission meeting or committee meeting.

ARTICLE X FINANCES

Section 1. The Commission shall adopt policies governing the supervision of the budget, contract obligations and the formula for determining the annual recommended amount of member contributions.

Section 2. The Commission shall adopt an annual budget prior to the start of each fiscal year. The fiscal year of the Commission shall be July1 - June 30. Amendments to the annual budget may be approved by the Commission or the Executive Committee during the fiscal year. Budget amendments that are approved by the Executive Committee shall be provided to the Commission.

Section 3. An audit of the Commission's financial records and procedures shall be conducted annually by an outside certified public accounting firm under the supervision of the Treasurer. The Treasurer shall have the authority to communicate directly with the accounting firm at his or her discretion. The services of the auditing firm shall be retained through a competitive procurement process, renewable annually for not more than five years. A copy of the annual audit shall be furnished to each representative.

Section 4. The Executive Committee shall designate signatories which shall include the Treasurer to sign checks and draw upon the accounts of the Commission.

Section 5. In the event of dissolution of the Commission, assets of the Commission will be distributed among the voting member municipalities in the same proportion as their dues contributions in the year of dissolution.

ARTICLE XI COMMITTEES

Part 1: Ad Hoc Committees

Ad Hoc committees may be established by the Commission or the Executive Committee to address specific needs of a short-term nature that may arise from time to time.

In establishing an Ad Hoc committee, the Commission or Executive Committee shall establish a committee charge which shall specify its purpose, limitations of scope, membership, duration, and reporting requirements. The appointment of members to ad hoc committees shall be made by the Executive Committee.

Part 2: Standing Committees

The Commission shall maintain and as resources permit, provide staff support for the following standing committees: Executive Committee, Nominating Committee, Personnel Committee, Regional Master Plan Committee, Legislative Policy Committee, Developments of Regional Impact Review Committee and the MPO Policy Committee and the MPO Transportation Advisory Committee. Rules of Procedure governing the scope and function for Standing Committees are established herein.

Section 1. General Procedures

1. Authority. Standing committees are subcommittees of the Rockingham Planning Commission, a political subdivision of the State of New Hampshire and are defined as public bodies under RSA 91-A 1-a VI (d). All Standing Committees are therefore subject to applicable provisions of RSA 91-A "Access to Governmental Records and Meetings".
2. Public Access, Notice and Records. The following standards regarding public notice and access shall be in effect for all standing committees:
 - a. All meetings, shall be open to the public except as provided for in RSA 91-A:2. Meeting notice requirements shall be in accordance with RSA 91-A and as may be further specified in a standing committee's separate rules of procedure. Standing Committees shall not meet in non-public session, except for one of the purposes set out in RSA 91-A:3, II.

- b. Each standing committee shall keep and maintain minutes and other records of its activities in paper or electronic form at the RPC office in an accessible place. Such minutes shall be prepared in accordance with the provisions in RSA 91-A.
3. Rules of Procedure: Each standing committee is authorized to establish appropriate rules of procedure to further specify its activities and procedures provided they are consistent with these Bylaws and with state law.
4. Positions: A chair, vice chair, and/or secretary shall be elected from the committee membership and ratified by the Executive Committee, unless otherwise directed in these Bylaws.
5. Quorum: A quorum for standing committees shall consist of the majority of the membership of that Committee, unless otherwise specified in these Bylaws or in the committee rules of procedure.
6. Appointments and Vacancies:
 - i. Members of the Executive Committee, including Officers and At-Large members shall be elected by the Commission.
 - ii. Members of standing committees shall be appointed by the Executive Committee and shall serve for a period of one year or until a successor is appointed, except however that the members of the MPO TAC Committee shall be appointed in accordance with the MPO Prospectus and rules of procedure of the TAC.
 - iii. In the event a standing committee Member should resign or be unable to continue to serve, the Committee Chair shall promptly notify the Executive Committee so that the vacancy can be filled in a timely manner.
 - iv. In the event the Executive Director or Chair of the standing committee recommends the removal of a standing committee member for cause, such consideration shall be discussed in a non-public session of the Executive Committee, provided that before any such removal vote, that member shall be offered the opportunity to meet with the Executive Committee to respond to the complaint.
 - v. Vacant positions shall be filled by vote of the Executive Committee not less than 14 days following a solicitation of interest to the general membership.

Section 2. Executive Committee

The Executive Committee shall consist of the officers of the Commission, including Chair, Vice-Chair, Secretary, Treasurer and immediate Past-Chair, as well as eight at-large members, provided that not more than two members shall be from the same community. A quorum shall consist of five (5) members. The members shall be elected annually.

The Executive Committee shall be established as a Standing Committee and shall be responsible for acting for the Commission in the interim between regular meetings and shall meet at the call of the Chair. Its authority shall be as stated in these bylaws and otherwise limited to that from time to time granted by the Commission and shall include carrying out the policies of the Commission, acting on personnel problems and changes, acting on routine monthly financial statements, executing contracts, approving amendments to the annual budget, and appointing members of standing committees. The Executive Committee shall regularly report its activities to the Commission at regular Commission meetings.

Section 3. Nominating Committee

A Nominating Committee of five representatives, including the Chair as ex officio, shall be appointed by the Executive Committee of the Commission at least 60 days in advance of the Commission's Annual Meeting. Each representative of this Committee shall be from a different member municipality. The nominating committee may select one or more candidates for each office. The report of the Committee shall be distributed to all voting Commission representatives no less than 30 days in advance of the annual meeting.

In addition, Nominating Committee may, at its discretion, submit nominations to fill vacancies in standing committees and nominations for Commission annual awards.

Section 4. Personnel Committee

A Personnel Committee shall be established as a Standing Committee and include the following members of the Commission: The Chair, Vice-Chair and Immediate Past Chair. If one or more of these members is unable or unwilling to serve, the Executive Committee shall appoint a representative to fill the position for the present term. The duties of the Committee shall be to conduct the annual review and salary recommendations of the Executive Director; to establish and maintain the Personnel policies of the Commission and when needed to coordinate the search for qualified candidates for Executive Director. The Personnel Committee shall also serve as an appeals body for personnel matters that involve appeals by staff to a decision or action taken by the Executive Director.

Section 5. Regional Master Plan Committee

The Regional Master Plan Committee shall be established as a standing committee of the Commission responsible for overseeing the development and updating of the regional comprehensive master plan, as mandated by RSA 36:47. The Committee shall consist of no less than three members who shall be appointed by the Executive Committee. Non Commission members and staff may be appointed to the Committee to act as technical advisors or experts to assist with master plan updates.

The Committee shall appoint a Chair and Vice Chair at its first meeting of the fiscal year, which shall be called by the Committee's most recent Chair. It shall report annually to the Commission.

Section 6. Legislative Policy Committee

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

The purpose of the Legislative Policy Committee shall be to recommend to the Commission directly, or through the Executive Committee, positions and responses pertaining to proposed legislation in the General Court that it considers relevant and important to regional planning.

Other duties of the Committee may include maintaining written legislative policies that are periodically presented for adoption by the Commission; providing testimony regarding legislation based on those policies; preparing educational materials on proposed or adopted legislation; and organizing an Annual Legislative Forum sponsored by the Commission.

Section 7. Developments of Regional Impact Committee

The Development of Regional Impact Committee (DRIC) shall be established as a Standing Committee of the Rockingham Planning Commission to assist in carrying out the requirements of RSA 36:54-58 – Developments of Regional Impact. The DRIC shall act as an advisory committee to the Commission. The rules of procedure set forth in Appendix 1 are established to govern the scope and function of the DRIC under the Commission's authority in RSA 36:48 to establish such Bylaws.

The purposes of the DRIC are (1) to fulfill the Commission's responsibilities and obligations under the DRI Statute (RSA 36:54-58); (2) provide timely notice to potentially affected municipalities concerning Proposed Developments which are likely to have impacts beyond the boundaries of a single municipality; (3) provide opportunities for the Commission and the potentially affected municipalities to furnish timely input to the municipality having jurisdiction; and (4) to encourage the interests of neighboring municipalities and the region to be considered during deliberations and decision-making, and (5) to ensure that municipalities are properly informed regarding the procedures and proper application of the Developments of Regional Impact law (RSA 36:54-58).

Section 8. MPO Transportation Advisory Committee

The MPO Transportation Advisory Committee (TAC) is established as a Standing Committee of the Rockingham Planning Commission functioning in its capacity of Metropolitan Planning Organization for the region (Rockingham MPO) as designated by Governor John Lynch on July 21, 2007.

The Transportation Advisory Committee shall be advisory to the MPO Policy Committee as established in the MPO Prospectus. The TAC's purpose is to provide technical guidance and recommendations to the MPO Policy Committee and Commission staff concerning transportation issues that affect the MPO's continued, comprehensive, and coordinated transportation planning process. Additional purposes of the TAC are:

1. to review and monitor progress on the Unified Planning Work Program (UPWP);
2. to review major work products prepared by staff as part of the transportation planning program;
3. to review and recommend amendments to MPO planning or policy documents including the Prospectus TIP, Long Range Transportation Plan and others
4. to provide a forum for individual members to bring transportation related issues and concerns to the attention of the MPO staff and Policy Committee;
5. to advise the staff and MPO Policy Committee on major transportation issues in the region;
6. to assist in the identification of transportation needs and projects to be considered in the MPO long range transportation plan and project recommendations.

ARTICLE XII EMPLOYEES

Section 1. The Commission shall employ such staff as it may deem necessary for its work and may contract with consultants and public agencies for other services it may require.

Section 2. Such staff shall be hired based on merit and shall be subject to the Commission's personnel policies, procedures and practices. The personnel policies of the Commission shall conform in all respects to the laws of the State of New Hampshire and the Federal Government as may be required.

Section 3. The Commission shall appoint an Executive Director, who shall be the Commission's chief administrative officer, to serve at its pleasure. He or she shall have the following duties which shall be executed within the policies established by the Commission. Said duties may be further defined in the Commission Personnel Policies, as amended.

1. recommend programs, projects, annual budgets and amendments thereto;
2. direct, supervise and administer the Commission's adopted work program;
3. manage the business affairs of the Commission;
4. manage expenditure and commitments within authorized appropriations and allocations;
5. ensure administrative compliance with all grants and contracts which may be received;
6. maintain proper Commission records, correspondence and other documents
7. employ and supervise necessary Commission staff;
8. seek appropriate sources of revenue adequate to support the Commission's programs
9. prepare such technical studies and reports to the Commission and member municipalities as the Commission may direct;
10. assist with the organization and planning for commission meetings and programs, and
11. perform all other duties incident to the position and as may be requested of him by the Commission.

Section 4. The Executive Director shall meet the qualifications criteria as established in the Commission Personnel Policies or as otherwise established in the hiring process and approved by the Commission. The Executive Committee of the Commission shall have the responsibility for appointing and removing the Executive Director. In the event of a vacancy in the Executive Director position, the following procedures shall generally apply, but may be altered by the Executive Committee as needed:

1. In the event of a vacancy, the Assistant Director shall act as the Executive Director until an Acting or Permanent Executive Director is appointed by the Executive Committee and Commission. If the Assistant Director position is not filled at the time of the Executive Director vacancy, the Executive Committee shall appoint an Acting Director
2. An Executive Director Search Committee shall be appointed by the Executive Committee formed which shall include the Chair, other members of the Personnel Committee, one or members of the Executive Committee including the Personnel Committee and up to three (3) other members of the Commission, municipality or outside stakeholder organization. This Committee may also include professionals in the fields of public planning, administration or related fields.
3. The Executive Director Search Committee shall make an initial review of all applicants to identify those candidates to be invited to appear for an interview.

4. The Commission may reimburse candidates invited to appear for interviews at its discretion. Such expenses, if paid, shall be limited to reasonable transportation expenses, lodging and meals.
5. The Search Committee shall interview candidates, rank the candidates and recommend one or more candidates to the Executive Committee for consideration. The Executive Committee shall forward its recommended candidate for approval by the full Commission, after which the Executive Committee shall negotiate an offer of employment with the individual selected.

ARTICLE XIII SAVING CLAUSE

Any portion of these bylaws found to be contrary to the law shall not invalidate other portions.

ADOPTION AND AMENDMENT HISTORY

These Bylaws were originally adopted by the Strafford-Rockingham Regional Council on September 19, 1974. On May 20, 1982, the organization voted to rename itself the Rockingham Planning Commission. See Addendum below, "Historical Note")

The RPC Bylaws were re-adopted by the full Commission on May 5, 1991, and subsequently amended on the following dates: 09/14/94; 05/13/98; 12/30/99; 5/08/02; 3/10/10; 3/2011; 5/2011; 10/2016; and 12/14/2016.

The RPC Bylaws were readopted in their entirety on: _____.

ADDENDUM

Historical Notes regarding the establishment and designation of the Rockingham Planning Commission (RPC) and Rockingham Metropolitan Planning Organization (RPC-MPO)

A. History 1972-1974

In 1972, Governor Preston, through Executive Order No. 15, combined the seventeen (17) regions in New Hampshire into six (6) Sub-State Planning Regions for the purpose of reducing administrative duplication and creating more sustainable regional planning agencies. Strafford Regional Planning Commission, (headquartered in Dover); Southeast New Hampshire Regional Planning Commission, (headquartered in Exeter); and Southern Rockingham Regional Planning District, (headquartered in Salem) were merged into Sub-State Region Number #6. This action took effect on July 1, 1972.

In March 1974, the towns through town meeting vote and cities through action of the City Councils, voted to administratively combine the Strafford Regional Planning Commission, the Southern NH Planning Commission, the Southern Rockingham Planning District to form a single administrative entity called the Strafford-Rockingham Regional Council which conformed to the area defined as Sub-State District 6. With this vote, municipalities gained dual membership in both their respective regional planning commission and in the Council, and their representatives became members of both organizations.

B. History 1975-1982

Executive Order Number 82.7, dated June 16, 1982, merged the Southeast Regional Planning Commission and the Southern Rockingham Planning Commission, into the present Rockingham Planning Commission, serving 27 municipalities within Rockingham County, and which remained Sub-state Planning District 6. The third planning commission, the Strafford Regional Planning Commission, became an independent regional planning commission to serve Strafford County as well as the Towns of Newmarket, Nottingham and Northwood in Rockingham County, and was established as a new Sub-state Planning District 7.

Following this separation, the Strafford Rockingham Regional Council, given the absence of the Strafford County municipalities, voted to rename itself the Rockingham Planning Commission. Because the Rockingham Planning Commission maintained the designation as Sub-state Planning District 6, membership was deemed to be continuous from the date of the first municipal vote to join either the Southern Rockingham or Southeast Regional Planning Commission, most of which votes date from 1969 through 1973.

C. History – 1983-2016

On July 21, 2007 Governor John Lynch, by letter to the Federal Highway Administration approved the re-designation of the Salem-Plaistow-Windham and Seacoast MPOs which each covered portions of the RPC region, into a single MPO co-terminous with Sub-State Planning District 6.

At the request of the Town of Windham, Executive Order Number 2013-2 dated January 24, 2013 was issued transferring Windham from Sub-State Planning District #6 to Planning District 5b (the Southern NH Planning Commission).

At the request of the Town of Raymond, Executive Order Number 2016-7 dated November 2, 2016 was issued expanding the Rockingham Planning Commission to include Raymond.

APPENDIX 1

RULES OF PROCEDURE Developments of Regional Impact Committee

1. Establishment & Authority

The Development of Regional Impact Committee (DRIC) shall be established as a Standing Committee of the Rockingham Planning Commission to assist in carrying out the requirements of RSA 36:54-58 – Developments of Regional Impact. The DRIC shall act as an advisory committee to the Commission. The rules of procedure set forth hereunder are established to govern the scope and function of the DRIC under the Commission's authority in RSA 36:48 to establish such Bylaws.

2. Purpose and Responsibilities

The purposes of the DRIC are (1) to fulfill the Commission's responsibilities and obligations under the DRI Statute (RSA 36:54-58); (2) provide timely notice to potentially affected municipalities concerning Proposed Developments which are likely to have impacts beyond the boundaries of a single municipality; (3) provide opportunities for the Commission and the potentially affected municipalities to furnish timely input to the municipality having jurisdiction; and (4) to encourage the interests of neighboring municipalities and the region to be considered during deliberations and decision-making. Specific responsibilities include:

- a. As part of its general responsibilities the DRIC shall establish and publicize guidelines to assist local land use boards in its member communities for determining regional impact and participating in the regional DRI process. These guidelines shall be consistent with regional impact criteria specified in RSA 35:55 and developed in accordance with RSA 36:56, II. The guidelines shall be periodically reviewed and updated to account for changes in law and best practice.
- b. The DRIC's specific responsibilities with respect to a proposed development are further specified in Sections 6 & 7 and shall commence upon notification from a community that a development has been declared as having regional impact and that; therefore, the Commission has been granted abutter status in connection with a proposed development.

3. Members

- a. The DRIC shall consist of five (5) members and up to three (3) alternate members appointed by the Executive Committee. Membership on the DRIC shall run concurrently with a Member's Commission term.
- b. Vacant positions shall be filled by vote of the Executive Committee not less than 14 days following a solicitation of interest to the general membership.

- c. A member may participate in any discussion before the DRIC even if the Proposed Development is taking place within that Member's municipality. Members shall follow the standard for conflict of interest that guides land use board members as set forth in RSA 673:14.
- d. All RPC Commissioners shall be notified of DRIC meetings. Only appointed members or alternates designated to serve in a member's place, shall vote to determine the findings. Commissioners who are not members or alternates may participate in committee discussions if recognized by the Chair.

4. Organization

The DRIC shall elect a Chair and Vice-Chair from among its membership at the first meeting called in any given fiscal year. In the event the Chair is unavailable for a meeting of the DRIC, the Vice-Chair shall service as Chair. The Chair and Vice-Chair shall serve until the first DRIC meeting of the next fiscal year.

5. Meetings

Meetings shall be held at the call of the Chair after notification from a local land use board of an RPC municipality (i) that has received an application for a development which it deems likely to have impacts beyond that municipality's boundaries; and (ii) recognizing RPC as an abutter for the purpose of giving notice and testimony, in accordance with RSA 36:54 and 57.

6. Implementation Procedures and Notices

- a. Upon notification that the RPC has been granted abutter status, RPC staff will contact the appropriate officials in the municipality having jurisdiction to secure copies of such documentation submitted by the Proposed Development's Application as is necessary to facilitate the DRIC discussions. Documentation provided to the RPC shall be requested to be received by email or on disc in PDF reader compatible format to allow prompt distribution to the DRIC members. For documentation that is not available in PDF format or cannot be transmitted electronically, 6 paper sets should be requested.
- b. RPC staff will schedule a meeting of the DRIC and provide written notice and documentation at least five (5) business days in advance of the meeting, as set forth below:
 - i. Provide written notice of the time, place and agenda for the DRI Committee meeting together with relevant documentation to all Members of the DRIC;
 - ii. Notification of the time, place and agenda of the DRIC meeting will be sent to the Chair of the local land use board that made the DRI declaration, to any other local land use board having jurisdiction, and the Clerk of the municipality where the proposed development is located, as well as to the Clerk and Planning Board Chair of municipalities that have been granted abutter status by the municipality having jurisdiction;

- iii. The Notice shall also request that a representative of the municipality having jurisdiction present their perspective on the Proposed Development of the DRIC at the meeting;
- iv. Notification shall be provided to the proposed development's applicant requesting that a representative present their proposal to the DRIC at the meeting;
- v. Notification shall also be provided to all RPC Commissioners; and
- vi. The meeting notice and agenda shall be posted on the agency website and in at least two public places including the site of the Committee meeting and in the municipality where the development in question is proposed to occur.

7. Meeting Procedures

a. Quorum

The Chair shall call the meeting to order and determine that a quorum is present. Administrative matters, including minutes, may be addressed at the beginning or the conclusion of the meeting.

A quorum for a DRIC meeting shall require that at least three (3) members and/or alternates be in attendance. In the event that a DRIC Member is (i) absent or (ii) declares a conflict relating to a particular Proposed Development on the Agenda, prior to any discussion the Chair shall appoint an Alternate DRIC Member to sit as a voting member for the entire meeting, or for the part of the meeting discussing the Proposed Development relating to the Member's conflict, as the case may be.

b. Presentation Procedures

For each Proposed Development scheduled on the Agenda the following general order will be followed. The Chair shall have discretion to modify the order of agenda items as may be necessary according to the circumstances of the meeting.

- i. The Chair or designated Commission staff shall (i) present a brief review of the Committee's statutory responsibilities for hearing testimony and reviewing developments of regional impact, including, but not limited to, a summary of the criteria set forth in RSA 36:55 and (ii) review the Agenda for the meeting.
- ii. The Applicant's Representative shall be provided the opportunity to make a brief presentation describing the Proposed Development.
- iii. The Representative of the municipality having jurisdiction shall be provided the opportunity to present their perspective.
- iv. If additional abutting communities are party to the DRI process in the particular case, a representative of the abutting community or communities will be provided the opportunity to present their perspective(s).
- v. In the event an applicant's representative or the municipality's representative is not present, an RPC staff member will summarize

- his/her understanding of the Proposed Development from that entity's perspective.
- vi. An RPC Staff Representative will be asked to comment on the degree of likely regional impact and to offer their evaluation of the Proposed Development in this regard.
 - vii. After questions from DRIC Members have been answered, the Chair may ask for comments regarding the Proposed Development from abutters, other RPC Commissioners, and interested members of the public.
 - viii. Written testimony received by the Committee may be read by the Chair into the public record, or made a part of the public record.
 - ix. Should the DRIC deem it necessary, follow-up meetings shall be scheduled and called by the Chair.

8. Findings

- a. At the conclusion of a presentation, the DRIC shall discuss the Proposed Development's potential for regional impact in light of the documentation and testimony provided to the DRI Committee, and in accordance with its statutory responsibilities (RSA 36:54-58).
- b. The DRIC's findings and positions concerning the Proposed Development shall be determined and stated as a motion to be voted upon at the meeting and recorded in the Minutes.
- c. RPC staff shall prepare an advisory letter detailing the findings of the DRIC with respect to the Proposed Development and after approval of the Chair and the Executive Director, forward this correspondence over the signature of the Chair to the appropriate land use board Chair and the Clerk of the municipality having jurisdiction for approving or denying the Proposed Development. In addition, the letter of findings will be provided to all parties notified in Section VI 2 above.
- d. As warranted by the nature, scale or complexity of the regional impacts found during the review of a Proposed Development, the Chair, other members of the DRIC and/or designated RPC staff shall be encouraged to attend public hearing(s) held by the relevant municipal land use board(s) to assist by voicing the RPC's perspective concerning the Proposed Development's regional impact(s), and to urge that municipality to take into consideration the interests of the region. RPC Staff shall provide such additional analysis as may from time to time be appropriate.

APPENDIX 2

RULES OF PROCEDURE

Transportation Advisory Committee

1. Establishment

The MPO Transportation Advisory Committee (TAC) is established as a Standing Committee of the Rockingham Planning Commission functioning in its capacity of Metropolitan Planning Organization for the region (Rockingham MPO) as designated by Governor John Lynch on July 21, 2007.

2. Authority and Purpose

The Transportation Advisory Committee shall be advisory to the MPO Policy Committee as established in the MPO Prospectus. The TAC's purpose is to provide technical guidance and recommendations to the RPC-MPO Policy Committee and Commission staff concerning transportation issues that affect the MPO's continued, comprehensive, and coordinated transportation planning process.

Additional purposes of the TAC are (1) to review and monitor progress on the Unified Planning Work Program (UPWP); (2) to review major work products prepared by staff as part of the transportation planning program; (3) to review and recommend amendments to MPO planning or policy documents including the Prospectus TIP, Long Range Transportation Plan and others (4) to provide a forum for individual members to bring transportation related issues and concerns to the attention of the MPO staff and Policy Committee; (5) to advise the staff and MPO Policy Committee on major transportation issues in the region, and (6) to assist in the identification of transportation needs and projects to be considered in the MPO long range transportation plan and project recommendations.

The TAC shall not establish policies or make decisions for the MPO, but shall make recommendations to it regarding policies, programs, projects and such other matters as may be directed by the MPO.

3. Membership

The TAC shall be comprised of the membership as defined in the MPO Prospectus, as amended, and shall include representatives from the RPC region, member and non-member communities, plus NHDOT, NHDES, COAST, CART, Pease Development Authority and other state and federal transportation officials as defined therein. The Committee may authorize additional non-voting members.

4. Appointments, Terms & Resignations

Members shall be appointed by the governing bodies of their respective appointing authorities. The appointing authority may designate one alternate for each voting

representative. The appointment of each representative shall be for a period of three (3) years. Appointments shall be certified in writing by the appointing authority prior to the first TAC meeting of the fiscal year (July-June).

A member whose term has lapsed may continue to serve until re-appointed, removed or replaced by their appointing authority. In the event that a member of the TAC resigns, a copy of the resignation shall be filled with the Chair. The Commission staff shall notify the member's appointing authority that the resignation has occurred and of the need to make a new appointment to complete the remainder of the term.

5. Quorum and Voting

A quorum shall be deemed to be representation from a one-third of voting members of the TAC. For the purpose of defining quorum, a written proxy may serve to establish quorum only for the specific agenda items for which a proxy vote is indicated.

Voting and non-voting status of members shall be as defined in the MPO Prospectus. Designated Alternates for voting members may vote if the appointed member is not present at the meeting.

6. Officers

The Officers of the TAC shall consist of Chair and Vice-Chair, who shall be chosen by voting membership by majority vote at the first TAC meeting of the fiscal year (July-June). Officer vacancies that occur during the year shall be filled in the same manner.

Chair: The Chair shall preside at all meetings of the TAC. The Chair shall call meetings and set the agenda of meetings in consultation with staff and have such other duties normally conferred by parliamentary usage of the Chair.

Vice-Chair: The Vice-Chair shall serve as acting Chair in the event the Chair is not present or not able to serve as Chair and shall have the duties normally conferred by parliamentary usage of Vice-Chair.

Duties normally assigned to the secretary shall be performed by Commission staff. This shall include keeping the minutes and records of the TAC, assisting the Chair in preparing the agenda of regular and special meetings, providing the notice of all meetings, arranging proper and legal notice of hearings, attending to correspondence, assembling necessary data and reports and such other duties as are customary to the position.

7. Meetings

TAC meetings shall ordinarily occur on a bi-monthly basis at the RPC Commission Offices in Exeter. Both the frequency and the location may be modified as needed by the Chair and in consultation with Commission staff.

Notices: Meeting notices, including agendas and related materials, shall be made by email to the membership except to members who request notice by regular mail. Meeting notices shall be distributed at least five (5) business days in advance of the meeting. Meeting notices shall be posted in at least two public places in the community in which the meeting is scheduled to occur.

Order of Business: The normal business at regularly scheduled meetings of the Committee shall be as follows and may be changed at the discretion of the Chair:

- a. Introductions
- b. Action on the minutes of the previous meeting
- c. Communications and Public Comment
- d. Staff & Committee Reports
- e. New & Old Business (including staff reports, deliberations, findings, recommendations)
- f. Adjournment

8. Public Access and Participation

The TAC shall carryout its functions and duties in a manner that is consistent with RPC Standing Committee Rules of Procedure (Article XI, Part 2, Section 1 of these Bylaws) and with the Public Participation policies established in Section 7 of the MPO Prospectus. All meetings shall be held in public session in handicapped accessible locations. Reasonable accommodations shall be made for the hearing and vision impaired, provided that at least 48 hours notice of the need for such accommodations is made. The TAC shall operate in accordance with all applicable provisions of RSA 91-A as specified in Section A of this Article.

9. Subcommittees

The TAC may establish sub-committees, such as corridor committees and special study committees, as is deemed necessary to fulfill its purposes as articulated in sub-section A. Such sub-committees shall be advisory to the TAC and may include members outside TAC membership. The membership of sub-committees shall be subject to approval by the TAC. The chair of sub-committees shall be appointed by the TAC Chair. Staff support for such committees shall be provided to both the availability of uncommitted staff time and support for expenditures in the adopted or amended Unified Planning Work Program.