

MPO MEETING NOTICE AND AGENDA

Rockingham Planning Commission/Metropolitan Planning Organization

Wednesday, January 10, 2018; 7:00 P.M.

Kingston Town Hall

163 Main Street, Kingston, NH 03848

(map/directions on reverse)

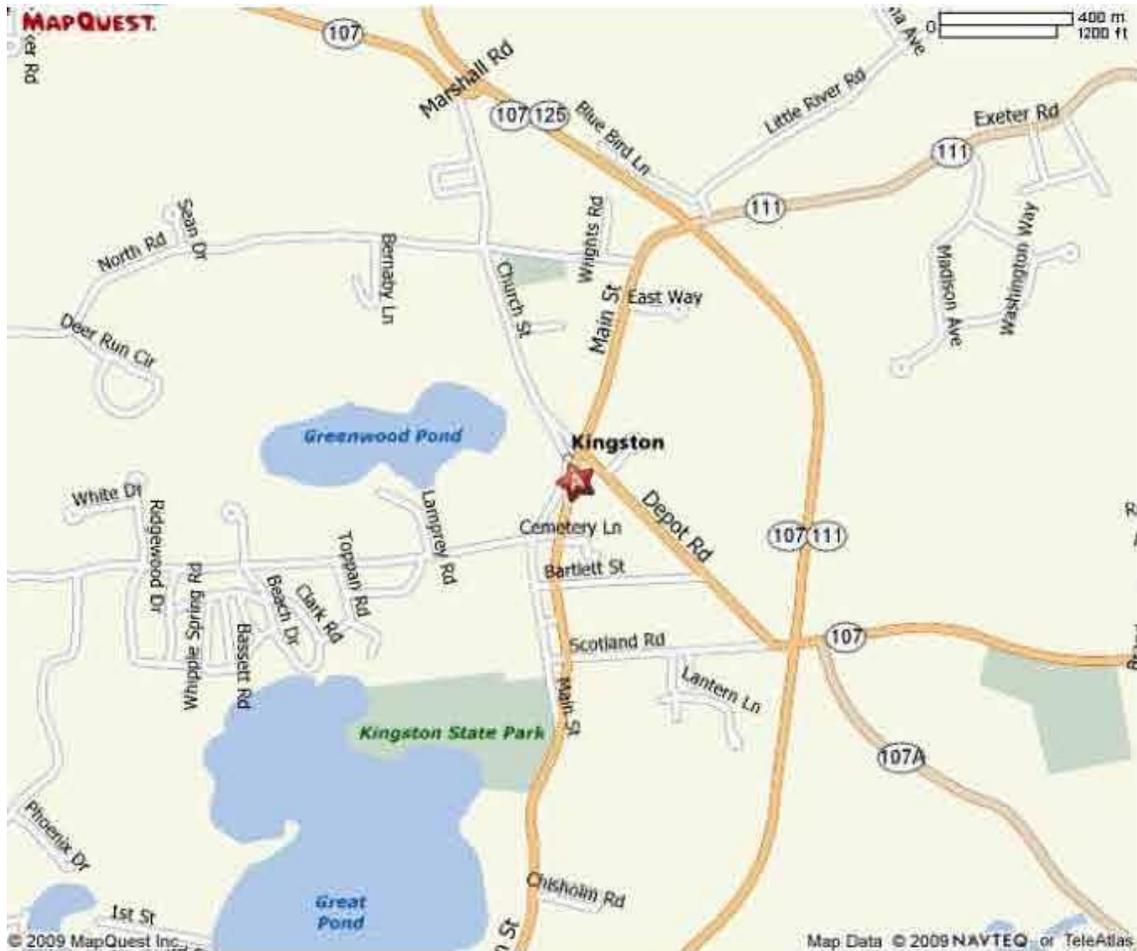
7:00	1. Call to Order / Welcome/Introductions	<i>Phil Wilson, Chair</i>
7:05	2. Minutes from October 11, 2017 – Motion	<i>Attachment 1</i>
7:10	3. PUBLIC HEARING: Amendment #3 to the 2017-2020 Transportation Improvement Program – Motion http://www.rpc-nh.org/download_file/view/1751/379	<i>Attachment 2</i> <i>Dave Walker</i>
7:40	4. MPO Highway Safety Improvement Program Performance Targets – Motion	<i>Attachment 3</i> <i>Dave Walker</i>
8:00	5. Congestion Mitigation Air Quality (CMAQ) Process Update	<i>Scott Bogle</i>
8:10	6. Draft GACIT Ten Year Plan and Proposed Toll Increase – Discussion/Motion	<i>Tim Roache</i> <i>Dave Walker</i>
8:30	7. Other Business a. Project Updates	<i>Staff</i>
8:45	8. Adjourn	

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.

**DIRECTIONS TO Kingston Town Hall
163 Main Street, Kingston, NH 03848**

- From Route 101
- Exit 7 to Route 125 South Follow 6.3 Miles
- Turn right onto Main Street 0.6 Miles
- Town Hall will be on the left



ATTACHMENT 1

DRAFT

Rockingham Planning Commission/Metropolitan Planning Organization

Minutes

Portsmouth Public Library
October 11, 2017

Members Present: Phil Wilson, Chair, North Hampton; Glenn Coppelman and Peter Coffin, Kingston; Tim Moore and Julian Kiszka, Plaistow; Barbara Kravitz and Fran McMahon, Hampton; Katherine Woolhouse, Exeter; Richard McDermott, Hampton Falls; Richard Clark, Atkinson; Jim Doggett, Newton; Alan Davis, Hampstead; Lucy Cushman and Leo Gagnon, Stratham; Stephen Gerrato, Greenland; Gretchen Gott, Raymond; Peter Merrill, Kensington; Liz Strachan, NH DES; and Bill Watson, NH DOT.

Others Present: Lisa Wilson, North Hampton; and Barbara Kiszka, Plaistow.

Staff Present: Tim Roache, Dave Walker, Scott Bogle and Roxanne Rines.

7:00 p.m. Policy Meeting Opened

1. Introductions

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

2. Minutes from July 12, 2017, RPC Policy Committee

Motion: Coppelman made a motion to approve the minutes of July 12, 2017, as written. Doggett seconded the motion. **Motion carried with 4 abstentions.**

Minutes from September 13, 2017, RPC Policy Committee

Motion: Doggett made a motion to approve the minutes of September 13, 2017, as written. Kravitz seconded the motion. **Motion carried with 3 abstentions.**

3. Review/Adopt the 2010 Long Range Transportation Plan

7:04 PUBLIC HEARING OPENED

a. Plan Summary- Bogle stated a 30-day comment period began on September 8th and concludes at this meeting. He reviewed the timeframe for completion of the document. He highlighted the changes made with a powerpoint presentation.

He explained the purpose, funding, goals and strategies of the plan. Several TAC volunteers reviewed the document and provided additional input. Input and comments from resource agencies have been incorporated.

Bogle reviewed the edits and new material added subsequent to the July MPO meeting; they included changes in Chapter 2, 3, 4, 6; along with updated maps and general formatting. He reviewed the projects included in the plan. Discussion ensued.

b. Public and Member Comments- **Bogle** stated 2 public comments were received which will be included in the final document. Discussion ensued about funding, project titles, autonomous vehicles, graffiti, bike lanes and etc.

7:40 PUBLIC HEARING CLOSED

c. Action on 2010 LRTP

Motion: Doggett made a motion to adopt the Long Range Transportation Plan for the MPO for 2018-2040. **McDermott** seconded the motion. **Motion carried with one abstention.**

4. Ten Year Plan Priority Revision

Walker stated that there are 2 parts that need addressing: the comments on the draft Ten Year Plan, policies and other related issues; and the MPO recommendations for priority projects. He reviewed staff's policy and transportation comments. Discussion ensued about individual projects.

Walker continued that DOT provided staff with updated costs (based on current project costs and inflation to a 2028 construction year) that total over \$18M. The region's budget "target" is \$6.6M, he reviewed the cost changes to the five projects.

The priorities need to be revised to recommend projects that fit into the available funding budget. After a lengthy discussion at the September TAC meeting members recommended a revised list of project priorities: #1, 8 and 10; and recommended that the Seabrook project (#5) be given a fourth priority given its benefits to traffic in Seabrook and the seacoast and the potential for outside funding to cover a portion of the costs. Discussion ensued.

Motion: Copleman made a motion to approve projects #1, #8, #10 and #5 as the MPO's priorities for inclusion in the State 2019-2028 Ten Year Plan document along with policy and transportation planning comments to NHDOT and GACIT. **Doggett** seconded the motion. **Motion carried with one abstention.**

Walker encouraged members and town officials to attend a GACIT hearing and speak for their project.

5. Congestion Mitigation Air Quality (CMAQ) process update

Bogle stated applications are due October 20th. Our region received 11 letters of interest. He reviewed the projects and their costs. The planning commission along with DOT will help applicants with their air quality analysis.

The ranking process has changed, DOT will rank the projects, then the Executive Councils will decide on the list of priorities. There will be no ranking by the planning commissions. Staff contacted Councilor Prescott with their concerns. **Prescott** suggested that the RPC proceed with regional ranking parallel to DOT's ranking and forward the regional rankings to him for consideration in GACIT's selection process.

Staff will not have enough time to bring their rankings to the Policy committee for review. However, the TAC committee will see the rankings before it is sent to DOT. Discussion ensued.

Bogle stated the Executive Directors of the planning commissions sent a letter to Commissioner Sheehan and the chair of GACIT explaining the regional planning commissions concerns. **Watson** stated DOT is uncomfortable with the changes made and stated they were political. He continued that because of the change, DOT is concerned that their relationships with planning commissions and municipalities will be further strained.

6. 2016-2017 UPWP Performance Report

Walker stated the report summarizes the progress that the commission has made in implementing the broad goals, specific tasks, progress on projects and initiatives that the MPO has undertaken as outlined in the FY 2016-2017 UPWP. He gave a brief explanation of the reports content.

7. Other Business; MPO Policy Committee meeting topics

- a. MPO Planning Review- **Roache** reviewed the purpose of the report. TAC members and Commissioners are invited to attend during the lunchtime discussion. More information will be forthcoming.
- b. Project Updates- a memo was distributed.

A handout was distributed.

8. Adjourn

Meeting adjourned at 8:45 p.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT 2

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Transportation Program Manager
Date: 1/5/2018
RE: **2017-2020 TIP Amendment #3**

Attached is a report that lists the changes that Amendment #3 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 12 Statewide and 12 regional project changes (24 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. 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 30 day public comment period on Amendment #3 that began on December 11, 2017 and will conclude on January 9th, 2018. A final opportunity for comments will be during the public hearing at the **January 10th, 2018 RPC Meeting at the Kingston Town Hall (163 Main Street)**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of the changes to 12 regional projects and 12 statewide programs and results in a net increase in cost of just under \$29.7 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 ten projects (40641, 10044K, 40642, BRMT, PAVE-T1-RESURF, PAVE-T2-RESURF, STIC, 41510, 29137, & 68070) that are being added into the TIP. Nine projects are increasing in cost. COAST 68069 is adding two years of service, while 26942, 28757, 12334, and 25198 are all shifting fiscal years in addition to adjusting costs. Three I-93 related projects (10418X, 13933A, 14633J) are all adding a phase of work that is contributing to the cost increase. BRDG-T1/2-M&P is increasing in cost to accommodate the increased costs of the child projects. PAVE-T1-PRES, PAVE-T2-MAINT, PAVE-T2-PRES, and PAVE-T2-REHAB are all being discontinued after FY2018 and see substantial funding decreases because of that. Instead, PAVE-T1-RESURF and PAVE-T2-RESURF will combine maintenance and preservation projects into a single program.

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 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

TABLE 1: AMENDMENT SUMMARY

Project #	Scope	Net Change in Funding	Reason for Change
68069	COAST - capital/oper for Newington-Dover infrastructure project support.	\$4,076,294	Increase of funds & Added FY2019 and FY2020 per MPO request
26942	NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064	\$609,785	Added fiscal year & Increase of funds to reflect more accurate bid list
40641	Main Street Traffic Calming and Safety Improvements	\$57,841	New Project. Safety improvement.
10044K	NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.	\$506,000	New Project. Replaces previous parent project 10044B
28757	Bicycle lanes on Lafayette Road and Middle Street.	\$87,486	Fiscal year changes and increase in funds requested by Portsmouth
40642	Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street	\$34,704	New Project
BRDG-T1/2-M&P	Maintenance & preservation of tier 1 & 2 bridges.	\$6,500,000	Increase of funds to accommodate increases in cost of child projects
BRMT	Statewide Bridge Maintenance, Preservation, and Improvements	\$4,000,000	New Project. New project for bridge maintenance
MOBRR	Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)	(\$4,575,000)	Decrease in funds to accommodate changes in cost of child projects
PAVE-T1-PRES	Preservation of Tier 1 pavements.	(\$23,850,000)	Increase of funds to accommodate changes in child projects. Project replaced by Pave-T1-RESURF for 2019 and 2020
PAVE-T1-RESURF	Resurface Tier 1 Highways	\$24,800,000	New Project. Combines preservation and maintenance programatics to one project
PAVE-T2-MAINT	Maintenance paving of the tier 2 system.	(\$30,825,000)	Program is being adjusted to accommodate child project needs. Project will be replaced by Pave-T2-RESURF for 2019 and 2020
PAVE-T2-PRES	Preservation of Tier 2 pavements.	(\$13,200,000)	Program is being adjusted to accommodate child project needs. CON moving to Pave-T2-RESURF for 2019 and 2020
PAVE-T2-REHAB	Rehab of Tier 2 roads.	\$10,650,000	Program is being adjusted to accommodate child project funding needs.
PAVE-T2-RESURF	Resurfacing Tier 2 Roadways	\$41,250,000	New Project. Combines preservation and maintenance programatics to one project
STIC	STIC Incentives	\$300,000	New Project
12334	Reconstruct Depot Intersection NH28 (Broadway) and NH 97 (Main Street) Add Turn Lanes on NH28 MUPCA	\$3,762,913	PE funds shifted. ROW includes business reestablishment costs. contamination testing & clean-up costs are included in CON
10418X	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$1,100,000	Added phase for child project design and additional ROW
13933A	Mainline, State Line to Exit 1 NB & SB	\$3,080,000	Added phase as parent project may close
14633J	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	\$385,000	Added phase as parent project may close
41510	Interim repairs to the Hampton Harbor bascule lift bridge carrying NH 1A over Hampton River	\$670,000	Added project. Non-programmatic betterment funds require this to be in STIP
29137	Underwater Inspection Of Various Bridges Located Throughout The State.	\$71,300	New Project. Non-programmatic betterment funds require this project to be in STIP
25198	To install Road and Weather systems around the State. Date of release for RFP March 31, 2017	\$392,000	Change of fiscal years and increase in funds
68070	Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.	\$967,218	New Project. Transit project in support of Newington-Dover Tpk expansion.
Total		\$29,696,041	

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:

- The MPO Transportation Advisory Committee met on December 7th and, after discussion, endorsed the approval of TIP Amendment #3 by the MPO Policy Committee.
- 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 MPO Policy Committee approve TIP Amendment #3

Summary of Proposed Project Changes in Docket A3

(2017-2020 TIP Amendment #3)

Project Name	Project #	Change in Project #	Change in Fiscal Year	Change in Scope	Change in Funding	Change in Funding	Net Change in Funding
COAST	68069	No Change	FY Change	COAST - capital/oper for Newington-Dover infrastructure project support.	Source Change	Funding Increase	\$2,921,794
EAST KINGSTON	26942	No Change	FY Change	No Change	Source Change	Funding Increase	\$609,785
PLAISTOW	40641	40641	FY Change	Main Street Traffic Calming and Safety Improvements	Source Change	Funding Increase	\$57,841
PLAISTOW KINGSTON	10044K	10044K	FY Change	NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.	Source Change	Funding Increase	\$506,000
PORTSMOUTH	28757	No Change	FY Change	No Change	Source Change	Funding Increase	\$87,486
PORTSMOUTH	40642	40642	FY Change	Complete Streets improvements on Maplewood Avenue from Congress Street to Vaughan Street	Source Change	Funding Increase	\$34,704
PROGRAM	BRDG-T1/2	No Change	No FY Change	No Change	No Change	Funding Increase	\$6,500,000
PROGRAM	BRMT	BRMT	FY Change	Statewide Bridge Maintenance, Preservation, and Improvements	Source Change	Funding Increase	\$4,000,000
PROGRAM	MOBRR	No Change	No FY Change	No Change	No Change	Funding Decrease	(\$4,575,000)
PROGRAM	PAVE-T1-P	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$23,850,000)
PROGRAM	PAVE-T1-R	PAVE-T1-RESU	FY Change	Resurface Tier 1 Highways	Source Change	Funding Increase	\$24,800,000
PROGRAM	PAVE-T2-M	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$30,825,000)
PROGRAM	PAVE-T2-P	No Change	FY Change	No Change	Source Change	Funding Decrease	(\$13,200,000)
PROGRAM	PAVE-T2-R	No Change	FY Change	No Change	Source Change	Funding Increase	\$10,650,000
PROGRAM	PAVE-T2-R	PAVE-T2-RESU	FY Change	Resurfacing Tier 2 Roadways	Source Change	Funding Increase	\$41,250,000
PROGRAM	STIC	STIC	FY Change	STIC Incentives	Source Change	Funding Increase	\$300,000
SALEM	12334	No Change	FY Change	No Change	Source Change	Funding Increase	\$3,762,913
SALEM TO MANCHESTER	10418X	No Change	FY Change	No Change	Source Change	Funding Increase	\$1,100,000
SALEM TO MANCHESTER	13933A	No Change	FY Change	No Change	Source Change	Funding Increase	\$3,080,000
SALEM TO MANCHESTER	14633J	No Change	FY Change	No Change	Source Change	Funding Increase	\$385,000

Project Name	Project #	Change in Project #	Change in Fiscal Year	Change in Scope	Change in Funding	Change in Funding	Net Change in Funding
SEABROOK - HAMPTON	41510	41510	FY Change	Interim repairs to the Hampton Harbor bascule lift bridge carrying NH 1A over Hampton River	Source Change	Funding Increase	\$670,000
STATEWIDE	29137	29137	FY Change	UNDERWATER INSPECTION OF VARIOUS BRIDGES LOCATED THROUGHOUT THE STATE.	Source Change	Funding Increase	\$71,300
STATEWIDE-RWIS	25198	No Change	FY Change	To install Road and Weather systems around the State. Date of release for RFP March 31, 2017	Source Change	Funding Increase	\$392,000
UNH	68070	68070	FY Change	Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.	Source Change	Funding Increase	\$967,218
Net Funding Change from Revisions:							\$29,696,041

Project#: 68069

PROJECT NAME: COAST

Existing Project Total: \$7,157,682

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Seacoast Transportation (COAST)

Proposed Project Total: \$10,079,476

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Cooperative Alliance for Seacoast Transportation (COAST) - capital/oper for Newington-

Proposed Scope:

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$112,000	\$902,500	\$0	\$1,014,500	FTA 5307 Capital and Operating Program, Turnpike Capital	\$0	\$0	\$0	\$0	No Change
	2017	\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Turnpike Capital	\$112,000	\$902,500	\$0	\$1,014,500	No Change
	2018	\$112,000	\$28,000	\$0	\$140,000	FTA 5307 Capital and Operating Program, Turnpike Capital	\$0	\$0	\$0	\$0	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital
	2018	\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Turnpike Capital	\$864,764	\$216,191	\$0	\$1,080,955	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital
	2019	\$0	\$0	\$0	\$0		\$768,892	\$192,223	\$0	\$961,114	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital
	2020	\$0	\$0	\$0	\$0		\$815,780	\$203,945	\$0	\$1,019,725	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital
		\$224,000	\$930,500	\$0	\$1,154,500		\$2,561,435	\$1,514,859	\$0	\$4,076,294	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-21

Project#: 26942

PROJECT NAME: EAST KINGSTON

Existing Project Total:

Amended Project#:

ROUTE/ROAD: NH Route 107A

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

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

Proposed Scope:

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$1,435,915	\$0	\$0	\$1,435,915	Bridge Off System, STP-Off System Bridge, Toll Credit	\$1,183,971	\$0	\$0	\$1,183,971	STP-Areas Over 200K, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$861,729	\$0	\$0	\$861,729	STP-Areas Over 200K, Toll Credit
		\$1,435,915	\$0	\$0	\$1,435,915		\$2,045,700	\$0	\$0	\$2,045,700	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 40641

PROJECT NAME: PLAISTOW

Existing Project Total:

Amended Project#:

ROUTE/ROAD: NH 121A / Main Street

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2020	\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	

Proposed Scope:

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2020	\$0	\$0	\$0	\$0		\$57,841	\$0	\$0	\$57,841	STP-Areas Over 200K, Toll Credit
		\$0	\$0	\$0	\$0		\$57,841	\$0	\$0	\$57,841	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 10044K

PROJECT NAME: PLAISTOW KINGSTON

Existing Project Total: \$0

Amended Project#: 10044K

ROUTE/ROAD: NH 125

Proposed Project Total: \$4,007,300

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$506,000	\$0	\$0	\$506,000	STP-Areas Over 200K, Toll Credit
		\$0	\$0	\$0	\$0		\$506,000	\$0	\$0	\$506,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 28757

PROJECT NAME: PORTSMOUTH

Existing Project Total: \$157,493

Amended Project#: No Change

ROUTE/ROAD: Various Schools in Portsmouth

Proposed Project Total: \$244,979

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Bicycle lanes on Lafayette Road and Middle Street.

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$105,407	\$6,662	\$0	\$112,069	Non Participating, Safe Routes to School	\$0	\$0	\$0	\$0	
	2018	\$0	\$0	\$0	\$0		\$180,407	\$19,148	\$0	\$199,555	Non Participating, Safe Routes to School
		\$105,407	\$6,662	\$0	\$112,069		\$180,407	\$19,148	\$0	\$199,555	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ATT

Project#: 40642

PROJECT NAME: PORTSMOUTH

Existing Project Total: \$0

Amended Project#: 40642

ROUTE/ROAD: Maplewood Avenue

Proposed Project Total: \$757,411

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2020	\$0	\$0	\$0	\$0		\$27,764	\$0	\$6,941	\$34,704	STP-State Flexible, Towns
		\$0	\$0	\$0	\$0		\$27,764	\$0	\$6,941	\$34,704	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: BRDG-T1/2-M&P

PROJECT NAME: PROGRAM

Existing Project Total: \$90,842,000

Amended Project#: No Change

ROUTE/ROAD: Tier 1-2 Bridges

Proposed Project Total: \$97,342,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Maintenance & preservation of tier 1 & 2 bridges.

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$1,350,000	\$0	\$0	\$1,350,000	STP-State Flexible, Toll Credit	\$1,350,000	\$0	\$0	\$1,350,000	No Change
	2018	\$775,000	\$0	\$0	\$775,000	STP-State Flexible, Toll Credit	\$775,000	\$0	\$0	\$775,000	No Change
	2019	\$550,000	\$0	\$0	\$550,000	STP-State Flexible, Toll Credit	\$550,000	\$0	\$0	\$550,000	No Change
	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit	\$100,000	\$0	\$0	\$100,000	No Change
ROW	2017	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$25,000	\$0	\$0	\$25,000	No Change
	2018	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$25,000	\$0	\$0	\$25,000	No Change
	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$25,000	\$0	\$0	\$25,000	No Change
	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$25,000	\$0	\$0	\$25,000	No Change
CON	2017	\$10,750,000	\$0	\$0	\$10,750,000	STP-State Flexible, Toll Credit	\$10,750,000	\$0	\$0	\$10,750,000	No Change
	2018	\$3,167,000	\$0	\$0	\$3,167,000	STP-State Flexible, Toll Credit	\$3,167,000	\$0	\$0	\$3,167,000	No Change
	2019	\$4,550,000	\$0	\$0	\$4,550,000	STP-State Flexible, Toll Credit	\$7,550,000	\$0	\$0	\$7,550,000	No Change
	2020	\$4,500,000	\$0	\$0	\$4,500,000	STP-State Flexible, Toll Credit	\$8,000,000	\$0	\$0	\$8,000,000	No Change
		\$25,842,000	\$0	\$0	\$25,842,000		\$32,342,000	\$0	\$0	\$32,342,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: BRMT

PROJECT NAME: PROGRAM

Existing Project Total: \$0

Amended Project#: BRMT

ROUTE/ROAD: Various

Proposed Project Total: \$20,000,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Statewide Bridge Maintenance, Preservation, and Improvements

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2019	\$0	\$0	\$0	\$0		\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0		\$4,000,000	\$0	\$0	\$4,000,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: MOBRR

PROJECT NAME: PROGRAM

Existing Project Total: \$55,500,000

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$50,925,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other	\$24,000	\$0	\$6,000	\$30,000	No Change
	2018	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other	\$80,000	\$0	\$20,000	\$100,000	No Change
	2019	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other	\$80,000	\$0	\$20,000	\$100,000	No Change
	2020	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other	\$80,000	\$0	\$20,000	\$100,000	No Change
ROW	2017	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other	\$800	\$0	\$200	\$1,000	No Change
	2018	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other	\$20,000	\$0	\$5,000	\$25,000	No Change
	2019	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other	\$20,000	\$0	\$5,000	\$25,000	No Change
	2020	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other	\$20,000	\$0	\$5,000	\$25,000	No Change
CON	2017	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other	\$15,200	\$0	\$3,800	\$19,000	No Change
	2018	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other	\$3,600,000	\$0	\$900,000	\$4,500,000	No Change
	2019	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other	\$3,600,000	\$0	\$900,000	\$4,500,000	No Change
	2020	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other	\$3,600,000	\$0	\$900,000	\$4,500,000	No Change
		\$14,800,000	\$0	\$3,700,000	\$18,500,000		\$11,140,000	\$0	\$2,785,000	\$13,925,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ALL

Project#: PAVE-T1-PRES

PROJECT NAME: PROGRAM

Existing Project Total: \$53,600,000

Amended Project#: No Change

ROUTE/ROAD: Tier 1 Interstate

Proposed Project Total: \$29,750,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Preservation of Tier 1 pavements.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$625,000	\$0	\$0	\$625,000	STP-State Flexible, Toll Credit	\$625,000	\$0	\$0	\$625,000	No Change
	2018	\$275,000	\$0	\$0	\$275,000	STP-State Flexible, Toll Credit	\$625,000	\$0	\$0	\$625,000	No Change
	2019	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
CON	2017	\$17,000,000	\$0	\$0	\$17,000,000	STP-State Flexible, Toll Credit	\$17,000,000	\$0	\$0	\$17,000,000	No Change
	2018	\$11,250,000	\$0	\$0	\$11,250,000	STP-State Flexible, Toll Credit	\$11,500,000	\$0	\$0	\$11,500,000	No Change
	2019	\$11,650,000	\$0	\$0	\$11,650,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$12,500,000	\$0	\$0	\$12,500,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
		\$53,600,000	\$0	\$0	\$53,600,000		\$29,750,000	\$0	\$0	\$29,750,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: PAVE-T1-RESURF

PROJECT NAME: PROGRAM

Existing Project Total: \$0

Amended Project#: PAVE-T1-RESURF

ROUTE/ROAD: Tier 1 Highways

Proposed Project Total: \$126,000,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Resurface Tier 1 Highways

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2019	\$0	\$0	\$0	\$0		\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
CON	2019	\$0	\$0	\$0	\$0		\$12,000,000	\$0	\$0	\$12,000,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$12,500,000	\$0	\$0	\$12,500,000	STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0		\$24,800,000	\$0	\$0	\$24,800,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: PAVE-T2-MAINT

PROJECT NAME: PROGRAM

Existing Project Total: \$145,725,660

Amended Project#: No Change

ROUTE/ROAD: Tier 2 Highways

Proposed Project Total: \$14,695,660

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Maintenance paving of the tier 2 system.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit	\$200,000	\$0	\$0	\$200,000	No Change
	2018	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit	\$230,000	\$0	\$0	\$230,000	No Change
	2019	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
ROW	2017	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit	\$5,000	\$0	\$0	\$5,000	No Change
	2018	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit	\$5,000	\$0	\$0	\$5,000	No Change
	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
CON	2017	\$0	\$8,755,660	\$0	\$8,755,660	Betterment	\$0	\$8,755,660	\$0	\$8,755,660	No Change
	2018	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit	\$3,133,715	\$2,366,285	\$0	\$5,500,000	No Change
	2019	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$4,655,000	\$6,250,000	\$0	\$10,905,000	Betterment, STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
		\$18,015,000	\$27,505,660	\$0	\$45,520,660		\$3,573,715	\$11,121,945	\$0	\$14,695,660	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: PAVE-T2-PRES

PROJECT NAME: PROGRAM

Existing Project Total: \$34,400,000

Amended Project#: No Change

ROUTE/ROAD: Tier 2 Highways

Proposed Project Total: \$21,200,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Preservation of Tier 2 pavements.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit	\$300,000	\$0	\$0	\$300,000	No Change
	2018	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit	\$450,000	\$0	\$0	\$450,000	No Change
ROW	2017	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$25,000	\$0	\$0	\$25,000	No Change
	2018	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	\$25,000	\$0	\$0	\$25,000	No Change
CON	2017	\$12,100,000	\$0	\$0	\$12,100,000	STP-State Flexible, Toll Credit	\$12,100,000	\$0	\$0	\$12,100,000	No Change
	2018	\$9,200,000	\$0	\$0	\$9,200,000	STP-State Flexible, Toll Credit	\$8,101,032	\$198,968	\$0	\$8,300,000	Betterment, STP-State Flexible, Toll Credit
	2019	\$6,225,000	\$0	\$0	\$6,225,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$6,225,000	\$0	\$0	\$6,225,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
		\$34,400,000	\$0	\$0	\$34,400,000		\$21,001,032	\$198,968	\$0	\$21,200,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: PAVE-T2-REHAB

PROJECT NAME: PROGRAM

Existing Project Total: \$30,732,525

Amended Project#: No Change

ROUTE/ROAD: Tier 2 Highways

Proposed Project Total: \$41,382,525

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Rehab of Tier 2 roads.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit	\$650,000	\$0	\$0	\$650,000	No Change
	2018	\$0	\$0	\$0	\$0		\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit
CON	2017	\$7,016,513	\$566,012	\$0	\$7,582,525	Betterment, STP-State Flexible, Toll Credit	\$7,016,513	\$566,012	\$0	\$7,582,525	No Change
	2018	\$0	\$0	\$0	\$0		\$7,937,166	\$2,062,834	\$0	\$10,000,000	Betterment, STP-State Flexible, Toll Credit
	2020	\$0	\$2,500,000	\$0	\$2,500,000	Betterment	\$0	\$2,500,000	\$0	\$2,500,000	No Change
		\$7,666,513	\$3,066,012	\$0	\$10,732,525		\$16,253,679	\$5,128,846	\$0	\$21,382,525	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: PAVE-T2-RESURF

PROJECT NAME: PROGRAM

Existing Project Total: \$0

Amended Project#: PAVE-T2-RESURF

ROUTE/ROAD: Tier 2 Highways

Proposed Project Total: \$206,250,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Resurfacing Tier 2 Roadways

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2019	\$0	\$0	\$0	\$0		\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
ROW	2019	\$0	\$0	\$0	\$0		\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
CON	2019	\$0	\$0	\$0	\$0		\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0		\$29,250,000	\$12,000,000	\$0	\$41,250,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: STIC

PROJECT NAME: PROGRAM

Existing Project Total: \$0

Amended Project#: STIC

ROUTE/ROAD: Varies

Proposed Project Total: \$1,100,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

STIC Incentives

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2018	\$0	\$0	\$0	\$0		\$80,000	\$20,000	\$0	\$100,000	NHDOT Operating Budget, STIC Funding
	2019	\$0	\$0	\$0	\$0		\$80,000	\$20,000	\$0	\$100,000	NHDOT Operating Budget, STIC Funding
	2020	\$0	\$0	\$0	\$0		\$80,000	\$20,000	\$0	\$100,000	NHDOT Operating Budget, STIC Funding
		\$0	\$0	\$0	\$0		\$240,000	\$60,000	\$0	\$300,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-0

Project#: 12334

PROJECT NAME: SALEM

Existing Project Total: \$6,211,662

Amended Project#: No Change

ROUTE/ROAD: NH 28

Proposed Project Total: \$9,974,575

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

No Change

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$160,000	\$0	\$40,000	\$200,000	STP-Areas Over 200K, Towns	\$40,000	\$0	\$10,000	\$50,000	No Change
	2018	\$80,000	\$0	\$20,000	\$100,000	STP-Areas Over 200K, Towns	\$200,000	\$0	\$50,000	\$250,000	No Change
ROW	2017	\$520,000	\$0	\$130,000	\$650,000	STP-Areas Over 200K, Towns	\$0	\$0	\$0	\$0	
	2018	\$1,680,000	\$0	\$420,000	\$2,100,000	STP-Areas Over 200K, Towns	\$3,125,000	\$0	\$3,125,000	\$6,250,000	No Change
CON	2019	\$2,051,000	\$0	\$512,750	\$2,563,750	STP-Areas Over 200K, Towns	\$2,051,000	\$0	\$512,750	\$2,563,750	No Change
	2020	\$210,330	\$0	\$52,583	\$262,913	STP-Areas Over 200K, Towns	\$420,660	\$0	\$105,165	\$525,825	No Change
		\$4,701,330	\$0	\$1,175,333	\$5,876,663		\$5,836,660	\$0	\$3,802,915	\$9,639,575	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ATT

Project#: 10418X

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$7,017,577

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$8,117,577

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

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

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$880,000	\$0	\$0	\$880,000	STP-Areas Over 200K, Toll Credit
ROW	2018	\$0	\$0	\$0	\$0		\$220,000	\$0	\$0	\$220,000	STP-Areas Over 200K, Toll Credit
OTHER	2017	\$25,245	\$28,084	\$1,500	\$54,829	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program	\$25,245	\$28,084	\$1,500	\$54,829	No Change
	2018	\$24,535	\$27,441	\$1,500	\$53,476	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program	\$24,535	\$27,441	\$1,500	\$53,476	No Change
	2019	\$27,876	\$2,299	\$1,538	\$31,714	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program	\$27,876	\$2,299	\$1,538	\$31,714	No Change
		\$77,656	\$57,824	\$4,538	\$140,019		\$1,177,656	\$57,824	\$4,538	\$1,240,019	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: LMP

Project#: 13933A

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$15,166,407

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$18,246,407

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Mainline, State Line to Exit 1 NB & SB

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$2,750,000	\$0	\$0	\$2,750,000	National Highway System, Toll Credit
ROW	2018	\$0	\$0	\$0	\$0		\$330,000	\$0	\$0	\$330,000	National Highway System, Toll Credit
CON	2019	\$4,060,980	\$0	\$0	\$4,060,980	STP-State Flexible, Toll Credit	\$4,060,980	\$0	\$0	\$4,060,980	No Change
	2020	\$11,105,427	\$0	\$0	\$11,105,427	STP-State Flexible, Toll Credit	\$11,105,427	\$0	\$0	\$11,105,427	No Change
		\$15,166,407	\$0	\$0	\$15,166,407		\$18,246,407	\$0	\$0	\$18,246,407	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 14633J

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$10,937,695

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$11,322,695

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

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

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$385,000	\$0	\$0	\$385,000	National Highway System, Toll Credit
CON	2019	\$177,345	\$5,222,652	\$0	\$5,399,997	STP-State Flexible, TIFIA, Toll Credit	\$177,345	\$5,222,652	\$0	\$5,399,997	No Change
	2020	\$181,868	\$5,355,830	\$0	\$5,537,697	STP-State Flexible, TIFIA, Toll Credit	\$181,868	\$5,355,830	\$0	\$5,537,697	No Change
		\$359,213	\$10,578,482	\$0	\$10,937,695		\$744,213	\$10,578,482	\$0	\$11,322,695	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 41510

PROJECT NAME: SEABROOK - HAMPTON

Existing Project Total: \$0

Amended Project#: 41510

ROUTE/ROAD: NH Route 1A

Proposed Project Total: \$670,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Interim repairs to the Hampton Harbor bascule lift bridge carrying NH 1A over Hampton River

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$0	\$0	\$0	\$0		\$77,000	\$0	\$0	\$77,000	STP-State Flexible, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$33,000	\$10,000	\$0	\$43,000	Betterment, STP-State Flexible, Toll Credit
CON	2018	\$0	\$0	\$0	\$0		\$550,000	\$0	\$0	\$550,000	STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0		\$660,000	\$10,000	\$0	\$670,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 29137

PROJECT NAME: STATEWIDE

Existing Project Total: \$0

Amended Project#: 29137

ROUTE/ROAD: VARIOUS

Proposed Project Total: \$196,244

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

UNDERWATER INSPECTION OF VARIOUS BRIDGES LOCATED THROUGHOUT THE STATE.

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$0	\$0	\$0	\$0		\$69,300	\$0	\$0	\$69,300	STP-State Flexible, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$0	\$2,000	\$0	\$2,000	Betterment
		\$0	\$0	\$0	\$0		\$69,300	\$2,000	\$0	\$71,300	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-38

Project#: 25198

PROJECT NAME: STATEWIDE-RWIS

Existing Project Total: \$543,155

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$935,155

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

To install Road and Weather systems around the State. Date of release for RFP March 31, 2017

To install Road and Weather systems around the State. Date of release for RFP March 31, 2017

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$431,200	\$0	\$0	\$431,200	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2018	\$0	\$0	\$0	\$0		\$431,200	\$392,000	\$0	\$823,200	STP-State Flexible, Toll Credit, Turnpike Capital
		\$431,200	\$0	\$0	\$431,200		\$431,200	\$392,000	\$0	\$823,200	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 68070

PROJECT NAME: UNH

Existing Project Total: \$0

Amended Project#: 68070

ROUTE/ROAD: Wildcat Transit

Proposed Project Total: \$2,704,852

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0		\$0	\$242,000	\$0	\$242,000	Turnpike Capital
	2018	\$0	\$0	\$0	\$0		\$182,410	\$45,602	\$0	\$228,012	FTA 5307 Capital and Operating Program, Turnpike Capital
	2019	\$0	\$0	\$0	\$0		\$191,530	\$47,883	\$0	\$239,413	FTA 5307 Capital and Operating Program, Turnpike Capital
	2020	\$0	\$0	\$0	\$0		\$206,235	\$51,559	\$0	\$257,794	FTA 5307 Capital and Operating Program, Turnpike Capital
		\$0	\$0	\$0	\$0		\$580,174	\$387,044	\$0	\$967,218	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

	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	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 654,800	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 4,201,600	
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 8,766	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 325,968	\$ -	\$ -	\$ -	\$ -	\$ 1,444,001	
Congestion Mitigation and Air Quality Program	\$ 5,130,240	\$ -	\$ 322,963	\$ 5,453,203	\$ 2,741,869	\$ 10,683,212	\$ -	\$ 369,976	\$ 11,053,188	\$ 4,789,793	
Highway Safety Improvement Program (HSIP)	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,826,500	\$ 9,487,096	\$ -	\$ 40,700	\$ 9,527,796	\$ 9,582,951	
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 1,698,399	\$ -	\$ -	\$ -	\$ -	\$ 1,136,052	
National Highway Freight	\$ 4,136,695	\$ -	\$ -	\$ 4,136,695	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -	
National Highway System	\$ 90,637,503	\$ -	\$ -	\$ 90,637,503	\$ 75,213,921	\$ 94,371,768	\$ -	\$ -	\$ 94,371,768	\$ 35,509,305	
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,250,000	\$ 1,312,588	\$ -	\$ 312,500	\$ 1,625,088	\$ 1,250,000	
Redistribution	\$ 721,476	\$ -	\$ -	\$ 721,476	\$ 580,091	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -	
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000	
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 1,806,279	\$ -	\$ -	\$ -	\$ -	\$ 1,819,358	
STIC Funding	\$ 182,400	\$ -	\$ -	\$ 182,400	\$ 182,400	\$ -	\$ -	\$ -	\$ -	\$ 80,000	
STP-S to 200K	\$ 7,545,578	\$ -	\$ 1,578	\$ 7,547,156	\$ 4,093,156	\$ 7,856,456	\$ -	\$ 56,000	\$ 7,912,456	\$ 3,559,420	
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 218,451	\$ -	\$ -	\$ -	\$ -	\$ 35,200	
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 413,524	\$ 5,692,832	\$ 2,621,468	\$ 5,496,815	\$ -	\$ 3,175,000	\$ 8,671,815	\$ 6,142,873	
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 12,283,976	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 11,299,750	
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ 2,200.00	\$ 3,675,042	\$ 96,800	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -	
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	
STP-State Flexible	\$ 22,486,268	\$ -	\$ 449,965	\$ 22,936,233	\$ 67,010,269	\$ 16,744,092	\$ -	\$ 633,219	\$ 17,377,311	\$ 56,457,116	
TAP - Transportation Alternative	\$ 1,311,744	\$ -	\$ 668,478	\$ 1,980,222	\$ 2,673,913	\$ 2,731,577	\$ -	\$ 796,120	\$ 3,527,697	\$ 3,184,480	
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (35,048,756)	\$ -	\$ -	\$ -	\$ -	\$ -	
Adj for Program & Unob*****	\$ -	\$ -	\$ -	\$ -	\$ (8,532,696)	\$ -	\$ -	\$ -	\$ -	\$ -	
TIFIA	\$ -	\$ -	\$ 34,221,205.20	\$ 34,221,205	\$ 34,221,205.20	\$ -	\$ -	\$ -	\$ -	\$ -	
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Special	\$ 48,000	\$ -	\$ -	\$ 48,000	\$ 48,000	\$ 3,244,580	\$ -	\$ -	\$ 3,244,580	\$ 3,244,580	
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	
FHWA Earmarks	\$ 10,614,421	\$ -	\$ 409,840	\$ 11,024,262	\$ 11,024,262	\$ 3,015,247	\$ -	\$ 722,933	\$ 3,738,180	\$ 3,738,180	
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)	\$ 16,282,301	\$ -	\$ -	\$ 16,282,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 33,770,723	\$ -	\$ -	\$ -	\$ -	\$ 29,106,787	
Total	\$ 191,658,996	\$ -	\$ 36,812,454	\$ 228,471,450	\$ 217,238,764	\$ 177,785,497	\$ -	\$ 7,031,448	\$ 184,816,945	\$ 178,050,445	
FY 2017 Estimated Obligational Limit**	\$ 150,830,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Funds Not Subject to Obligational Limit	\$ 29,595,629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Adjusted Total	\$ 180,426,336	\$ -	\$ 36,812,454	\$ 217,238,790	\$ 217,238,764	\$ 177,785,497	\$ -	\$ 7,031,448	\$ 184,816,945	\$ 178,050,445	
FTA (Federal-Aid with Match)***											
FTA5307	\$ 7,553,310	\$ 567,254	\$ 4,159,079	\$ 12,279,643	\$ 12,267,191	\$ 7,795,016	\$ 585,678	\$ 4,309,193	\$ 12,689,887	\$ 12,555,790	
FTA5307_NHDOT	\$ 2,718,719	\$ -	\$ 679,680	\$ 3,398,399	\$ 8,007,211	\$ 2,773,093	\$ -	\$ 693,273	\$ 3,466,366	\$ 4,191,600	
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 3,696,000	\$ -	\$ 924,000	\$ 4,620,000	\$ -	\$ 600,000	\$ -	\$ 150,000	\$ 750,000	\$ -	
FTA5309 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA5310	\$ 2,004,646	\$ -	\$ 509,287	\$ 2,513,933	\$ 1,776,977	\$ 2,068,794	\$ -	\$ 516,812	\$ 2,585,606	\$ 1,784,058	
FTA5311	\$ 8,232,148	\$ -	\$ 159,378	\$ 8,391,526	\$ 7,976,888	\$ 8,495,577	\$ -	\$ 1,627,285	\$ 10,122,862	\$ 8,136,426	
FTA5339	\$ 2,250,582	\$ 281,323	\$ 281,323	\$ 2,813,228	\$ 3,626,160	\$ 2,247,866	\$ -	\$ 613,497	\$ 2,861,363	\$ 3,108,459	
FTA5339 (Prior Year Carry Over)	\$ 660,000	\$ 82,500	\$ 82,500	\$ 825,000	\$ -	\$ 300,000	\$ 37,500	\$ 37,500	\$ 375,000	\$ -	
Total	\$ 27,115,405	\$ 931,077	\$ 6,795,247	\$ 34,841,728	\$ 33,654,427	\$ 24,280,346	\$ 623,178	\$ 7,947,559	\$ 32,851,083	\$ 29,776,333	
FHWA/FTA Totals	\$ 207,541,741	\$ 931,077	\$ 43,607,701	\$ 252,080,519	\$ 250,893,190	\$ 202,065,843	\$ 623,178	\$ 14,979,008	\$ 217,668,028	\$ 207,826,779	
Innovated Financing											
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
State Fund Sources											
Turnpike Capital	\$ -	\$ 23,883,082	\$ -	\$ 23,883,082	\$ 23,883,082	\$ -	\$ 25,303,835	\$ -	\$ 25,303,834.79	\$ 25,303,835	
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 27,441	\$ -	\$ 27,441.48	\$ 27,441	
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	\$ 1,800,000	
Total	\$ -	\$ 23,911,166	\$ -	\$ 23,911,166	\$ 23,911,166	\$ -	\$ 27,131,276	\$ -	\$ 27,131,276	\$ 27,131,276	
ALL SOURCES Totals	\$ 207,541,741	\$ 24,842,243	\$ 43,607,701	\$ 275,991,684	\$ 274,804,356	\$ 202,065,843	\$ 27,754,454	\$ 14,979,008	\$ 244,799,305	\$ 234,958,055	

* Federal Resources: Apportioned Funds from Status of Funds 4/19/201:

** Constraint Limits

FY 2017 Obligational Limit is based on the 08/31/2017 Status of Fund

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

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0221

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.023:

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

**** Anticipated GARVEE Bonds

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

*****Includes CMAQ funds transferred to FTI

	2019					2020				
	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	\$ 5,071,709	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,774,036
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,128,050	\$ -	\$ -	\$ -	\$ -	\$ 2,776,357
Congestion Mitigation and Air Quality Program	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 3,459,842	\$ 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	\$ 38,430,592	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 28,866,336
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	\$ -
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
STP-S to 200K	\$ 8,034,012	\$ -	\$ 540,000	\$ 8,574,012	\$ 6,586,468	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 5,826,871
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 2,916,522	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 512,750	\$ 6,133,794	\$ 3,767,986	\$ 5,755,949	\$ -	\$ 54,955	\$ 5,810,904	\$ 6,707,358
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 6,655,495	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 3,165,047
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 69,409
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 17,974,294	\$ -	\$ 822,661	\$ 18,796,955	\$ 58,213,119	\$ 18,405,677	\$ -	\$ 200,000	\$ 18,605,677	\$ 68,094,745
TAP - Transportation Alternative Recovered De-Obligations	\$ 2,793,310	\$ -	\$ 638,400	\$ 3,431,710	\$ 2,553,600	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,600
Adj for Program & Unob*****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA	\$ -	\$ -	\$ 5,222,652.04	\$ 5,222,652	\$ 5,222,652	\$ -	\$ -	\$ 5,355,830	\$ 5,355,830	\$ 5,355,830
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
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	\$ -	\$ -	\$ -	\$ -	\$ 29,919,528	\$ -	\$ -	\$ -	\$ -	\$ 28,822,851
Total	\$ 176,257,860	\$ -	\$ 8,973,963	\$ 185,231,824	\$ 175,465,498	\$ 180,483,969	\$ -	\$ 8,012,385	\$ 188,496,354	\$ 167,729,612
FY 2017 Estimated Obligational Limit**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADJUSTED AVAILABLE Tota	\$ 176,257,860	\$ -	\$ 8,973,963	\$ 185,231,824	\$ 175,465,498	\$ 180,483,969	\$ -	\$ 8,012,385	\$ 188,496,354	\$ 167,729,612
FTA (Federal-Aid with Match)										
FTA5307	\$ 8,044,456	\$ -	\$ 4,438,023	\$ 12,482,479	\$ 12,137,179	\$ 8,301,879	\$ -	\$ 4,555,185	\$ 12,857,064	\$ 12,252,119
FTA5307_NHDOT	\$ 3,710,449	\$ -	\$ 702,454	\$ 4,412,903	\$ 4,284,411	\$ 3,829,183	\$ -	\$ 716,503	\$ 4,545,686	\$ 4,379,364
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310	\$ 2,134,996	\$ -	\$ 523,453	\$ 2,658,449	\$ 1,817,267	\$ 2,203,316	\$ -	\$ 530,238	\$ 2,733,554	\$ 1,851,190
FTA5311	\$ 8,767,436	\$ -	\$ 1,659,831	\$ 10,427,267	\$ 8,299,154	\$ 9,047,994	\$ -	\$ 1,693,027	\$ 10,741,021	\$ 8,465,137
FTA5339	\$ 2,319,797	\$ -	\$ 623,711	\$ 2,943,508	\$ 3,143,224	\$ 2,394,030	\$ -	\$ 635,930	\$ 3,029,960	\$ 3,202,682
FTA5339 (Prior Year Carry Over)	\$ 200,000	\$ 25,000	\$ 25,000	\$ 250,000	\$ -	\$ 200,000	\$ 25,000	\$ 25,000	\$ 250,000	\$ -
Total	\$ 25,177,134	\$ 25,000	\$ 7,972,472	\$ 33,174,606	\$ 29,681,235	\$ 25,976,402	\$ 25,000	\$ 8,155,883	\$ 33,907,285	\$ 30,150,493
FHWA/FTA Tota	\$ 201,434,994	\$ 25,000	\$ 16,946,435	\$ 218,406,430	\$ 205,146,732	\$ 206,460,371	\$ 25,000	\$ 16,168,268	\$ 222,403,639	\$ 197,880,104
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	\$ -	\$ 12,930,748	\$ -	\$ 12,930,748	\$ 12,930,748
State Fund Sources										
Turnpike Capital	\$ -	\$ 34,998,289	\$ -	\$ 34,998,289	\$ 34,998,289	\$ -	\$ 42,921,040	\$ -	\$ 42,921,040	\$ 42,921,040
Turnpike Program	\$ -	\$ 2,299	\$ -	\$ 2,299	\$ 2,299	\$ -	\$ -	\$ -	\$ -	\$ 4,069,886
Turnpike Renewal & Repl	\$ -	\$ 5,742,800	\$ -	\$ 5,742,800	\$ 5,742,800	\$ -	\$ 4,069,886	\$ -	\$ 4,069,886	\$ 4,069,886
Total	\$ -	\$ 40,743,388	\$ -	\$ 40,743,388	\$ 40,743,388	\$ -	\$ 46,990,926	\$ -	\$ 46,990,926	\$ 46,990,926
ALL SOURCES Tota	\$ 201,434,994	\$ 61,429,854	\$ 16,946,435	\$ 279,811,283	\$ 266,551,586	\$ 206,460,371	\$ 59,946,674	\$ 16,168,268	\$ 282,325,312	\$ 257,801,778

* 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 1.0206

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

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0221

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0233

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

**** Anticipated GARVEE Bond

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

*****Includes CMAQ funds transferred to FTI

ATTACHMENT 3

Rockingham Planning Commission

Initial Metropolitan Planning Organization

Safety Performance Targets & Methodology

November 30, 2017

Background

On March 15th, 2016 the Federal Highway Administration (FHWA) published the final rule on the Highway Safety Improvement Program (HSIP). The rule requires State Departments of Transportation to set targets for Safety Performance by August 31st, 2017 for calendar year 2018, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The targets deal with 5 safety measures:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Data for the establishment of these measures is provided from three sources:

- **Fatality Analysis Reporting System (FARS):** FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- **State Motor Vehicle Crash Database:** Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as “A” on the KABCO scale). Crashes can be aggregated at the state, region, community, or highway level.
- **Highway Performance Monitoring System (HPMS):** State Vehicle Miles of Travel (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities.

Target Development

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for

the purposes of evaluating and reporting measures however those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2016 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2018.

State Targets

The tables on the following pages show the data supporting the targets for the five required measures as well as a graph showing the state targets for 2018.

Measure	5-Year Rolling Average			Desired Trend	2018 Target
	Previous	Current	Current Trend		
Number of Fatalities	108.4	117.6	↗	↘	113.2
Fatality Rate per 100 Million VMT	0.839	0.900	↗	↘	0.866
Number of Serious Injuries	496.8	499.8	↗	↘	499.8
Serious Injury Rate per 100 Million VMT	3.847	3.828	↘	↘	3.847
Non-Motorized Fatalities and Serious Injuries	56.4	58.8	↗	↘	51.4

MPO Targets

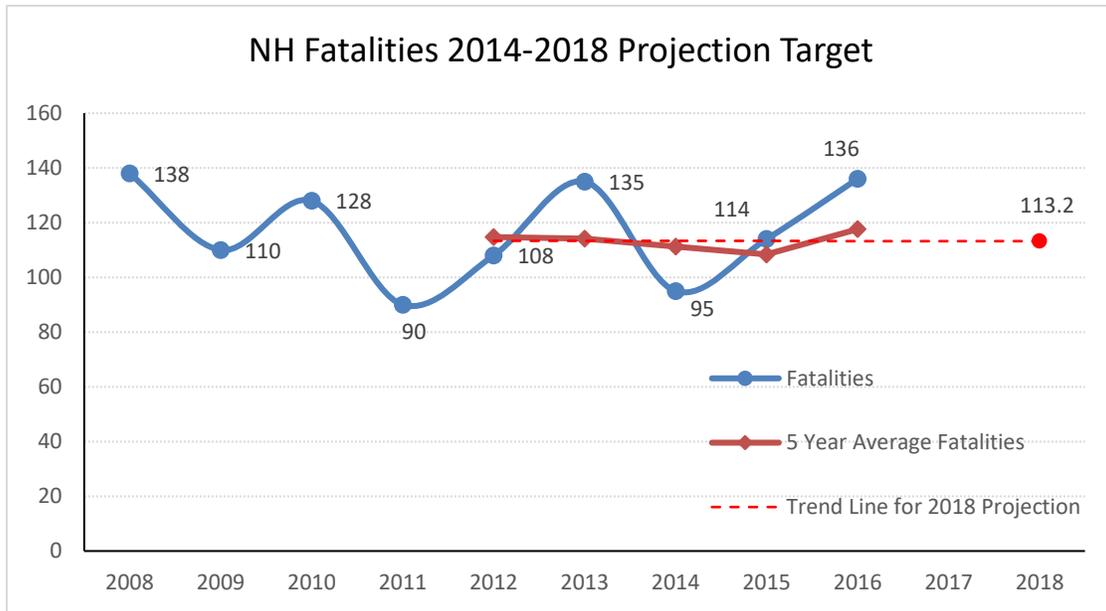
For 2018, the MPO is agreeing to support the State of New Hampshire HSIP Targets in all five mandated areas. In doing so, the MPO is agreeing to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Number of Fatalities

The Federal Fatal Analysis Reporting System (FARS) provides the data necessary for identifying the total number of traffic crash fatalities in New Hampshire and for the MPO region. Five-year rolling averages are computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regression to the mean for a random variable such as fatalities.

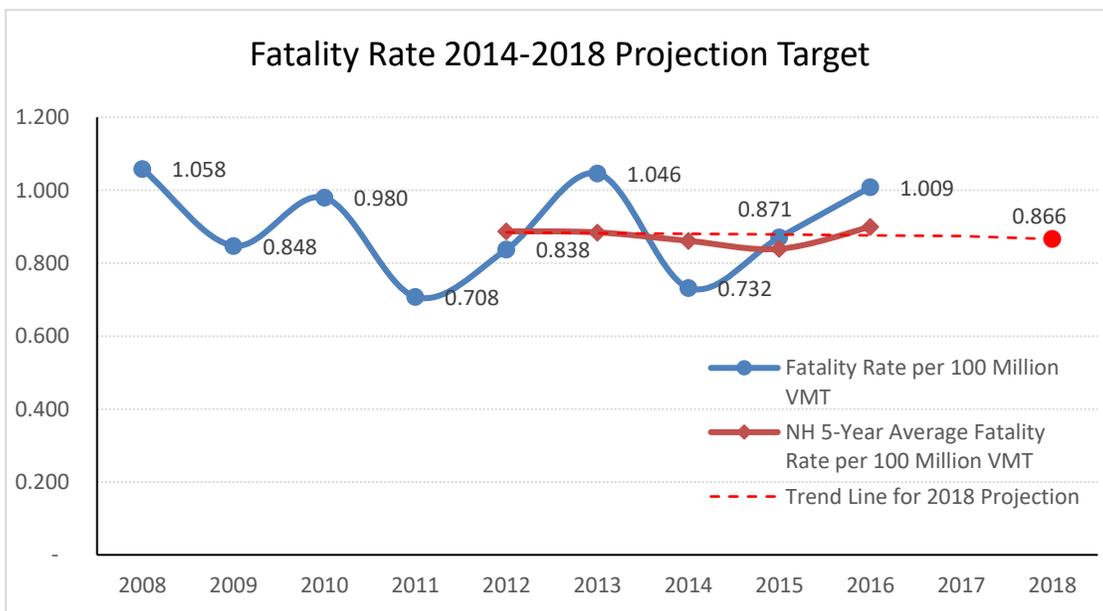
Year	Annual Crash Fatalities		5-Year Period	5-Year Rolling Average Crash Fatalities	
	New Hampshire	MPO Region		New Hampshire	MPO Region
2008	138	14			
2009	110	14			
2010	128	17			
2011	90	9			
2012	108	20	2008-2012	114.8	14.8
2013	135	16	2009-2013	114.2	15.2
2014	95	10	2010-2014	111.2	14.4
2015	114	16	2011-2015	108.4	14.2
2016	136	17	2012-2016	117.6	15.8



Rate of Fatalities

The Federal Fatal Analysis Reporting System (FARS) maintained by the National Highway Traffic Safety Administration (NHTSA) provides the data necessary for identifying the total number of traffic crash fatalities in New Hampshire and the MPO region specifically. This information is combined with data from the Highway Performance Monitoring System (HPMS) which provides annual Vehicle Miles of Travel (VMT) at the State and community level. Combining the total number of fatalities in a particular year with the aggregated volume of travel in the state during that same year provides a fatality rate per 100 Million VMT. This data is further aggregated into 5-year averages to reduce the impacts of the high variability in the number of fatalities from year to year and to provide some indicators of longer-term trends.

Year	100 Million Vehicle Miles of Travel (VMT)		Fatality Rate per 100 Million VMT		5-Year Period	5-Year Average Fatality Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2008	130.40	22.30	1.058	0.628			
2009	129.75	22.19	0.848	0.631			
2010	130.65	22.34	0.980	0.761			
2011	127.20	21.75	0.708	0.414			
2012	128.94	22.05	0.838	0.907	2008-2012	0.887	0.885
2013	129.03	23.48	1.046	0.681	2009-2013	0.884	0.883
2014	129.70	21.66	0.732	0.462	2010-2014	0.861	0.881
2015	130.94	21.61	0.871	0.741	2011-2015	0.839	0.879
2016	134.85	24.20	1.009	0.703	2012-2016	0.900	0.877

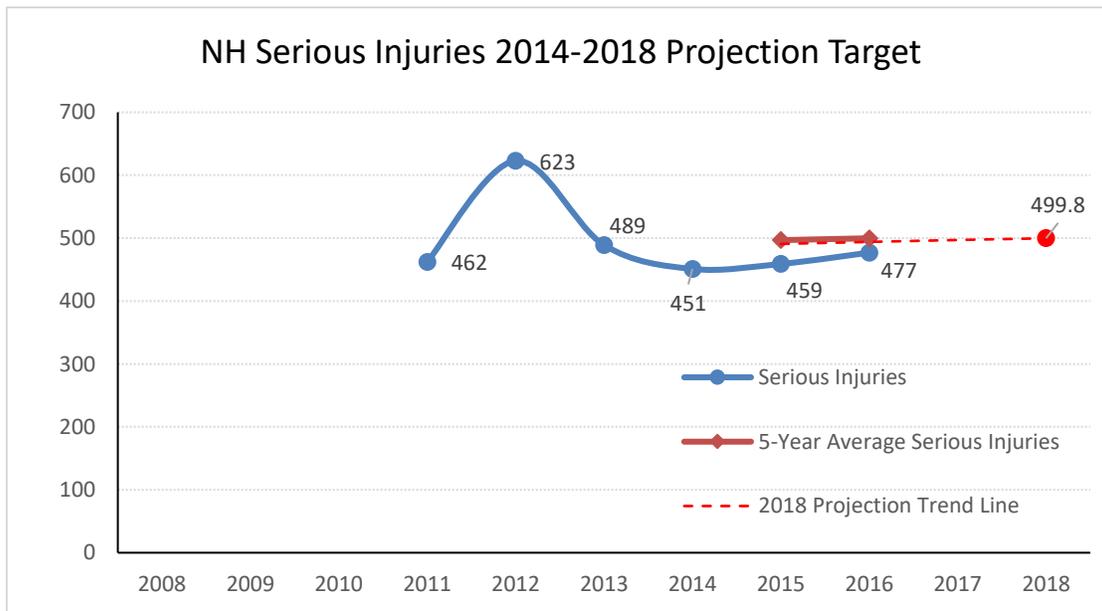


Serious Injuries

Serious injuries are defined currently as those that are designated as “A” or “4 Incapacitating” on the crash report form used by the New Hampshire Department of Safety (State of New Hampshire Uniform Police Traffic Crash Report, 2007). This includes injuries that involve severe lacerations, broke or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance. The State Crash Records database maintained by the New Hampshire Department of Safety provides the data necessary for identifying the total number of serious injuries from traffic crashes in New Hampshire and the MPO region specifically. Data can be analyzed at the state, regional, municipal, or corridor level.

Year	New Hampshire Serious Injuries	MPO Region* Serious Injuries	5-Year Period	5-Year Rolling Average Serious Injuries	
				New Hampshire	MPO Region
2011	462	65			
2012	623	90			
2013	489	94			
2014	451	61			
2015	459	70	2011-2015	496.8	76.0
2016	477	68	2012-2016	499.8	76.6

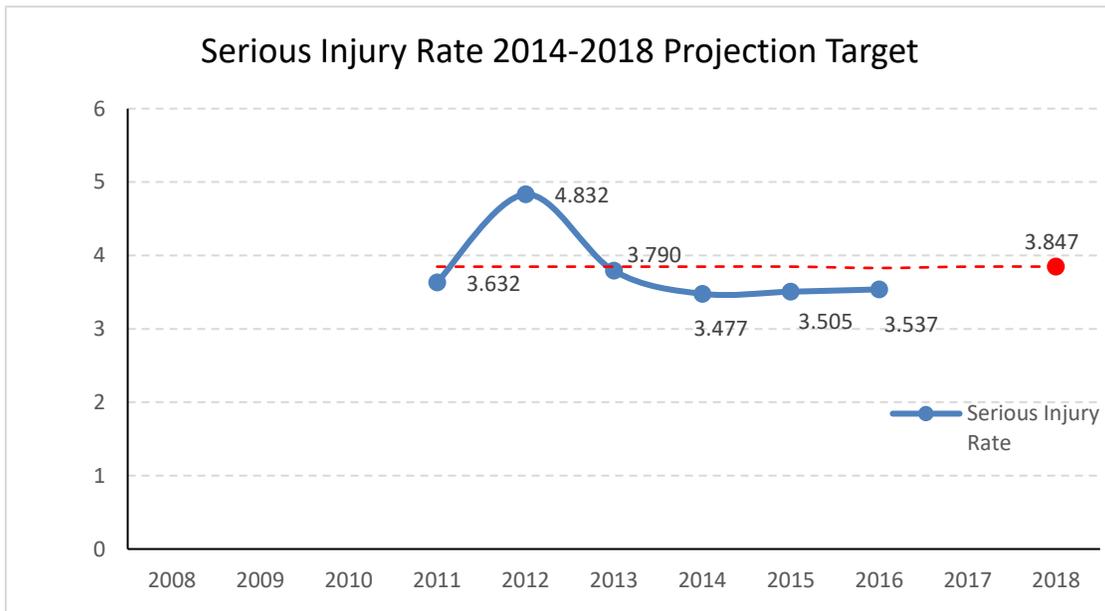
*Estimated based on data in NH Highway Safety Plans 2013-2017 from the State of New Hampshire Office of Highway Safety



Rate of Serious Injuries

The Rate of Serious Injuries is calculated by applying an estimate of annual travel in the state to the serious injury totals for the same year. The State Crash Records database maintained by the New Hampshire Department of Safety provides the data necessary for identifying the total number of serious injuries from traffic crashes in New Hampshire and the MPO region specifically. This information is combined with data from the Highway Performance Monitoring System (HPMS) which provides annual Vehicle Miles of Travel (VMT) at the State and community level to produce a rate of serious injuries per 100 Million VMT. This value is further aggregated into 5-year averages to identify longer-term trends and reduce the impacts of the variability of the data.

Year	100 Million Vehicle Miles of Travel (VMT)		Serious Injury Rate per 100 Million VMT		5-Year Period	5-Year Average Fatality Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2011	127.20	21.75	3.632	2.988			
2012	128.94	22.05	4.832	4.082			
2013	129.03	23.48	3.790	4.003			
2014	129.70	21.66	3.477	2.816			
2015	130.94	21.61	3.505	3.240	2011-2015	3.847	3.426
2016	134.85	24.20	3.537	2.949	2012-2016	3.828	3.418



Non-motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA's FARS database and the State Crash Records Database which is maintained by the New Hampshire Department of Safety. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level.

Year	New Hampshire Non-Motorized Crashes			MPO Region Non-Motorized Crashes			5-Year Rolling Average Non-Motorized Fatalities & Serious Injuries		
	Fatalities	Serious Injuries	Total	Fatalities	Serious Injuries	Total	5-Year Period	New Hampshire	MPO Region
2007	16	49	65	1	8	9			
2008	12	37	48	0	7	7			
2009	10	35	44	1	7	8			
2010	9	32	41	0	3	3			
2011	10	43	52	1	5	6	2007-2011	50.0	6.6
2012	10	50	58	3	11	14	2008-2012	48.6	7.6
2013	20	40	56	5	7	12	2009-2013	50.2	8.6
2014	16	37	52	0	6	6	2010-2014	51.8	8.2
2015	14	51	64	2	9	11	2011-2015	56.4	9.8
2016	21	47	64	1	10	11	2012-2016	58.8	10.8

