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MEETING NOTICE AND AGENDA

RPC-MPO Policy Committee

**Wednesday, April 11, 2018; 7:00 P.M.**

**Epping Town Hall**

**175 Main St, Epping, NH**

(map/directions on reverse)

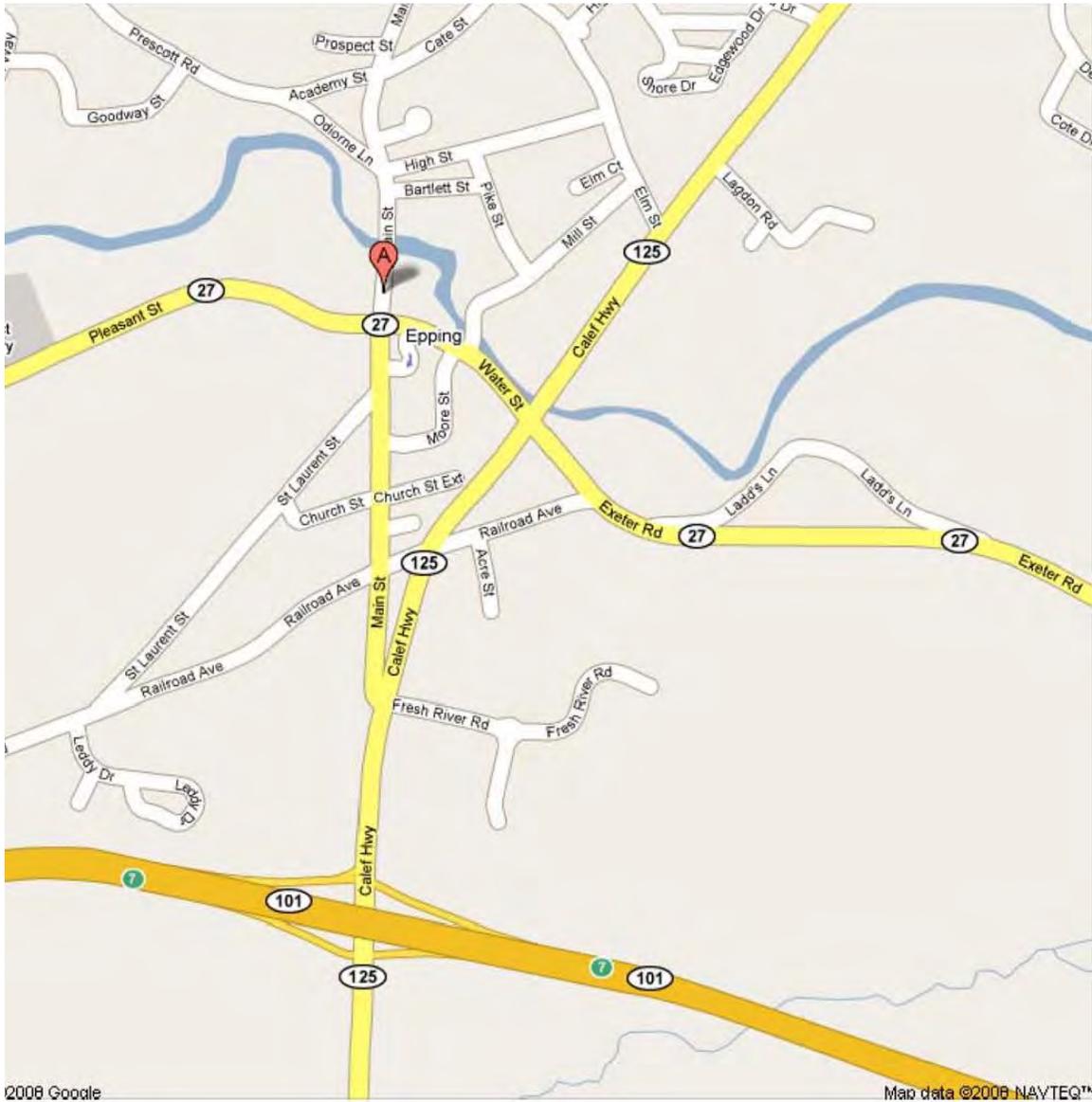
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|------|--|---|
| 7:00 | 1. Call to Order - Welcome/Introductions   | <i>Phil Wilson, Chair</i>                                     |
| 7:05 | 2. Approval of RPC MPO Minutes from January 10, 2018 – <b>Motion Required</b>  | <i>Attachment 1</i>   |
| 7:10 | 3. Public Hearing: Amendment #4 to the 2017-2020 Transportation Improvement Program – <b>Motion Required</b>   | <i>Dave Walker, Staff<br/>Attachment 2</i>                    |
| 7:25 | 4. Route 101 Energy Corridor: Granite Bridge Pipeline: Understanding the New Hampshire Site Evaluation Committee Process                                     | <i>Pamela Monroe, New Hampshire Site Evaluation Committee</i> |
| 7:55 | 5. Public Participation Plan Update – <b>Motion Required</b>   | <i>Scott Bogle<br/>Attachment 3</i>                           |
| 8:15 | 6. Update to The MPO Memorandum of Understanding   | <i>Dave Walker<br/>Attachment 4</i>                           |
| 8:30 | 7. Other Business<br>A. Nominations for the Hayden and Quinlan Awards<br>B. Bike/Walk to Work Day Update<br>C. Project Updates (time permitting)<br>D. Other | <i>Scott Bogle</i>  |
| 9:00 | 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](mailto:apettengill@rpc-nh.org).*

DIRECTIONS TO Epping Town Hall  
125 Main St, Plaistow, NH 03865

Route 101 to Route 125 North  
Left on Main Street  
Follow Main Street to Town Hall on right



DRAFT

Rockingham Planning Commission/Metropolitan Planning Organization

Minutes  
Kingston Town Hall  
January 10, 2018

**Members Present:** Phil Wilson, Chair, North Hampton; Glenn Coppelman and Peter Coffin, Kingston; Jody Record, Portsmouth; Tim Moore and Julian Kiszka, Plaistow; Barbara Kravitz and Fran McMahon, Hampton; Katherine Woolhouse, Exeter; Richard McDermott and Andrew Brubaker, Peter Merrill, Kensington; Hampton Falls; Richard Clark and Mike Turell, Atkinson; Alan Davis, Hampstead; Stephen Gerrato, Greenland; Gretchen Gott, Raymond; Peter Merrill, Kensington; Robert Babcock, Fremont; Chris Cross, Newington; Mike McAndrew, New Castle; James Van Bokkelen, South Hampton; Liz Strachan, NH DES; and Kevin Russell, NH DOT, Glenn Davison, NHDOT.

**Others Present:** Sunny Kravitz, Hampton;

**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 October 11, 2017, RPC Policy Committee

**Motion: McDermott** made a motion to approve the minutes of October 11, 2017, as written. **Clark** seconded the motion. **Motion carried with 2 abstentions.**

#### 3. Public Hearing Amendment #3 to the 2017-2020 Transportation Improvement Program

### 7:04 PUBLIC HEARING OPENED

**Walker** introduced project changes included in TIP Amendment #3. He stated that the RPC initiated a 30-day comment period which concluded in advance of this public hearing. Walker described the details of the amendment including the new projects to be added to the TIP and administrative adjustments to existing projects. Walker provided a summary of the changes to the I-93 project. He concluded his presentation with a summary of the fiscal constraint and air quality requirements.

**Public and Member Comments-** There was a brief discussion of the innovative incentives project on page 11 of the TIP Amendment. **Davison**, from NHDOT described the project in more detail. There was a clarification on the status of the Route 125 project in Plaistow provided by **Walker**. There was a brief discussion of the content posted on variable message boards after a question by **Davis**. Discussion ensued about funding, project titles, autonomous vehicles, graffiti, bike lanes and etc.

## **7:20 PUBLIC HEARING CLOSED**

Action on Amendment #3 to the 2017-2020 Transportation Improvement Program

**Motion:** **Turell** made a motion to adopt Amendment #3 to the 2017-2020 Transportation Improvement Program. **McDermott** seconded the motion. **Motion carried.**

### **4. MPO Highway Safety Improvement Program Performance Targets.**

**Walker** provided a presentation highlighting the process to establish highway safety improvement program performance targets. He reviewed and explained all measures related fatalities, injuries, rates of injuries for both motorized and non-motorized accidents.

There was discussion about targets being set higher than current rate. Walker explained methodology that uses rolling averages can result in targets being set higher. Walker went on to provide some explanation of how the information and targets will be used. There was a question about the federal guidelines and if poor weather conditions were considered. Walker explained that adequate data was not available to factor in weather conditions. Davison added that there is increased awareness and road weather data systems that should improve access to that data.

There was additional discussion regarding data availability, content and quality of data. Walker concluded the discussion by informing the members that if no reasonable progress is made towards achieving targets, all Highway Safety Improvement Program dollars must be spent on the program.

**Motion:** Kravitz made a motion to accept the MPO Highway Safety Improvement Program Performance Targets. Turell seconded the motion. Motion carried.

### **5. Congestion Mitigation Air Quality (CMAQ) wrap up summary**

**Bogle** recapped the CMAQ process. Our region received 11 letters of interest of which 6 resulted in actual project applications. He reviewed the projects and their costs and then recapped the selection criteria and process. The ranking process has changed, DOT will rank the projects, then the Executive Councils will decide on the list of priorities. Bogle explained that the process eliminated formal ranking by the RPC's. However, staff did present a project review to the TAC and subsequently passed on comments and recommendations Councilor Prescott for consideration in GACIT's selection process.

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**Bogle** explained that five of the six projects in the RPC region were funded. He then discussed the current and proposed flexing of CMAQ funds. The presentation concluded with a summary of comments submitted to Councilor Prescott and NHDOT for improvements to the process.

## 6. Draft GACIT Ten Year Plan and Proposed Toll Increase

**Roache** opened the discussion of the Ten-Year Plan. He stated that the most recent version available to the RPC was adopted on December 20, 2017 at the last GACIT Hearing. This version of the plan included projects and programs funded through a toll increase. Since the approval of this draft plan on December 20, the Governor has publicly stated that he does not support the toll increase. **Davison** informed the members that the NHDOT will meet January 11 to update the plan, removing projects and programs funded through the toll increase. **Roache** reviewed and summarized the proposed toll increase and the benefits and projects that would result from that increase. Walker then provided an overview of the projects in the draft plan. He also summarized comments that the RPC has submitted to the NHDOT. There was a brief discussion of the Route 125 Plaistow Kingston Project. Upon conclusion of the discussion **Coppelman** motioned that the RPC support the toll increase as proposed by the New Hampshire Department of Transportation and Executive Councilor Prescott. There was a second by **Turell**. The motion carried with **Van Bokkelen** opposed.

## 7. Other Business; MPO Policy Committee meeting topics

Project Updates- a memo was distributed.

## 8. Adjourn

Meeting adjourned at 9:00 p.m.

Respectfully submitted,

Executive Director  
Tim Roache

## MEMORANDUM

To: MPO Policy Committee  
From: Dave Walker, Transportation Program Manager  
Date: 4/05/2018  
RE: 2017-2020 TIP Amendment #4

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Attached is a report that lists the changes that Amendment #4 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](http://www.rpc-nh.org)) for those interested in the proposed changes to projects from other parts of the state. Overall, there are 10 Statewide and 15 regional project changes (25 total) proposed that the RPC needs to address in the TIP, and these take the form of project removals and additions, funding amount changes, as well as adjustments to project scope and timing. 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 conducted a 30 day public comment period on Amendment #4 that began on March 12, 2018 and will conclude on April 10<sup>th</sup>, 2018. A final opportunity for comments will be during the public hearing at the **April 11<sup>th</sup>, 2018 RPC Meeting at Epping Town Hall (157 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 15 regional projects and 10 statewide programs and results in a net increase in cost of just over \$14.0 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 undergoing a scope change and only one of those (Hampton 41797) is changing cost as well. There are six projects that are being added into the TIP. Five of those projects are from the most recent CMAQ funding round, while the sixth is a statewide project that needs to be added. Two projects are showing reduced cost while six are increasing in cost. Two of the projects with cost increases (FTA5339 and BRDG-T3/4 M&P) are incorporating funding from projects being removed from the TIP. Four projects are being removed from the TIP and in all cases, the scope and funding for those projects is being incorporated into other existing projects and programs. Project Hampton 29609 is being incorporated into Hampton 41797, Statewide 15609I and BRMT are being incorporated into the BRDG-T3/4-M&P Program (as well as the BRDG-T1/2-M&P Program which is not included in the amendment as it shows the proper funding already), and FTA5309 is being incorporated into the FTA5339 Program.

Attached is a report that provides the details of each project and compares the existing status with the changes proposed in Amendment #4. 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

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.

**TABLE 1: AMENDMENT SUMMARY**

	Project #	Scope	Net Funding Change	Reason for Change
<b>Scope Changes</b>	68069	COAST - capital/oper for Newington-Dover infrastructure project support.	\$0	Change in scope description
	29608	Epping – NH Rte 125 Improvements from NH 101 to NH 87 – 2.6 miles	\$0	Change in scope to accommodate adjacent project and full length of improvement needs
	41797	Hampton – Improvements to Ocean Boulevard.	\$1,110,519	Change in scope description. Incorporated project 29609. Added to TIP from Ten Year Plan
	24457	North Hampton – Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	\$0	Change in scope description
	40641	Plaistow – Main Street Traffic Calming and Safety Improvements	\$0	Change in scope description
	25198	Statewide RWIS – To install Road and Weather Systems around the State. Date of release for RFP May 1, 2018	\$0	Updated scope description to reflect current year.
	ENV-POST-CON	Environmental Commitments for post-construction obligations.	\$0	Updated project name and scope description. Formerly HAZMAT program.
	68070	Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.	\$0	New Project. Transit project in support of Newington-Dover Tpk expansion.
		<b>Net Change</b>	<b>+\$1,110,519</b>	
<b>Newly Added Projects</b>	41744	COAST – To replace three pre-2009 heavy duty buses with three new heavy duty buses.	\$1,425,000	New CMAQ Project
	41743	Exeter – Rehabilitate the Rockingham Control Siding (rail)	\$1,600,000	New CMAQ project
	41752	Portsmouth – Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd	\$1,024,353	New CMAQ project
	41750	Salem – Add .3 miles to Salem Bike-Ped Corridor which runs along abandoned Manchester & Lawrence rail line.	\$867,978	New CMAQ project
	103440	Durham – Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center & UNH	\$1,127,635	New to TIP
	41756	Statewide – Evaluate 61+ traffic control signals and develop & implement signal timings to improve traffic flow	\$304,590	New CMAQ Project
		<b>Net Change</b>	<b>+\$6,349,556</b>	

	Project #	Scope	Net Funding	
			Change	Reason for Change
Cost/Funding Changes	15731	Portsmouth, NH – Kittery, ME – Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge)(Red List)	\$3,048,759	Adding PE Funds. Shifting ROW funds from 2018 into 2019 based on updated functional replacement.
	15904	Seabrook-Hampton – Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$2,150,610	Estimate adjusted to cover design costs and timing.
	FTA5339	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation	\$2,942,880	Incorporates FTA 5309 Funding.
	BRDG-T3/4-M&P	Maintenance and preservation of Tier 3 & 4 bridges	\$2,000,000	Incorporates scope of 15609I and BRMT which are being removed from the TIP
	PAVE-T2-REHAB	Rehab of Tier 2 roads.	\$10,750,000	Program is being adjusted to accommodate child project funding needs.
	PAVE-T2-RESURF	Resurfacing Tier 2 Roadways	(\$5,900,000)	Program is being adjusted to accommodate child project funding needs.
	USSS	Statewide Program – Project to update signing on state system	(\$944,000)	Removed FY2017 funding as it was not utilized in 2017.
<b>Net Change</b>			<b>+\$14,048,249</b>	

Projects Removed	29609	Hampton – Engineering study/ design for Ocean Blvd improvements	(\$275,000)	Project removed and incorporated into Project #40797
	15609I	Statewide – Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	(\$2,200,000)	Project Removed – funds moved to BRDG-T1/2-M&P and BRDG-T3/4-M&P
	BRMT	Statewide Bridge Maintenance, Preservation, and Improvements	(\$4,000,000)	Removing Project. These projects will come from Bridge Tier 1/2 M&P and Tier 3/4 M&P
	FTA5309	Capital bus and bus facilities – FTA Section 5309 Program	(\$1,000,000)	Program being removed
<b>Net Change</b>			<b>(\$7,475,000)</b>	

**Total funding change \$14,033,324**

**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 February 22<sup>nd</sup> 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 that (attached) and included in the informational packet on the MPO 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 the project changes identified in Amendment #4.***

Project#: 41744

PROJECT NAME: COAST

Existing Project Total: \$0

Amended Project#: 41744

ROUTE/ROAD: Cooperative Alliance for Seacoast Transportation (COAST) Proposed Project Total: \$1,425,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

To replace three pre-2009 heavy duty buses with three new heavy duty buses.

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2018	\$0	\$0	\$0	\$0		\$1,140,000	\$0	\$285,000	\$1,425,000	Congestion Mitigation and Air Quality Program, Other
		\$0	\$0	\$0	\$0		\$1,140,000	\$0	\$285,000	\$1,425,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: Muni/Local CLEAN AIR ACT CODE: ATT

Project#: 68069

PROJECT NAME: COAST

Existing Project Total: \$10,079,476

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:

Proposed Scope:

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

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	\$112,000	\$902,500	\$0	\$1,014,500	No Change
	2018	\$864,764	\$216,191	\$0	\$1,080,955	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital	\$864,764	\$216,191	\$0	\$1,080,955	No Change
	2019	\$768,892	\$192,223	\$0	\$961,114	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital	\$768,892	\$192,223	\$0	\$961,114	No Change
	2020	\$815,780	\$203,945	\$0	\$1,019,725	Congestion Mitigation and Air Quality Program, FTA 5307 Capital and Operating Program, Turnpike Capital	\$815,780	\$203,945	\$0	\$1,019,725	No Change
		\$2,561,435	\$1,514,859	\$0	\$4,076,294		\$2,561,435	\$1,514,859	\$0	\$4,076,294	

REGIONALLY SIGNIFICANT: N MANAGED BY: Other CLEAN AIR ACT CODE: E-21

Project#: 103440

PROJECT NAME: DURHAM

Existing Project Total: \$0

Amended Project#: 103440

ROUTE/ROAD: T2 UNH

Proposed Project Total: \$1,127,635

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
SPR	2018	\$0	\$0	\$0	\$0		\$425,000	\$0	\$120,000	\$545,000	Local Tech Assistance Program, Other, State Planning and Research, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$515,000	\$0	\$0	\$515,000	Local Tech Assistance Program, State Planning and Research, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$67,635	\$0	\$0	\$67,635	State Planning and Research, Toll Credit
		\$0	\$0	\$0	\$0		\$1,007,635	\$0	\$120,000	\$1,127,635	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ATT

Project#: 29608

PROJECT NAME: EPPING

Existing Project Total: \$10,460,184

Amended Project#: No Change

ROUTE/ROAD: NH 125

Proposed Project Total: \$10,460,184

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

NH Rte 125 Improvements from NH 27 to NH 87 - 1.7 miles

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$385,000	\$0	\$0	\$385,000	National Highway System, Toll Credit	\$385,000	\$0	\$0	\$385,000	No Change
	2019	\$660,000	\$0	\$0	\$660,000	National Highway System, Toll Credit	\$660,000	\$0	\$0	\$660,000	No Change
	2020	\$121,829	\$0	\$0	\$121,829	National Highway System, Toll Credit	\$121,829	\$0	\$0	\$121,829	No Change
ROW	2018	\$82,500	\$0	\$0	\$82,500	National Highway System, Toll Credit	\$82,500	\$0	\$0	\$82,500	No Change
	2019	\$440,000	\$0	\$0	\$440,000	National Highway System, Toll Credit	\$440,000	\$0	\$0	\$440,000	No Change
		\$1,689,329	\$0	\$0	\$1,689,329		\$1,689,329	\$0	\$0	\$1,689,329	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 41743

PROJECT NAME: EXETER

Existing Project Total: \$0

Amended Project#: 41743

ROUTE/ROAD: Rockingham Control Siding

Proposed Project Total: \$1,600,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

**Proposed Scope:**

Rehabilitate the Rockingham Control Siding

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2018	\$0	\$0	\$0	\$0		\$1,200,000	\$0	\$400,000	\$1,600,000	Congestion Mitigation and Air Quality Program, Other
		\$0	\$0	\$0	\$0		\$1,200,000	\$0	\$400,000	\$1,600,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ATT

Project#: 29609

PROJECT NAME: HAMPTON

Existing Project Total: \$275,000

Amended Project#: No Change

ROUTE/ROAD: NH 1A

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Engineering study / design for Ocean Blvd improvements

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$275,000	\$0	\$0	\$275,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2018	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
		\$275,000	\$0	\$0	\$275,000		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 40797

PROJECT NAME: HAMPTON

Existing Project Total: \$0

Amended Project#: 40797

ROUTE/ROAD: Ocean Boulevard

Proposed Project Total: \$7,637,660

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

**Proposed Scope:**

Improvements to Ocean Boulevard.

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$275,000	\$0	\$0	\$275,000	STP-5 to 200K, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$412,500	\$0	\$0	\$412,500	STP-5 to 200K, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$423,019	\$0	\$0	\$423,019	STP-5 to 200K, Toll Credit
		\$0	\$0	\$0	\$0		\$1,110,519	\$0	\$0	\$1,110,519	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 24457

PROJECT NAME: NORTH HAMPTON

Existing Project Total: \$6,555,272

Amended Project#: No Change

ROUTE/ROAD: US Route 1

Proposed Project Total: \$6,555,272

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Replace bridge carrying US 1 over Boston & Maine RR (Redlist Br No 148/132)

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$220,000	\$0	\$0	\$220,000	STP-State Flexible, Toll Credit	\$220,000	\$0	\$0	\$220,000	No Change
	2018	\$220,000	\$0	\$0	\$220,000	STP-State Flexible, Toll Credit	\$220,000	\$0	\$0	\$220,000	No Change
	2019	\$220,000	\$0	\$0	\$220,000	STP-State Flexible, Toll Credit	\$220,000	\$0	\$0	\$220,000	No Change
	2020	\$84,604	\$0	\$0	\$84,604	STP-State Flexible, Toll Credit	\$84,604	\$0	\$0	\$84,604	No Change
ROW	2018	\$275,000	\$0	\$0	\$275,000	STP-State Flexible, Toll Credit	\$275,000	\$0	\$0	\$275,000	No Change
		\$1,019,604	\$0	\$0	\$1,019,604		\$1,019,604	\$0	\$0	\$1,019,604	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 40641

PROJECT NAME: PLAISTOW

Existing Project Total: \$1,165,134

Amended Project#: No Change

ROUTE/ROAD: NH 121A / Main Street

Proposed Project Total: \$1,165,134

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Traffic Calming and Safety Improvements

**Proposed Scope:**

Main Street Traffic Calming and Safety Improvements

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2020	\$57,841	\$0	\$0	\$57,841	STP-Areas Over 200K, Toll Credit	\$57,841	\$0	\$0	\$57,841	No Change
		\$57,841	\$0	\$0	\$57,841		\$57,841	\$0	\$0	\$57,841	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 41752

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: 41752

ROUTE/ROAD: NA

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2019	\$0	\$0	\$0	\$0		\$36,000	\$0	\$9,000	\$45,000	Congestion Mitigation and Air Quality Program, Towns
	2020	\$0	\$0	\$0	\$0		\$24,612	\$0	\$6,153	\$30,765	Congestion Mitigation and Air Quality Program, Towns
ROW	2020	\$0	\$0	\$0	\$0		\$61,530	\$0	\$15,383	\$76,913	Congestion Mitigation and Air Quality Program, Towns
CON	2020	\$0	\$0	\$0	\$0		\$697,340	\$0	\$174,335	\$871,675	Congestion Mitigation and Air Quality Program, Towns
		\$0	\$0	\$0	\$0		\$819,482	\$0	\$204,871	\$1,024,353	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ATT

Project#: 15731

PROJECT NAME: PORTSMOUTH, NH - KITTERY, ME

Existing Project Total: \$218,964,935

Amended Project#: No Change

ROUTE/ROAD: US 1 Bypass

Proposed Project Total: \$222,013,695

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

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

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		<b>\$1,386,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,386,000</b>	National Highway System, Toll Credit
ROW	2017	\$2,649,900	\$0	\$0	\$2,649,900	National Highway System, Toll Credit	<b>\$2,649,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,649,900</b>	No Change
	2018	\$6,000,091	\$0	\$0	\$6,000,091	STP-State Flexible, Toll Credit	<b>\$2,600,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,600,100</b>	No Change
	2019	\$5,500,000	\$0	\$0	\$5,500,000	National Highway System, Toll Credit	<b>\$10,050,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,050,000</b>	No Change
	2020	\$5,127,500	\$0	\$0	\$5,127,500	STP-State Flexible, Toll Credit	<b>\$5,640,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,640,250</b>	No Change
CON	2017	\$8,037,235	\$0	\$12,000,000	\$20,037,235	Maine, National Highway System, Redistribution, Toll Credit	<b>\$8,037,235</b>	<b>\$0</b>	<b>\$12,000,000</b>	<b>\$20,037,235</b>	No Change
	2018	\$14,138,521	\$0	\$3,625,555	\$17,764,075	Maine, National Highway System, Toll Credit	<b>\$14,138,521</b>	<b>\$0</b>	<b>\$3,625,555</b>	<b>\$17,764,075</b>	No Change
		\$41,453,246	\$0	\$15,625,555	\$57,078,801		<b>\$44,502,005</b>	<b>\$0</b>	<b>\$15,625,555</b>	<b>\$60,127,560</b>	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: BRDG-T3/4-M&P

PROJECT NAME: PROGRAM

Existing Project Total: \$29,143,000

Amended Project#: No Change

ROUTE/ROAD: Tier 3-4 Bridges

Proposed Project Total: \$39,143,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Maintenance and preservation of tier 3 & 4 bridges.

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	No Change
	2018	\$250,000	\$0	\$0	\$250,000	STP-State Flexible, Toll Credit	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	No Change
	2019	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	No Change
	2020	\$50,000	\$0	\$0	\$50,000	STP-State Flexible, Toll Credit	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	No Change
ROW	2017	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	No Change
	2018	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	No Change
	2019	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	No Change
	2020	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	No Change
CON	2017	\$1,250,000	\$0	\$0	\$1,250,000	STP-State Flexible, Toll Credit	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	No Change
	2018	\$1,473,000	\$0	\$0	\$1,473,000	STP-State Flexible, Toll Credit	<b>\$1,473,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,473,000</b>	No Change
	2019	\$2,500,000	\$0	\$0	\$2,500,000	STP-State Flexible, Toll Credit	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	No Change
	2020	\$2,500,000	\$0	\$0	\$2,500,000	STP-State Flexible, Toll Credit	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	No Change
		\$8,663,000	\$0	\$0	\$8,663,000		<b>\$10,663,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,663,000</b>	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: BRMT

PROJECT NAME: PROGRAM

Existing Project Total: \$20,000,000

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Statewide Bridge Maintenance, Preservation, and Improvements

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2019	\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2019	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2020	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2020	\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
		\$4,000,000	\$0	\$0	\$4,000,000		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: ENV-POST-CON

PROJECT NAME: PROGRAM

Existing Project Total: \$1,118,200

Amended Project#: ENV-POST-CON

ROUTE/ROAD: Hazard Material Review

Proposed Project Total: \$1,118,200

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Hazard Material review for post construction obligations.

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$145,200	\$0	\$0	\$145,200	No Change
	2018	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$192,000	\$0	\$0	\$192,000	No Change
	2019	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$145,200	\$0	\$0	\$145,200	No Change
	2020	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$145,200	\$0	\$0	\$145,200	No Change
		\$0	\$0	\$0	\$0		\$627,600	\$0	\$0	\$627,600	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: FTA5309

PROJECT NAME: PROGRAM

Existing Project Total: \$5,566,667

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Capital bus and bus facilities - FTA Section 5309 Program

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$800,000	\$0	\$200,000	\$1,000,000	FTA 5309 Capital Funding Program - Discretionary, Other	\$0	\$0	\$0	\$0	No Change
	2017	\$0	\$0	\$0	\$0	FTA 5309 Capital Funding Program - Discretionary, Other	\$0	\$0	\$0	\$0	No Change
		\$800,000	\$0	\$200,000	\$1,000,000		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N      MANAGED BY: DOT      CLEAN AIR ACT CODE: E-30

Project#: FTA5339

PROJECT NAME: PROGRAM

Existing Project Total: \$50,428,291

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$59,791,743

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

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

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$2,386,586	\$0	\$596,647	\$2,983,233	FTA 5339 Bus and Bus Facilities, Other	\$2,386,586	\$298,323	\$298,323	\$2,983,233	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
	2018	\$2,434,318	\$0	\$608,579	\$3,042,897	FTA 5339 Bus and Bus Facilities, Other	\$3,474,449	\$434,306	\$434,306	\$4,343,061	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
	2019	\$2,483,004	\$0	\$620,751	\$3,103,755	FTA 5339 Bus and Bus Facilities, Other	\$3,141,506	\$392,688	\$392,688	\$3,926,882	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
	2020	\$2,532,664	\$0	\$633,166	\$3,165,830	FTA 5339 Bus and Bus Facilities, Other	\$3,188,336	\$398,542	\$398,542	\$3,985,420	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$9,836,572	\$0	\$2,459,143	\$12,295,715		\$12,190,876	\$1,523,860	\$1,523,860	\$15,238,595	

REGIONALLY SIGNIFICANT: N      MANAGED BY: DOT      CLEAN AIR ACT CODE: E-30

Project#: HAZMAT

PROJECT NAME: PROGRAM

Existing Project Total: \$1,118,200

Amended Project#: ENV-POST-CON

ROUTE/ROAD: Hazard Material Review

Proposed Project Total: \$1,118,200

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Hazard Material review for post construction obligations.

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$145,200	\$0	\$0	\$145,200	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2018	\$192,000	\$0	\$0	\$192,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2019	\$145,200	\$0	\$0	\$145,200	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2020	\$145,200	\$0	\$0	\$145,200	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
		\$627,600	\$0	\$0	\$627,600		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: PAVE-T2-REHAB

PROJECT NAME: PROGRAM

Existing Project Total: \$41,382,525

Amended Project#: No Change

ROUTE/ROAD: Tier 2 Highways

Proposed Project Total: \$52,132,525

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	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit	\$650,000	\$0	\$0	\$650,000	No Change
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	\$7,937,166	\$2,062,834	\$0	\$10,000,000	Betterment, STP-State Flexible, Toll Credit	\$11,687,166	\$2,062,834	\$0	\$13,750,000	No Change
	2019	\$0	\$0	\$0	\$0		\$7,000,000	\$0	\$0	\$7,000,000	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
		\$16,253,679	\$5,128,846	\$0	\$21,382,525		\$27,003,679	\$5,128,846	\$0	\$32,132,525	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: PAVE-T2-RESURF

PROJECT NAME: PROGRAM

Existing Project Total: \$206,250,000

Amended Project#: No Change

ROUTE/ROAD: Tier 2 Highways

Proposed Project Total: \$200,350,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Resurfacing Tier 2 Roadways

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	STP-State Flexible, Toll Credit
	2019	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	No Change
	2020	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	No Change
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	No Change
	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	No Change
CON	2018	\$0	\$0	\$0	\$0		<b>\$3,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>	STP-State Flexible, Toll Credit
	2019	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit	<b>\$9,525,000</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$15,525,000</b>	No Change
	2020	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit	<b>\$9,525,000</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$15,525,000</b>	No Change
		\$29,250,000	\$12,000,000	\$0	\$41,250,000		<b>\$23,350,000</b>	<b>\$12,000,000</b>	<b>\$0</b>	<b>\$35,350,000</b>	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-10

Project#: USSS

PROJECT NAME: PROGRAM

Existing Project Total: \$7,374,000

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$7,480,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Project to update signing on state system

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$60,000	\$0	\$0	\$60,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2018	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit	\$30,000	\$0	\$0	\$30,000	No Change
	2019	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit	\$30,000	\$0	\$0	\$30,000	No Change
	2020	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit	\$30,000	\$0	\$0	\$30,000	No Change
CON	2017	\$894,000	\$0	\$0	\$894,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	
	2018	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit	\$500,000	\$0	\$0	\$500,000	No Change
	2019	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit	\$500,000	\$0	\$0	\$500,000	No Change
	2020	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit	\$500,000	\$0	\$0	\$500,000	No Change
		\$2,544,000	\$0	\$0	\$2,544,000		\$1,590,000	\$0	\$0	\$1,590,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-44

Project#: 41750

PROJECT NAME: SALEM

Existing Project Total: \$0

Amended Project#: 41750

ROUTE/ROAD: Manchester & Lawrence Rail Line

Proposed Project Total: \$867,978

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2019	\$0	\$0	\$0	\$0		\$116,000	\$0	\$29,000	\$145,000	Congestion Mitigation and Air Quality Program, Towns
ROW	2020	\$0	\$0	\$0	\$0		\$41,020	\$0	\$10,255	\$51,275	Congestion Mitigation and Air Quality Program, Towns
CON	2020	\$0	\$0	\$0	\$0		\$537,362	\$0	\$134,341	\$671,703	Congestion Mitigation and Air Quality Program, Towns
		\$0	\$0	\$0	\$0		\$694,382	\$0	\$173,596	\$867,978	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Muni/Local

CLEAN AIR ACT CODE: ATT

Project#: 15904

PROJECT NAME: SEABROOK - HAMPTON

Existing Project Total: \$38,939,123

Amended Project#: No Change

ROUTE/ROAD: NH 1A

Proposed Project Total: \$42,311,576

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

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

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$275,000	\$0	\$0	\$275,000	STP-5 to 200K, STP-State Flexible, Toll Credit	\$275,000	\$0	\$0	\$275,000	No Change
	2018	\$330,000	\$0	\$0	\$330,000	STP-5 to 200K, Toll Credit	\$2,475,000	\$0	\$0	\$2,475,000	No Change
	2019	\$220,000	\$0	\$0	\$220,000	STP-5 to 200K, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$0	\$0	\$0	\$0		\$225,610	\$0	\$0	\$225,610	STP-5 to 200K, Toll Credit
		\$825,000	\$0	\$0	\$825,000		\$2,975,610	\$0	\$0	\$2,975,610	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 15609I

PROJECT NAME: STATEWIDE

Existing Project Total: \$2,200,000

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.

**Proposed Scope:**

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2018	\$2,200,000	\$0	\$0	\$2,200,000	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
	2018	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit	\$0	\$0	\$0	\$0	No Change
		\$2,200,000	\$0	\$0	\$2,200,000		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ALL

Project#: 41756

PROJECT NAME: STATEWIDE

Existing Project Total: \$0

Amended Project#: 41756

ROUTE/ROAD: Various

Proposed Project Total: \$304,590

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2019	\$0	\$0	\$0	\$0		\$120,000	\$0	\$0	\$120,000	Congestion Mitigation and Air Quality Program, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$82,040	\$0	\$0	\$82,040	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2020	\$0	\$0	\$0	\$0		\$102,550	\$0	\$0	\$102,550	Congestion Mitigation and Air Quality Program, Toll Credit
		\$0	\$0	\$0	\$0		\$304,590	\$0	\$0	\$304,590	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 25198

PROJECT NAME: STATEWIDE-RWIS

Existing Project Total: \$935,155

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 May 1, 2018

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2018	\$431,200	\$392,000	\$0	\$823,200	STP-State Flexible, Toll Credit, Turnpike Capital	\$431,200	\$392,000	\$0	\$823,200	No Change
		\$431,200	\$392,000	\$0	\$823,200		\$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: \$2,704,852

Amended Project#: No Change

ROUTE/ROAD: Wildcat Transit

Proposed Project Total: \$2,704,852

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

**Approved Scope:**

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

**Proposed Scope:**

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

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$242,000	\$0	\$242,000	Turnpike Capital	\$0	\$242,000	\$0	\$242,000	No Change
	2018	\$182,410	\$45,602	\$0	\$228,012	FTA 5307 Capital and Operating Program, Turnpike Capital	\$182,410	\$45,602	\$0	\$228,012	No Change
	2019	\$191,530	\$47,883	\$0	\$239,413	FTA 5307 Capital and Operating Program, Turnpike Capital	\$191,530	\$47,883	\$0	\$239,413	No Change
	2020	\$206,235	\$51,559	\$0	\$257,794	FTA 5307 Capital and Operating Program, Turnpike Capital	\$206,235	\$51,559	\$0	\$257,794	No Change
		\$580,174	\$387,044	\$0	\$967,218		\$580,174	\$387,044	\$0	\$967,218	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

	2017				
	*Federal Resources Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
<b>FHWA (Federal-Aid with Match)</b>					
Bridge Off System	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 654,800
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 8,766
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 325,968
Congestion Mitigation and Air Quality Program	\$ 5,130,240	\$ -	\$ 322,963	\$ 5,453,203	\$ 2,741,869
Highway Safety Improvement Program (HSIP)	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,826,500
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 1,698,399
National Highway Freight	\$ 4,136,695	\$ -	\$ -	\$ 4,136,695	\$ -
National Highway System	\$ 90,637,503	\$ -	\$ -	\$ 90,637,503	\$ 75,213,921
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,250,000
Redistribution	\$ 721,476	\$ -	\$ -	\$ 721,476	\$ 580,091
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 1,806,279
STP-5 to 200K	\$ 7,545,578	\$ -	\$ 1,578	\$ 7,547,156	\$ 4,093,156
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 218,451
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 413,524	\$ 5,692,832	\$ 2,621,468
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 12,283,976
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ 2,200	\$ 3,675,042	\$ 96,800
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 22,486,268	\$ -	\$ 449,965	\$ 22,936,233	\$ 67,010,269
TAP - Transportation Alternatives	\$ 1,311,744	\$ -	\$ 668,478	\$ 1,980,222	\$ 2,673,913
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (35,048,756)
Adj for Program & Unob****	\$ -	\$ -	\$ -	\$ -	\$ (8,532,696)
<b>Funds Not Subject to Obligational Limit</b>					
TIFIA	\$ -	\$ -	\$ 34,221,205	\$ 34,221,205	\$ 34,221,205
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 48,000	\$ -	\$ -	\$ 48,000	\$ 48,000
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 10,614,421	\$ -	\$ 409,840	\$ 11,024,262	\$ 11,024,262
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,480,907	\$ -	\$ -	\$ 2,480,907	\$ -
Redistribution (Year End)	\$ 16,282,301	\$ -	\$ -	\$ 16,282,301	\$ -
STIC Funding	\$ 182,400	\$ -	\$ -	\$ 182,400	\$ 182,400
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 33,770,723
<b>Total</b>	<b>\$ 191,658,996</b>	<b>\$ -</b>	<b>\$ 36,812,454</b>	<b>\$ 228,471,450</b>	<b>\$ 217,238,764</b>
Estimated Constraint Limit**	\$ 150,830,707	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 29,778,029	\$ -	\$ -	\$ -	\$ -
<b>Adjusted Total</b>	<b>\$ 180,608,736</b>	<b>\$ -</b>	<b>\$ 36,812,454</b>	<b>\$ 217,421,190</b>	<b>\$ 217,238,764</b>
<b>FTA (Federal-Aid with Match)***</b>					
FTA5307	\$ 7,553,310	\$ 567,254	\$ 4,159,079	\$ 12,279,643	\$ 12,267,191
FTA5307_NHDOT	\$ 2,718,719	\$ -	\$ 679,680	\$ 3,398,399	\$ 8,007,211
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 3,696,000	\$ -	\$ 924,000	\$ 4,620,000	\$ -
FTA5309 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310 (Includes future STP-Flex transfers)	\$ 2,004,646	\$ -	\$ 509,287	\$ 2,513,933	\$ 1,776,977
FTA5311	\$ 8,232,148	\$ -	\$ 159,378	\$ 8,391,526	\$ 7,976,888
FTA5339	\$ 2,250,582	\$ 281,323	\$ 281,323	\$ 2,813,228	\$ 3,626,160
FTA5339 (Prior Year Carry Over)	\$ 660,000	\$ 82,500	\$ 82,500	\$ 825,000	\$ -
<b>Total</b>	<b>\$ 27,115,405</b>	<b>\$ 931,077</b>	<b>\$ 6,795,247</b>	<b>\$ 34,841,728</b>	<b>\$ 33,654,427</b>
<b>FHWA/FTA Total</b>	<b>\$ 207,724,141</b>	<b>\$ 931,077</b>	<b>\$ 43,607,701</b>	<b>\$ 252,262,919</b>	<b>\$ 250,893,190</b>
<b>Innovated Financing</b>					
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Fund Sources</b>					
Turnpike Capital	\$ -	\$ 23,883,082	\$ -	\$ 23,883,082	\$ 23,883,082
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 23,911,166</b>	<b>\$ -</b>	<b>\$ 23,911,166</b>	<b>\$ 23,911,166</b>
<b>ALL SOURCES Total</b>	<b>\$ 207,724,141</b>	<b>\$ 24,842,243</b>	<b>\$ 43,607,701</b>	<b>\$ 276,174,084</b>	<b>\$ 274,804,356</b>

	2018				
	*Federal Resources Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,730,096
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,444,001
Congestion Mitigation and Air Quality Program	\$ 26,170,958	\$ -	\$ 2,140,680	\$ 28,311,638	\$ 8,824,992
Highway Safety Improvement Program (HSIP)	\$ 11,210,679	\$ -	\$ 40,700	\$ 11,251,379	\$ 9,582,951
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 4,890,323	\$ -	\$ -	\$ 4,890,323	\$ -
National Highway System	\$ 96,512,824	\$ -	\$ 4,171	\$ 96,516,994	\$ 38,613,867
Recreational Trails	\$ 3,568,482	\$ -	\$ 312,500	\$ 3,880,982	\$ 1,250,000
Redistribution	\$ 346,402	\$ -	\$ -	\$ 346,402	\$ 172,233
RL - Rail Highway	\$ 1,939,822	\$ -	\$ -	\$ 1,939,822	\$ 1,044,000
Safe Routes to School	\$ 1,122,951	\$ -	\$ -	\$ 1,122,951	\$ 1,832,949
STP-5 to 200K	\$ 7,871,256	\$ -	\$ 56,000	\$ 7,927,256	\$ 4,949,909
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 864,443
STP-Areas Over 200K	\$ 14,479,343	\$ -	\$ 3,175,000	\$ 17,654,343	\$ 6,879,551
STP-DBE	\$ 43,591	\$ -	\$ -	\$ 43,591	\$ 95,000
STP-Enhancement	\$ 4,704	\$ -	\$ -	\$ 4,704	\$ -
STP-Hazard Elimination	\$ 19,312	\$ -	\$ -	\$ 19,312	\$ -
STP-Non Urban Areas Under 5K	\$ 935,514	\$ -	\$ -	\$ 935,514	\$ 11,016,565
STP-Off System Bridge	\$ 8,351,997	\$ -	\$ -	\$ 8,351,997	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 18,506,313	\$ -	\$ 629,049	\$ 19,135,362	\$ 61,210,211
TAP - Transportation Alternatives	\$ 10,434,429	\$ -	\$ 808,920	\$ 11,243,349	\$ 3,235,680
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (14,079,920)
Adj for Program & Unob****	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Funds Not Subject to Obligational Limit</b>					
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,220,580	\$ 304,200	\$ 61,029	\$ 1,585,809	\$ 1,220,580
NSTI National Summer Transportation Institute	\$ -	\$ -	\$ -	\$ -	\$ 20,000
FHWA Earmarks	\$ -	\$ -	\$ 855,680	\$ 855,680	\$ 8,089,343
Training and Education	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway (NHPP) Exempt	\$ 9,685,479	\$ -	\$ -	\$ 9,685,479	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 66,400	\$ -	\$ -	\$ 66,400	\$ 80,000
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 32,170,085
<b>Total</b>	<b>\$ 217,381,358</b>	<b>\$ 304,200</b>	<b>\$ 9,008,728</b>	<b>\$ 226,694,287</b>	<b>\$ 182,406,538</b>
Estimated Constraint Limit**	\$ 162,520,603	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 10,972,459	\$ -	\$ -	\$ -	\$ -
<b>Adjusted Total</b>	<b>\$ 173,493,062</b>	<b>\$ -</b>	<b>\$ 9,008,728</b>	<b>\$ 182,501,791</b>	<b>\$ 182,406,538</b>
<b>FTA (Federal-Aid with Match)***</b>					
FTA5307	\$ 7,779,909	\$ -	\$ 4,408,748	\$ 12,188,657	\$ 14,453,345
FTA5307_NHDOT	\$ 2,800,281	\$ -	\$ 803,191	\$ 3,603,471	\$ 4,015,954
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 3,806,880	\$ -	\$ 947,562	\$ 4,754,442	\$ -
FTA5309 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310 (Includes future STP-Flex transfers)	\$ 2,064,785	\$ -	\$ 446,783	\$ 2,511,568	\$ 2,233,914
FTA5311	\$ 8,479,112	\$ -	\$ 4,281,941	\$ 12,761,054	\$ 8,563,883
FTA5339	\$ 2,318,099	\$ -	\$ 868,612	\$ 3,186,712	\$ 4,343,061
FTA5339 (Prior Year Carry Over)	\$ 679,800	\$ -	\$ 84,604	\$ 764,404	\$ -
<b>Total</b>	<b>\$ 27,928,867</b>	<b>\$ -</b>	<b>\$ 11,841,441</b>	<b>\$ 39,770,308</b>	<b>\$ 33,610,156</b>
<b>FHWA/FTA Total</b>	<b>\$ 201,421,930</b>	<b>\$ -</b>	<b>\$ 20,850,169</b>	<b>\$ 222,272,099</b>	<b>\$ 216,016,694</b>
<b>Innovated Financing</b>					
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Fund Sources</b>					
Turnpike Capital	\$ -	\$ 25,537,628	\$ -	\$ 25,537,628	\$ 25,537,628
Turnpike Program	\$ -	\$ 27,441	\$ -	\$ 27,441	\$ 27,441
Turnpike Renewal & Replacement	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	\$ 1,800,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 27,365,069</b>	<b>\$ -</b>	<b>\$ 27,365,070</b>	<b>\$ 27,365,069</b>
<b>ALL SOURCES Total</b>	<b>\$ 201,421,930</b>	<b>\$ 27,365,069</b>	<b>\$ 20,850,169</b>	<b>\$ 249,637,169</b>	<b>\$ 243,381,764</b>

All FY 2017 Figures based on A03

\* Federal Resources for FY 2018 based on Apportioned funds from Status of Funds 2/1/2018

\*\* Constraint Limits

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0236

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

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

\*\*\*\* Anticipated GARVEE Bonds

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

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

	2019				
	*Federal Resources Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
<b>FHWA (Federal-Aid with Match)</b>					
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,700,000
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 225,610
Congestion Mitigation and Air Quality Program	\$ 26,762,422	\$ -	\$ 274,446	\$ 27,036,868	\$ 5,043,751
Highway Safety Improvement Program (HSIP)	\$ 11,464,040	\$ -	\$ -	\$ 11,464,040	\$ 8,740,936
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 5,000,844	\$ -	\$ -	\$ 5,000,844	\$ -
National Highway System	\$ 98,694,014	\$ -	\$ 3,000	\$ 98,697,014	\$ 42,582,453
Recreational Trails	\$ 3,649,130	\$ -	\$ 312,500	\$ 3,961,630	\$ 1,250,000
Redistribution	\$ 354,231	\$ -	\$ -	\$ 354,231	\$ -
RL - Rail Highway	\$ 1,983,662	\$ -	\$ -	\$ 1,983,662	\$ 1,044,000
Safe Routes to School	\$ 1,148,330	\$ -	\$ -	\$ 1,148,330	\$ -
STP-5 to 200K	\$ 8,049,146	\$ -	\$ 523,748	\$ 8,572,894	\$ 7,163,659
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 2,916,522
STP-Areas Over 200K	\$ 14,806,576	\$ -	\$ 512,750	\$ 15,319,326	\$ 3,947,056
STP-DBE	\$ 44,576	\$ -	\$ -	\$ 44,576	\$ 95,000
STP-Enhancement	\$ 4,810	\$ -	\$ -	\$ 4,810	\$ -
STP-Hazard Elimination	\$ 19,748	\$ -	\$ -	\$ 19,748	\$ -
STP-Non Urban Areas Under 5K	\$ 956,657	\$ -	\$ -	\$ 956,657	\$ 1,961,660
STP-Off System Bridge	\$ 8,540,752	\$ -	\$ -	\$ 8,540,752	\$ 211,200
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 18,924,556	\$ -	\$ 816,114	\$ 19,740,670	\$ 63,012,093
TAP - Transportation Alternatives	\$ 10,670,247	\$ -	\$ 638,400	\$ 11,308,647	\$ 2,553,600
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ -
Adj for Program & Unob*****					
Funds Not Subject to Obligational Limit					
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ 5,222,652
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,248,165	\$ 483,070	\$ 273,930	\$ 2,005,165	\$ 1,804,880
NSTI National Summer Transportation Institute	\$ -	\$ -	\$ -	\$ -	\$ 20,000
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ 830,823
Training and Education	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway (NHPP) Exempt	\$ 9,904,371	\$ -	\$ -	\$ 9,904,371	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 67,901	\$ -	\$ -	\$ 67,901	\$ 80,000
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 30,843,325
<b>Total</b>	<b>\$ 222,294,177</b>	<b>\$ 483,070</b>	<b>\$ 4,279,888</b>	<b>\$ 227,057,135</b>	<b>\$ 183,409,220</b>
Estimated Constraint Limit**	\$ 166,193,569	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 11,220,437	\$ -	\$ -	\$ -	\$ -
<b>Adjusted Total</b>	<b>\$ 177,414,006</b>	<b>\$ -</b>	<b>\$ 4,279,888</b>	<b>\$ 227,057,135</b>	<b>\$ 183,409,220</b>
<b>FTA (Federal-Aid with Match)***</b>					
FTA5307	\$ 7,978,297	\$ -	\$ 4,379,849	\$ 12,358,146	\$ 12,189,049
FTA5307_NHDOT	\$ 2,871,688	\$ -	\$ 707,139	\$ 3,578,827	\$ 3,535,694
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 3,903,955	\$ -	\$ 947,562	\$ 4,851,517	\$ -
FTA5309 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310	\$ 2,117,437	\$ -	\$ 422,453	\$ 2,539,890	\$ 2,112,264
FTA5311	\$ 8,695,330	\$ -	\$ 4,215,022	\$ 12,910,352	\$ 8,430,045
FTA5339	\$ 2,377,211	\$ -	\$ 785,376	\$ 3,162,587	\$ 3,926,882
FTA5339 (Prior Year Carry Over)	\$ 697,135	\$ -	\$ 84,604	\$ 781,739	\$ -
<b>Total</b>	<b>\$ 28,641,053</b>	<b>\$ -</b>	<b>\$ 11,542,006</b>	<b>\$ 40,183,059</b>	<b>\$ 30,193,934</b>
<b>FHWA/FTA Total</b>	<b>\$ 206,055,059</b>	<b>\$ -</b>	<b>\$ 15,821,893</b>	<b>\$ 267,240,194</b>	<b>\$ 213,603,154</b>
<b>Innovated Financing</b>					
GARVEE Bond Funds ****	\$ -	\$ -	\$ 20,424,400	\$ 20,424,400	\$ 20,424,400
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,424,400</b>	<b>\$ 20,424,400</b>	<b>\$ 20,424,400</b>
<b>State Fund Sources</b>					
Turnpike Capital	\$ -	\$ 35,238,394	\$ -	\$ 35,238,394	\$ 35,238,394
Turnpike Program	\$ -	\$ 2,299	\$ -	\$ 2,299	\$ 2,299
Turnpike Renewal & Replacement	\$ -	\$ 5,742,800	\$ -	\$ 5,742,800	\$ 5,742,800
<b>Total</b>	<b>\$ -</b>	<b>\$ 40,983,493</b>	<b>\$ -</b>	<b>\$ 40,983,493</b>	<b>\$ 40,983,493</b>
<b>ALL SOURCES Total</b>	<b>\$ 206,055,059</b>	<b>\$ 40,983,493</b>	<b>\$ 36,246,293</b>	<b>\$ 328,648,087</b>	<b>\$ 275,011,047</b>

	2020				
	*Federal Resources Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,700,000
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 225,610
Congestion Mitigation and Air Quality Program	\$ 27,402,044	\$ -	\$ 2,151,244	\$ 29,553,287	\$ 6,428,884
Highway Safety Improvement Program (HSIP)	\$ 11,738,030	\$ -	\$ 990,908	\$ 12,728,938	\$ 8,918,173
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 5,120,364	\$ -	\$ -	\$ 5,120,364	\$ -
National Highway System	\$ 101,052,800	\$ -	\$ 7,221,176	\$ 108,273,977	\$ 28,890,346
Recreational Trails	\$ 3,736,344	\$ -	\$ 312,500	\$ 4,048,844	\$ 1,250,000
Redistribution	\$ 362,697	\$ -	\$ -	\$ 362,697	\$ -
RL - Rail Highway	\$ 2,031,071	\$ -	\$ 116,000	\$ 2,147,071	\$ 1,044,000
Safe Routes to School	\$ 1,175,775	\$ -	\$ -	\$ 1,175,775	\$ -
STP-5 to 200K	\$ 8,241,521	\$ -	\$ 1,509,645	\$ 9,751,166	\$ 6,038,579
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 15,160,453	\$ -	\$ 1,662,661	\$ 16,823,115	\$ 6,650,645
STP-DBE	\$ 45,642	\$ -	\$ -	\$ 45,642	\$ 95,000
STP-Enhancement	\$ 4,925	\$ -	\$ -	\$ 4,925	\$ -
STP-Hazard Elimination	\$ 20,220	\$ -	\$ -	\$ 20,220	\$ -
STP-Non Urban Areas Under 5K	\$ 979,521	\$ -	\$ 363,541	\$ 1,343,062	\$ 1,454,164
STP-Off System Bridge	\$ 8,744,876	\$ -	\$ -	\$ 8,744,876	\$ 67,683
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ 16,921	\$ 16,921	\$ 160,000
STP-State Flexible	\$ 19,376,853	\$ -	\$ 18,452,884	\$ 37,829,737	\$ 73,811,536
TAP - Transportation Alternatives	\$ 10,925,266	\$ -	\$ 645,579	\$ 11,570,845	\$ 2,582,314
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ -
Adj for Program & Unob*****					
Funds Not Subject to Obligational Limit					
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ 5,355,830
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,277,996	\$ -	\$ -	\$ 1,277,996	\$ -
NSTI National Summer Transportation Institute	\$ -	\$ -	\$ -	\$ -	\$ 20,000
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway (NHPP) Exempt	\$ 10,141,085	\$ -	\$ -	\$ 10,141,085	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 69,523	\$ -	\$ -	\$ 69,523	\$ 80,000
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 30,428,371
<b>Total</b>	<b>\$ 227,607,008</b>	<b>\$ -</b>	<b>\$ 35,062,148</b>	<b>\$ 262,669,155</b>	<b>\$ 179,751,881</b>
Estimated Constraint Limit**	\$ 170,165,595	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 11,488,605	\$ -	\$ -	\$ -	\$ -
<b>Adjusted Total</b>	<b>\$ 181,654,200</b>	<b>\$ -</b>	<b>\$ 35,062,148</b>	<b>\$ 262,669,155</b>	<b>\$ 179,751,881</b>
<b>FTA (Federal-Aid with Match)***</b>					
FTA5307	\$ 8,181,744	\$ -	\$ 4,614,775	\$ 12,796,518	\$ 12,566,651
FTA5307_NHDOT	\$ 2,944,916	\$ -	\$ 721,282	\$ 3,666,197	\$ 4,454,534
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 4,003,506	\$ -	\$ 971,725	\$ 4,975,231	\$ -
FTA5309 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310	\$ 2,171,432	\$ -	\$ 433,225	\$ 2,604,657	\$ 1,484,323
FTA5311	\$ 8,917,061	\$ -	\$ 4,299,323	\$ 13,216,384	\$ 8,598,646
FTA5339	\$ 2,437,830	\$ -	\$ 797,084	\$ 3,234,914	\$ 4,019,804
FTA5339 (Prior Year Carry Over)	\$ 714,912	\$ -	\$ 86,761	\$ 801,673	\$ -
<b>Total</b>	<b>\$ 29,371,400</b>	<b>\$ -</b>	<b>\$ 11,924,174</b>	<b>\$ 41,295,575</b>	<b>\$ 31,123,957</b>
<b>FHWA/FTA Total</b>	<b>\$ 211,025,600</b>	<b>\$ -</b>	<b>\$ 46,986,322</b>	<b>\$ 303,964,730</b>	<b>\$ 210,875,838</b>
<b>Innovated Financing</b>					
GARVEE Bond Funds ****	\$ -	\$ -	\$ 24,790,476	\$ 24,790,476	\$ 24,790,476
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24,790,476</b>	<b>\$ 24,790,476</b>	<b>\$ 24,790,476</b>
<b>State Fund Sources</b>					
Turnpike Capital	\$ -	\$ 43,176,543	\$ -	\$ 43,176,543	\$ 43,176,543
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 4,069,886	\$ -	\$ 4,069,886	\$ 4,069,886
<b>Total</b>	<b>\$ -</b>	<b>\$ 47,246,430</b>	<b>\$ -</b>	<b>\$ 47,246,430</b>	<b>\$ 47,246,430</b>
<b>ALL SOURCES Total</b>	<b>\$ 211,025,600</b>	<b>\$ 47,246,430</b>	<b>\$ 71,776,798</b>	<b>\$ 376,001,636</b>	<b>\$ 282,912,744</b>

All FY 2017 Figures based on A03

\* Federal Resources for FY 2018 based on Apportioned funds from Status of Funds 2/1/2018

\*\* Constraint Limits

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0236

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

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

\*\*\*\* Anticipated GARVEE Bonds

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

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

## MEMORANDUM

**To: MPO Technical Advisory Committee**  
**From: Scott Bogle, Senior Transportation Planner**  
**Date: April 4, 2018**  
**RE: Update to the MPO Public Participation Plan**

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Rockingham Planning Commission, as a Metropolitan Planning Organization (MPO) is responsible under federal transportation planning rules for conducting a locally-developed public participation process. This is required by the Joint Federal Highway Administration (FHWA)/ Federal Transit Administration (FTA) Planning Rule (23 CFR part 450, 49 CFR part 613). The rule requires that the metropolitan planning process must “include a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and early and continuing participation of the public in developing plans” and Transportation Improvement Programs (TIP) [23 CFR part 450.316(b)(1)].

To date the MPO has included its Public Participation Plan as a chapter of the MPO Prospectus. As follow-up from the last MPO Planning Review, FHWA and FTA recommended that the Public Participation Plan be separated into a stand-alone document. Staff have completed a draft of the new stand-alone Public Participation Plan. In addition to reformatting as a separate document, this update has incorporated numerous substantive changes including changes to the MPO boundaries, new requirements for TAC and Policy Committee membership under the FAST Act, and inclusion of new outreach strategies such as Facebook and Twitter. Changes incorporated in the document include the following:

- General reformatting to create a stand-alone document
- References updated to include the FAST Act and its requirements
- Voting and non-voting membership of TAC and Policy Committees updated (changes in practice made previously, but not formalized in the PPP)
- Addition of a new Introduction describing the rationale for a strong public engagement program
- Description of 2015 Memorandum of Agreement between MPO/Transit Agencies/NHDOT setting out respective roles in implementing the Federal 3Cs transportation planning process

- Reference added to the two Coordinated Public Transit/Human Service Transportation Plans that RPC produces in conjunction with SRPC, SNHPC, COAST and CART.
- Regional map updated to reflect addition of Raymond
- Update LRTP/TIP flow chart to remove reference to Air Quality Conformity as the region is now in Attainment with the National Ambient Air Quality Standards under the Clean Air Act
- Update TIP amendment and modification procedures
- Updated Table 2 to expand detail on public participation strategies used with major types of MPO actions and planning processes.
- Added Table summarizing public participation strategies, the types of project with which each is used, and typical frequency of use
- Expanded discussion of accommodations for persons with Limited English Proficiency
- Add glossary of frequently used acronyms

Federal rules require that updates to MPO Public Participation Plans undergo a comment period of 45 days. Following review of the draft document by the TAC, staff initiated the 45-day public comment period on February 23<sup>rd</sup>. A public hearing will be held on the draft document at the MPO Policy Committee meeting on April 11<sup>th</sup>, following which we will ask the Policy Committee to vote on adoption.

***Recommended Action***

Following the review and discussion of the draft Public Participation Plan at the public hearing on April 11th, staff ask the MPO Policy Committee to vote adopt the update to the Public Participation Plan.

## MEMORANDUM

To: MPO Policy Committee  
 From: David Walker, Transportation Program Manager  
 Date: April 6<sup>th</sup>, 2018  
 RE: **Memorandum of Understanding - MPO/NHDOT/Transit Agencies**

The attached Memorandum of Understanding (MOU) is intended to replace and expand the existing MOUs between the RPC (as the MPO), the other three New Hampshire MPOs, the NHDOT, COAST and CART. Cooperative written agreements among the participants in the MPO process are a required element of the Metropolitan Planning “3Cs” process. Their purpose is to establish and define the roles and responsibilities of each participant in the process. These documents are in the process of being finalized right now so that the MPOs and NHDOT can attain the required signatures prior to the May 27<sup>th</sup>, 2018 deadline established by FHWA. ***The intent is that the Executive Director will sign the Main Agreement and Appendices A.2, A.3, B.2, B.3, B.5, C.1, D, and E as soon as they are finalized.***

Changes to the definitions of urbanized areas following the 2010 Census created significant overlapping boundaries between federally defined Urbanized Areas (UZAs) and New Hampshire MPOs and RPCs. For example, the Boston MA-NH UZA covers communities that are in three different NH MPOS (NRPC, RPC, and SNHPC). Because of the somewhat confusing interrelationships that these overlaps create, the decision was made in 2015 by the NHDOT and MPOs to replace the separate NHDOT MOUs with each MPO with a “master” MOU between all 4 MPOs and the NHDOT, supplemented with sub agreements for the shared portions of the Boston UZA, Portsmouth and Nashua UZAs, and with public transit agencies as needed. The draft overall MOU is attached along with selected sub-agreements relevant to the RPC MPO and the appendices. The changes to the documents are summarized as follows:

<u>Acronyms</u>	
<b>CART:</b>	Cooperative Alliance for Regional Transportation (Salem-Derry area)
<b>COAST:</b>	Cooperative Alliance for Seacoast Transportation
<b>KACTS:</b>	Kittery Area Comprehensive Transportation System
<b>MVMPO:</b>	Merrimack Valley Metropolitan Planning Organization (MVPC)
<b>NHDOS:</b>	NH Department of Safety
<b>NHDOT:</b>	NH Department of Transportation
<b>NHS:</b>	National Highway System
<b>NRPC:</b>	Nashua Regional Planning Commission (an MPO)
<b>RPC/MPO:</b>	Rockingham Planning Commission/Metropolitan Planning Organization
<b>SNHPC:</b>	So. NH Planning Commission (an MPO)
<b>SRPC:</b>	Strafford Regional Planning Commission (an MPO)
<b>STBG:</b>	Surface Transportation Block Grant
<b>TAP:</b>	Transportation Alternatives Program

### Overall MPO Planning Agreement Changes

- General Agreement, Item 6 and 7 – Added appendix detailing STBG sub-allocation (Appendix D) and TAP sub-allocation (Appendix E) respectively

- General Agreement, Items 8 and 9 – Added data sharing for performance measures and targets as detailed in Appendix C
- NHDOT Responsibilities – Removed reference of NHDOT ensuring that inter-departmental coordination occurs amongst the various divisions and bureaus as well as MPO opportunity to review/comment on the NHDOT Planning Work Program.
- Added list of Acronyms & Statute References and updated rule and regulation references

#### **Appendix A.2 Boston UZA Sub-agreement**

- Included provisions identifying that the MPOs have programming authority over sub-allocated STBG funds for UZAs with populations over 200,000. These funds will be allocated between NRPC, RPC, and SNHPC based on a formula comprised of each MPOs share of the population and federal-aid eligible lane miles within the UZA.
- Provision establishing that the MPOs have project selection authority for Non-NHS roadways in cooperation with NHDOT and that NHDOT has project selection authority on NHS roadways in cooperation with the MPOs.

#### **Appendix A.3 Portsmouth UZA Sub-agreement**

- Included new provision identifying that NHDOT has project selection authority within the Portsmouth UZA in cooperation with RPC and SRPC.

#### **Appendix B.2 CART Sub-agreement**

- Added a provision that the MPOs will coordinate with CART in setting performance targets related to asset management and safety.
- Added a provision that CART will supply the MPOs with data necessary for the calculation of transit asset management and safety performance measures for target setting purposes.

#### **Appendix B.3 COAST Sub-agreement**

- Added a provision that the MPOs will coordinate with COAST in setting performance targets related to asset management and safety.
- Added a provision that the MPOs will update the Coordinated Public Transit and Human Services Transportation Plan in coordination with COAST.
- Added a provision that COAST will supply the MPOs with data necessary for the calculation of transit asset management and safety performance measures for target setting purposes.

#### **Appendix B.5 Wildcat Transit (UNH) Sub-agreement**

- Entirely new modelled on the COAST & CART agreements and including the same provisions except for the Coordinated Public Transit and Human Services Transportation Plan.

#### **Appendix C.1 Coordination of Safety Data and Target Setting**

- Entirely new MOU that establishes the roles and responsibilities related to the performance targets defined by the FAST Act and FHWA.

#### **Appendix D Obligational Authority related to STBG >200K Apportionments**

- Entirely new section that details the methodology for apportioning STBG>200K funds to the MPOs within the Nashua and Boston Urbanized Areas and the project programming process. This references back to sections in the overall MOU and Appendices A.1 and A.2.

#### **Appendix E Apportionment of Transportation Alternatives Program funds**

- Entirely new section that details the methodology for apportioning TAP funds to the MPOs within the Nashua and Boston Urbanized Areas and the project programming process. This references back to sections in the overall MOU.

**MEMORANDUM OF UNDERSTANDING**  
**by and between the**  
**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION**  
**and the**  
**NASHUA REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING**  
**ORGANIZATION**  
**and the**  
**ROCKINGHAM PLANNING COMMISSION METROPOLITAN PLANNING**  
**ORGANIZATION**  
**and the**  
**SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION METROPOLITAN**  
**PLANNING ORGANIZATION**  
**and the**  
**STRAFFORD REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING**  
**ORGANIZATION**  
**concerning the**  
**FEDERAL CERTIFICATION REQUIREMENTS for METROPOLITAN PLANNING**  
**ORGANIZATIONS**

**WHEREAS**, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly recommended that a written agreement be established between the Nashua Regional Planning Commission Metropolitan Planning Organization (Nashua MPO), Rockingham Planning Commission MPO (Rockingham MPO), Southern New Hampshire Planning Commission (Southern NH MPO), Strafford Regional Planning Commission (Strafford MPO) and the New Hampshire Department of Transportation (NHDOT) to clearly identify the roles and responsibilities for cooperatively carrying out transportation planning and programming in a comprehensive, continuous manner as required under 23 USC 134 and Section 5303 of the Federal Transit Act, as amended; and

**WHEREAS**, the State of New Hampshire, through its Department of Transportation, has statutory responsibility to serve as the principal source of transportation planning in certain non-metropolitan regions of the state and provides statewide and metropolitan transportation planning and programming stewardship and oversight functions for the State of New Hampshire; and

**WHEREAS**, all communities in an urbanized area with a population greater than 50,000 are required to be considered in the metropolitan planning process; and

**WHEREAS**, any community that is within a metropolitan urbanized area, but outside of the planning area of the respective MPO, must have representation in the metropolitan planning process; and

**WHEREAS**, the Governor of New Hampshire and local communities within the Nashua, Manchester, Portsmouth, Dover-Rochester, and Boston urbanized areas (hereinafter referred to as the Urbanized Areas), through their authorized representatives, have designated the Nashua MPO, Rockingham MPO, Southern NH MPO, and Strafford MPO to carry out metropolitan transportation planning activities for the Urbanized Areas; and

**WHEREAS**, the FHWA has established performance measures that require the Nashua MPO, Rockingham MPO, Southern NH MPO, Strafford MPO, and NHDOT to coordinate on the establishment of targets to the maximum extent practicable through 23 CFR 490; and

**WHEREAS**, there are significant data-sharing needs for the establishment of these performance targets; and

**WHEREAS**, all parties to this agreement participate in the continuing, comprehensive, and cooperative (3C) transportation planning process carried out by the MPOs; and

**WHEREAS**, each MPO must establish and maintain a memorandum of understanding with transit providers serving their respective metropolitan planning areas; and

**WHEREAS**, all parties agree that they will coordinate with each other to ensure consistency and transparency among their respective transportation planning policies and programs.

**NOW THEREFORE**, this MOU memorializes each signatory's commitment to coordinate and promote sound transportation planning as follows:

### **General Agreement**

1. All parties will ensure the mutual exchange of information and expertise and the transmittal for review of all pertinent transportation planning documents including maps.
2. All parties will ensure notification of, and participation in, meetings concerned with matters of mutual interest including cooperation and consultation on plans and programs. If inconsistencies or conflicts arise, the affected parties shall meet and employ their best efforts to develop a satisfactory resolution.
3. The staffs of NH MPOs with adjoining borders agree to meet at least once each year to consult on projects, plans, studies, and other transportation issues of mutual interest and potential impact.
4. The Nashua MPO is responsible for the Metropolitan Transportation Planning Process in the Transportation Management Area that is the Nashua Urbanized Area (UZA) and has programming authority over Transportation Alternatives Program (TAP) and Surface Transportation Block Grant (STBG) funds in the Nashua UZA.
5. The NHDOT, Rockingham MPO, Southern NH MPO, and Nashua MPO cooperatively participate in the Metropolitan Transportation Planning Process for communities in the Boston UZA Transportation Management Area. Some Massachusetts organizations are part of the Boston UZA, and NHDOT, Rockingham MPO, Southern NH MPO and Nashua MPO will continue to strive to cooperate, coordinate, collaborate, and share information with their respective partners in Massachusetts. An example would be to do so for the development and implementation of Congestion Management Processes (CMPs) for cross-border highway or transit corridor facilities.
6. Surface Transportation Block Grant Funds for population areas greater than 200,000 within the Nashua and Boston UZAs will be sub allocated to the respective RPCs for the programming of eligible projects in the NH Ten Year Transportation Plan based on the approach described in Appendix D.
7. The Transportation Alternatives funding for populations over 200,000 will be awarded through the Statewide application & award process in cooperation with RPCs within the Nashua and Boston UZAs as outlined in appendix E.
8. In the interest of effective performance-based planning and programming, all parties shall seek to ensure that the transit agencies; local, regional, and statewide stakeholders; and partners are active participants in the development of performance goals, measures, targets, and reporting and shall seek to align their goals, objectives, measures, and targets.
9. The relevant parties will agree to the process for sharing information, coordinating the selection of performance targets, and reporting of these targets as specified in sub-agreements specific to the topics covered by the performance measures in Appendix C of this document.
10. All parties will comply with applicable sub-agreements included in Appendix A, Appendix B, and Appendix C of this document.

### **MPO Responsibilities**

The MPOs shall be responsible for, and shall be considered the lead agencies in conducting, the following transportation planning and programming activities pursuant to 23 CFR 450:

1. Formulating, approving, and periodically updating long-range Metropolitan Transportation Plans for the MPOs' planning areas, which shall conform to all applicable federal requirements, management systems, and work program content and schedules.
2. Developing and adopting, on a biennial basis, the transportation improvement programs (TIPs) for the metropolitan planning areas, in cooperation with NHDOT and transit providers, which shall conform to all applicable federal requirements and shall cover a period of four years.
3. Coordinating the development of the transportation plans and the development of the State Implementation Plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act, in order to account for transportation control measures that may be required.
4. Assessing, if necessary, the air quality conformity of the metropolitan area transportation plans and TIPs with the SIP.
5. Preparing, in cooperation with NHDOT and the transit providers, biennial Unified Planning Work Programs (UPWPs), which shall identify transportation-related planning activities and technical assistance to be funded with local and federal financial aid and carried out in accordance with the provisions of this MOU.
6. Providing a forum for cooperative transportation planning and decision making, including establishing public involvement processes that a) ensure opportunities for the early and continuing involvement of communities, transit operators, other interested parties, and the general public in the review and evaluation of all transportation plans and programs and b) satisfy FTA requirements under 49 USC Section 5307 for public participation in the development of the Annual Program of Projects (POP) for local and regional transit providers and the NHDOT.
7. Considering and implementing planning guidance from NHDOT, FHWA, and FTA to the fullest extent consistent with local and regional goals, federal requirements, and available funding.
8. Developing data, assumptions, criteria, methodology, and analyses in a timely manner to support NHDOT and other MPO participants, when requested.
9. Providing NHDOT and transit providers with copies of all transportation plans, programs, and relevant work products produced under the UPWP contract and all resolutions concerning their adoption or endorsement.
10. Providing NHDOT with a self-certification, to coincide with the S/TIP update, that the MPOs' transportation planning processes conform to all applicable federal requirements pursuant to 23 CFR 450.
11. Establishing, in cooperation with NHDOT and FHWA, the functional classification of roadways and assisting with updates of the National Highway System route designations within the metropolitan areas.
12. Conducting studies and travel demand model analyses relative to the highway network and proposed alternative transit services.
13. Preparing and updating Coordinated Public Transit Human Service Transportation plans in compliance with the federal transportation planning requirement.
14. Preparing Public Participation Plans, Intelligent Transportation System Plans, and Congestion Management Processes in compliance with federal transportation planning requirements.
15. Preparing MPO Performance Reports and Annual Lists of Obligated Projects for submittal to NHDOT, FHWA, and FTA.

In addition, each MPO agrees to the following:

1. Each MPO shall notify the adjoining MPO(s) of, and invite the other MPO(s) to, its meetings and shall notify the adjoining MPO(s) of specific actions it undertakes as part of its Public Participation Program.
2. Each MPO agrees to cooperate and actively contribute to the development of performance measures and targets related to regional and statewide performance-based planning frameworks, according to 23 USC 119, 134–135, and 148–150.
3. Each MPO agrees to cooperate in the project selection process and in the establishment of performance measures and targets for plans and programs.

4. Each MPO agrees to share Travel Demand Model Data as well as GIS and transportation data along common boundaries for the purposes of calibration and other applications.

### **NHDOT Responsibilities**

NHDOT shall be responsible for, and shall be considered the lead agency in conducting, the following transportation planning and programming activities:

1. Informing the MPOs of the availability, or anticipated availability, of state and federal financial aid and technical assistance for their transportation planning activities and providing regional revenue forecasts for the development of financially constrained MPO TIPs and long-range metropolitan transportation plans.
2. Providing information about the proposed programming of state and federal financial aid for metropolitan transportation improvements and services that fall under state or local programming jurisdiction in sufficient detail to meet financial constraint requirements under 23 CFR 450, including specific allocations for the New Hampshire portion of the Boston MA-NH Urbanized Area and the Nashua NH Urbanized Area. This includes annual disclosure to the MPO of the proposed programming of STBG and TAP funds apportioned for Urbanized Areas with populations exceeding 200,000.
3. Providing information on the Annual List of Obligated Projects for each MPO.
4. Informing the MPOs of federal or state statutes, policies, regulations, and guidelines that bear upon metropolitan transportation planning and programming activities and contractual arrangements.
5. Coordinating the development of the schedule and procedures for biennial submittal and interagency review and approval of the transportation UPWPs.
6. Developing and issuing statewide guidance for the preparation of transportation plans and TIPs.
7. Providing technical support, data, and information collected or maintained by NHDOT and, to the extent feasible, data from other state agencies pertinent to the transportation planning work to be performed by the MPOs under this Agreement.
8. Developing, implementing, and providing appropriate access to the management and monitoring systems required by 23 U.S.C. 303 in cooperation with the MPOs and transit providers.
9. Using the MPO transportation plans as a guide in statewide planning and programming activities.
10. Soliciting the involvement of the MPOs, as appropriate, in any major study to be undertaken by NHDOT in any MPO study area.
11. Forwarding the MPO TIPs to the Governor for approval.
12. Participating in the 3C process, MPO Technical Advisory Committees (TACs), Policy Committees, and Interagency Consultation—including providing to the MPOs, as they develop their TIPs and long-range plans, information regarding NHDOT priorities for transportation improvements in sufficient detail to inform MPO action on TIP amendments.
13. Preparing, updating, or amending the Statewide Long Range Transportation Plan and State Transportation Improvement Program (STIP), including the metropolitan planning areas, pursuant to the provisions of 23 U.S.C. 135, in cooperation with the MPOs and transit providers.
14. Coordinating the Ten Year Project Selection Process and preparing the Ten Year Transportation Improvement Plan pursuant to NH RSA 228:99 and NH RSA 240.
15. Coordinating the reconciliation of MPO transportation plans and programs with statewide plans and programs, as necessary, to ensure connectivity and consistency within transportation systems in consultation with the MPOs.
16. Monitoring the MPOs' transportation planning processes to ensure compatibility with state and USDOT programs and objectives and to ensure compliance with applicable federal requirements.
17. Seeking the MPOs' input on the development and periodic updates of the National Highway System route designations and on the functional classification of roadways within the urban area.
18. Developing and implementing a public participation process that fulfills federal requirements for early and continuous involvement that is consistent and coordinated with the MPOs' public involvement processes.

## **Funding and Payment**

1. Funding levels for the continuing metropolitan transportation planning process shall result from the mutually approved MPO Planning Funds (PL) and Section 5303 formulas and will be reviewed and agreed to by NHDOT and the MPOs biennially in conjunction with the preparation, review, and approval of the UPWPs.
2. Upon the inclusion of the MPOs' and transit providers' planning elements into the UPWPs, adoption by the MPOs, and approval by NHDOT and by USDOT funding agencies, the UPWPs shall be deemed to constitute a part of this Memorandum of Understanding with respect to the scope of work and funding arrangements. Specific terms or conditions governing the financial aspects of the UPWPs will be set forth in NHDOT's biennial contracts.
3. All costs incurred during the progress of the metropolitan transportation planning work activities under this MOU shall be shared by the MPOs and the other participating agencies on the basis of the cost allocation schedule set forth in the approved UPWPs.
4. The USDOT share of program costs administered by NHDOT, together with any NHDOT share, will be made available to the MPOs following the receipt of properly executed contracts and documented, supported, and completed invoices and a detailed status of expenditures reports in a format compatible with the approved UPWPs.
5. Progress reports containing a narrative and financial accounting of the work accomplished to date shall be furnished by the MPOs to NHDOT monthly. An Annual MPO Performance Report shall be provided to NHDOT within 90 days after the end of the fiscal year. The mid UPWP contract review may be used as the annual performance report. NHDOT will provide timely reimbursements of eligible charges; however, it may withhold or delay approval of invoices from an MPO that fails to submit progress reports or scheduled products in timely and satisfactory manner.

## **Scope of Work and Geographic Area**

1. It is the intent of this MOU that the metropolitan transportation planning process appropriately address any Planning Emphasis Areas issued by FHWA and FTA and the planning factors identified under 23 U.S.C. 134 and that the statewide transportation planning process appropriately address the same factors identified in 23 U.S.C. 135.
2. The cooperative metropolitan transportation planning process shall be carried out in accordance with the UPWPs approved by the MPOs, NHDOT, and USDOT, in consultation with appropriate transportation providers.
3. The UPWPs shall set forth a description of the specific metropolitan transportation planning activities and products anticipated to be completed. Responsibilities for the following planning activities shall be identified in the UPWPs, where applicable:
  - a. Preparing technical and other reports to ensure documentation of the development, refinement, and updating of the transportation and transit plans, and
  - b. Conducting detailed corridor, subarea, or transit studies to evaluate major transportation or transit needs, investment alternatives, and their social, economic, and environmental impacts pursuant to 23 CFR 450.
4. After the UPWPs adopted by the MPOs have been approved by NHDOT and by the USDOT funding agencies, NHDOT shall issue written authorization for the MPOs to proceed with the UPWPs in accordance with the terms and conditions of their approval. UPWPs may be amended during the

course of the contract upon written request of the MPOs, subject to (1) the concurrence of NHDOT and the USDOT funding agencies and (2) the availability of funding, if applicable.

5. The cooperative metropolitan transportation planning process to be conducted under this MOU and governed by the provisions of 23 CFR 450 shall encompass the metropolitan planning areas as determined by agreements between the Governor and the MPOs.

### **Organization/Administration**

1. The governing bodies of the MPOs shall appoint and maintain such policy, citizen, or technical advisory committees as deemed appropriate to effectively carry out the comprehensive transportation planning process under this MOU. NHDOT and transit providers shall be represented on all technical advisory committees and MPO Policy Committees.
2. The MPOs may enter into such institutional arrangements, service contracts, or agency agreements as they deem necessary to carry out the scope of work under this MOU with the understanding that the MPOs shall remain accountable for the completion of planning products in accordance with the UPWPs. All such contracts, subcontracts, agreements, or other written understandings for services shall conform to the appropriate provisions of 49 CFR 18 (common rule) as supplemented by FHWA & FTA Circular 4220.1F and any changes or revisions thereto and by other applicable guidance FTA or FHWA may issue.

### **Effective Date, Duration and Termination**

1. This MOU shall become effective upon execution by NHDOT and the MPOs, and it shall remain in force until terminated or superseded by a new agreement.
2. This MOU may be amended periodically as facts or circumstances warrant or as may be required by state or federal laws, administrative regulations, or other orders or guidelines having the full force and effect of law. Changes in a community's affiliation with a specific RPC shall not invalidate this agreement or necessitate its amendment so long as the community continues to be represented in the MPO process. NHDOT or the MPOs may terminate this MOU by giving 60 days' written notice of such termination to the other parties. In the event of termination, the MPOs will be entitled to receive just and equitable compensation for any satisfactory work completed under this MOU to the effective date of such termination.

## ACRONYMNS

3Cs .....	Federally mandated Continuing, Comprehensive, and Cooperative metropolitan transportation planning process
CFR.....	Code of Federal Regulations
CMP .....	Congestion Management Process
CMP .....	Corridor Management Plan
FAST Act.....	Fixing America's Surface Transportation Act of 2015
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
	FTA Section 5305 – Metropolitan Planning Funding
	FTA Section 5307 – Urban Formula Funding
	FTA Section 5310 – Elderly & Disabled Mobility Funding
	FTA Section 5339 – Bus & Bus Facilities Funding
GIS .....	Geographic Information System
L RTP .....	Long Range Transportation Plan
MOU .....	Memorandum of Understanding
MPO.....	Metropolitan Planning Organization - federally mandated organizations that carry out transportation planning in urbanized areas
NAAQS .....	National Ambient Air Quality Standards
NHDES.....	New Hampshire Department of Environmental Services
NHDOS.....	New Hampshire Department of Safety
NHDOT.....	New Hampshire Department of Transportation
NRPC.....	Nashua Regional Planning Commission
PL.....	MPO Planning Funds administered by FHWA
RPAs/RPCs .....	Regional Planning Agencies/Regional Planning Commissions
RPC .....	Rockingham Planning Commission
SIP.....	State Implementation Plan (for Air Quality Conformity)
SNHPC.....	Southern New Hampshire Planning Commission (Manchester area)
SNHPC.....	Southern New Hampshire Planning Commission
SPR.....	State Planning & Research
SRPC.....	Strafford Regional Planning Commission
STIP .....	State Transportation Improvement Program
STBG .....	Surface Transportation Block Grant Program
TAC .....	Technical Advisory Committee
TAM .....	Transit Asset Management
TAP.....	Transportation Alternatives Program
TIP.....	Transportation Improvement Program
TMA .....	Transportation Management Area (an urbanized area over 200K population the MPO has special project programming authority)
UPWP.....	Unified Planning Work Program
UZA/UA.....	Urbanized Area

## REFERENCES

23 U.S.C. 134 and Section 5303 of the Federal Transit Act

23 CFR 450

49 U.S.C. Section 5307

23 U.S.C. 119, 134–135, 148–150

23 U.S.C. 303

23 U.S.C. 135

NH RSA 228:99 and NH RSA 240

23 U.S.C. 134

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**APPENDIX A.2. UZA SUB-AGREEMENTS  
SUB-AGREEMENT REGARDING THE BOSTON UZA**

**WHEREAS**, the Boston Urbanized Area includes the communities of Atkinson, Brentwood, Danville, East Kingston, Epping, Fremont, Hampstead, Hampton, Hampton Falls, Kingston, Newton, Plaistow, Raymond, Salem, Sandown, Seabrook, South Hampton, Candia, Chester, Derry, Windham, and Pelham; AND

**WHEREAS**, the communities of Atkinson, Brentwood, Danville, East Kingston, Epping, Fremont, Hampstead, Hampton, Hampton Falls, Kingston, Newton, Plaistow, Raymond, Salem, Sandown, Seabrook, and South Hampton are part of the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO); the communities of Candia, Chester, Derry, and Windham are part of the Southern New Hampshire Planning Commission (SNHPC) MPO; and the Town of Pelham is part of the Nashua Regional Planning Commission (NRPC) MPO; AND

**WHEREAS**, the New Hampshire Department of Transportation (NHDOT), Nashua MPO, Southern NH MPO, and Rockingham MPO shall demonstrate that the MPOs comprising the Boston Urbanized Area (UZA) are exercising programming authority over sub-allocated Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000; AND

**WHEREAS**, the New Hampshire Department of Transportation (NHDOT), Nashua MPO, Southern NH MPO, and Rockingham MPO shall demonstrate that the MPOs comprising the Boston UZA are exercising project selection authority for non-National Highway System (NHS) projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of United States Code;

**NOW THEREFORE**, this sub-agreement memorializes the commitment of the NHDOT, Nashua MPO, Southern NH MPO, and Rockingham MPO to coordinate and promote sound transportation planning as follows:

1. Surface Transportation Block Grant (STBG) funds for urbanized areas with population over 200,000 sub-allocated the Boston UZA shall be allocated to the Nashua MPO, Southern NH MPO, and Rockingham MPO based on a formula comprised of each MPO's relative share of population and federal-aid eligible lane miles within the Boston UZA. The formula shall be as calculated as follows: 50% population within the Boston UZA and 50% federal-aid eligible lane miles within the Boston UZA.
2. STBG funds allocated to the Nashua MPO, Southern NH MPO, and Rockingham MPO under Item #1 above shall be programmed by each MPO utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "programming of STBG funding is compliant with Federal requirements as it relates to the MPO's programming authority."
3. Project selection authority for non-NHS projects funded under Chapter 134 of Title 23 or under Chapter 53 of Title 49 of United States Code shall be completed by each MPO utilizing their normal Long-Range Plan and Transportation Improvement Program (TIP) development processes. Each MPO's TIP self-certification statements shall include a statement indicating that the "selection of non-NHS projects is compliant with Federal requirements as it relates to the MPO's programming authority."
4. Proposed TIP Amendments and Administrative Modifications affecting projects in the Boston UZA

funded with sub-allocated STBG funding, or non-NHS projects selected under a MPO's programming authority, shall be reviewed, processed, and approved/denied by the affected MPO utilizing their approved TIP Revision Procedures.

5. The NHDOT shall select projects occurring on the National Highway System within the Boston UZA in cooperation with the affected MPOs.
6. Each New Hampshire MPO serving the Boston UZA shall provide a non-voting, ex-officio seat on their respective Technical Advisory Committees and MPO Policy Committees to the other MPOs serving the Boston UZA to ensure inter-regional coordination on the transportation needs of the Boston UZA as a whole.
7. Representatives of the Nashua MPO, Southern NH MPO, and Rockingham MPO will collaborate with Massachusetts and Maine-based MPOs as needed for projects and transportation initiatives of cross-state interest.

DRAFT

**APPENDIX A.3. UZA SUB-AGREEMENTS**  
**SUB-AGREEMENT REGARDING THE PORTSMOUTH, NH UZA**

**WHEREAS**, the Portsmouth NH Urbanized Area includes the communities of Exeter, Greenland, Hampton, New Castle, Newfields, Newington, Newmarket, North Hampton, Portsmouth, Rye, Seabrook, and Stratham, New Hampshire; AND

**WHEREAS**, the communities of Exeter, Greenland, Hampton, New Castle, Newfields, Newington, North Hampton, Portsmouth, Rye, Seabrook, and Stratham are part of the Rockingham MPO and the community of Newmarket is a part of the Strafford MPO; AND

**WHEREAS**, the New Hampshire Department of Transportation (NHDOT) exercises project selection authority for projects in the approved MPO TIP funded under Chapter 134 of Title 23 of United States Code for the Portsmouth UZA in cooperation with Strafford MPO and Rockingham MPO, while the designated recipients of public transportation funding have project selection authority, in cooperation with Strafford MPO and Rockingham MPO for projects funded under chapter 53 of Title 49 of United States Code.

**NOW THEREFORE**, this sub-agreement memorializes the commitment of the NHDOT, Strafford MPO, and Rockingham MPO to coordinate and promote sound transportation planning as follows:

1. Project selection authority for projects funded under Chapter 134 of Title 23 shall be completed by NHDOT from the approved MPO TIPs in cooperation with Strafford MPO and Rockingham MPO. Project selection authority under Chapter 53 of Title 49 of United States Code shall be completed by the designated recipients in cooperation with Strafford MPO and Rockingham MPO. Each MPO's TIP self-certification statements shall include a statement indicating that the selection of projects is compliant with Federal requirements as it relates to the MPO's programming authority.
2. Proposed TIP Amendments and Administrative Modifications, shall be reviewed, processed, and approved/denied by the affected MPO utilizing their approved TIP Revision Procedures.
3. Each New Hampshire MPO serving the Portsmouth UZA shall provide a non-voting, ex-officio seat on their respective Technical Advisory Committees and MPO Policy Committees to the other MPOs serving the Portsmouth UZA to ensure inter-regional coordination on the transportation needs of the Portsmouth UZA as a whole.
4. Representatives of the Strafford MPO and Rockingham MPO will collaborate with Massachusetts and Maine-based MPOs as needed for projects and transportation initiatives of cross-state interest.

**APPENDIX B.2. TRANSIT PROVIDER SUB-AGREEMENTS**  
**SUB-AGREEMENT BETWEEN Rockingham MPO, Southern NH MPO, Nashua MPO AND**  
**THE COOPERATIVE ALLIANCE FOR REGIONAL TRANSPORTATION (CART)**

**WHEREAS**, the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART) provides public transportation services within the Nashua NH-MA and Boston MA-NH-RI Urbanized Areas and in other portions of the two MPO regions; and

**WHEREAS**, CART is a Designated Recipient in the Urbanized Area for Federal Transit Administration (FTA) capital and operating aid under Sections 5307, 5310, 5339, and 5340 of the Federal Transit Act, as amended; and

**WHEREAS**, the Rockingham Planning Commission (RPC) and Southern New Hampshire Planning Commission (SNHPC) Metropolitan Planning Organizations (MPOs) have transportation planning responsibilities overlapping the CART service area, including performance target setting and reporting pursuant to 49 CFR 625; and

**WHEREAS** the Nashua Regional Planning Commission (NRPC) MPO shares transportation planning responsibilities for certain Nashua Urbanized Area communities within the CART service area;

**THEREFORE, BE IT RESOLVED**, that the following provisions of this Memorandum of Understanding are agreeable to all parties.

**MPO Responsibilities:**

1. Participate in negotiation process to split FTA 5307 Urbanized Area Formula funds, 5340 Growing States and High Density States funds, 5310 Enhanced Mobility for seniors and Individuals with Disabilities funds, and 5339 Bus and Bus Facilities Program funds apportioned to the Nashua NH-MA Urbanized Area.
2. Assist with data collection and analysis efforts necessary for various types of route level, system and regional planning. These include, but are not limited to, passenger counts, on-board passenger surveys, surveys of the general public, land use and demographic data, and system operating data.
3. Provide other technical assistance to the CART transit system as requested by CART.
4. Incorporate key data, analyses, findings and recommendations pertaining to the provision of regional transit services in the multi-modal RPC and SNHPC Metropolitan Transportation Plans. RPC and SNHPC will seek the input of CART in the development of short and long-range recommendations in their Plans. The Plans are updated on a biennial basis.
5. Coordinate with CART in setting performance targets related to transit asset management and safety performance measures.
6. Incorporate transit projects into the Transportation Improvement Program. RPC and SNHPC will identify sources of funding, ensure that the projects are financially constrained, rank projects by regional priority, conduct air quality conformity analysis if necessary, and undertake a public participation process that meets Federal requirements.

**CART Responsibilities**

CART shall be responsible for and shall be considered the lead agency in conducting the following transportation planning and programming activities.

1. Coordinating with and assisting the MPOs in the development and update of the Transit component(s) of their Metropolitan Transportation Plans, which may include, but not be limited to,

transit system policies and service demands, transit service modifications and extensions, transit fares, and transit system capital facility needs.

2. Providing data to the MPOs relative to the calculation of transit asset management and safety performance measures for target setting.
3. Participate in the negotiation process to split FTA 5307 Urbanized Area Formula Funds, 5340 Growing States and High Density States funds, 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funds and 5339 Bus and Bus Facilities Program funds apportioned to the Nashua NH-MA Urbanized Area.
4. Providing information to the MPOs relative to the proposed programming of federal, state and local funds for metropolitan transit system improvements and services which fall under CART's jurisdiction.
5. Preparing and submitting applications for-state and federal mass transportation capital and operating assistance grants and administering approved grants;
6. Conducting preliminary engineering and final design studies relating to public transportation capital facilities, including but not limited to transit stations, shelters, bus stop signs, garages, maintenance buildings, operator buildings, and rolling stock and sharing this information with the MPOs, New Hampshire Department of Transportation (NHDOT), and FTA;
7. Conducting detailed operational planning necessary to establish or modify transit routes, schedules, fares, stop locations, transfer points, vehicle assignments, and other operating procedures in accord with the proposals contained in transit component(s) of the MPO Transportation Plans, and sharing this information with the MPOs, NHDOT, and FTA;
8. Seeking MPO planning assistance utilizing Section 5303 or 5304 FTA funds as part of the MPOs' biennial Unified Planning Work Programs (UPWPs) to complete various transit technical assistance, coordination, or planning activities;
9. Preparing and updating paratransit service plans in conformance with the Americans with Disabilities Act of 1990;
10. Endorsing or providing timely comment on the MPOs' Metropolitan Transportation Plans for use as a guide in local transit planning and programming activities;
11. Conducting planning for CART's transit marketing program, including but not limited to the conduct of market surveys, the design of user information materials, and the development of transit promotion programs;
12. Conducting transit management planning, including but not limited to activities related to personnel policies and training programs, maintenance policies, fare collection and handling procedures, and accounting practices; and
13. Collecting data to meet the requirements of Section 5335 of the Federal Transit Act (the National Transit Database) and make these data available to the NHDOT and MPOs as appropriate for their transit planning needs.
14. Consult with the MPOs at an early stage when preparing significant changes in routes, fares or schedules or when proposing major investments in the public transportation infrastructure.
15. Review, evaluate and provide timely recommendations to the MPOs regarding federally funded public transportation projects proposed in the region.

**APPENDIX B.3. TRANSIT PROVIDER SUB-AGREEMENTS**  
**SUB-AGREEMENT BETWEEN ROCKINGHAM MPO, STRAFFORD MPO AND**  
**COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)**

**WHEREAS**, the Cooperative Alliance for Seacoast Transportation (COAST) provides regional transportation services that are open to the general public within the Urbanized Areas and in other portions of the two MPO regions; and

**WHEREAS**, COAST receives capital and capital operating funding assistance under the federal Congestion Mitigation & Air Quality (CMAQ) program (which when awarded is granted under the FTA 5307 program), may receive capital funding assistance under the FTA 5339 Bus and Bus Facilities Program, and may also receive FTA 5307 capital funding assistance, as authorized for transfer by the NHDOT from the Boston UZA and other new programs that may become available; and

**WHEREAS**, the Rockingham MPO and Strafford MPO have transportation planning responsibilities overlapping the COAST service area, including performance target setting and reporting pursuant to 49 CFR 625;

**NOW THEREFORE**, this sub agreement memorializes the commitment of the Strafford MPO, Rockingham MPO, and COAST to coordinate and promote sound transportation planning as follows:

**MPO Responsibilities**

1. Assist with data collection and analysis efforts necessary for various types of route level, system and regional planning. These include, but are not limited to, passenger counts, on-board passenger surveys, surveys of the general public, land use and demographic data, and system operating data.
2. Provide other technical assistance to the COAST transit system as requested by COAST.
3. Incorporate key data, analyses, findings and recommendations pertaining to the provision of regional transit services in the multi-modal Rockingham MPO & SRPC Metropolitan Transportation Plans. Rockingham MPO and SRPC will seek the input of COAST recommendations in the development of their short and long-range Plans.
4. Incorporate transit projects into the Transportation Improvement Program. Rockingham MPO and SRPC will identify sources of funding, ensure that the projects are financially constrained, rank projects by regional priority, conduct air quality conformity analysis, and undertake a public participation process that meets Federal requirements.
5. Coordinate with COAST in setting performance targets related to transit asset management and safety performance measures.
6. Update the Coordinated Public Transit and Human Services Transportation Plan in coordination with COAST.

**COAST Responsibilities**

COAST shall be responsible for and shall be considered the lead agency in conducting the following transportation planning and programming activities:

1. Coordinate with and assisting the MPOs in the development and update of the Transit component(s) of each agency's Transportation Plans, which may include, but not be limited to, transit system policies and service demands, transit service modifications and extensions, transit fares, and transit system capital facilities needs;
2. Provide information to the MPOs relative to the proposed programming of federal, state and local funds for metropolitan transit system improvements and services which fall under COAST's jurisdiction;

3. Provide data to the MPOs relative to the calculation of transit asset management and safety performance measures for target setting during the month in which COAST submits their targets to NHDOT or FTA;
4. Prepare and submit applications for state and federal mass transportation capital and capital operating assistance grants and administer in & approved grants;
5. Conduct preliminary engineering and final design studies relating to university and public transportation capital facilities, including but not limited to transit stations, shelters, bus stop signs, garages, maintenance buildings, operator buildings, and rolling stock and sharing this information with the MPOs, NHDOT, and FTA;
6. Conduct detailed operational planning necessary to establish or modify transit routes, schedules, fares, stop locations, transfer points, vehicle assignments, and other operations procedures in accord with the proposals contained in transit component(s) of the MPO Transportation Plans, and sharing this information with the MPOs, NHDOT, and FTA;
7. Seek MPO planning assistance utilizing Section 5303 or 5304 FTA funds as part of the MPOs' biennial UPWPs to complete various transit technical assistance, coordination, or planning activities;
8. Prepare and update paratransit service plans in conformance with the Americans with Disabilities Act of 1990;
9. Endorse or provide timely comment on the MPOs' transportation plans for use as a guide in local transit planning and programming activities;
10. Conduct planning for COAST's transit marketing program, including but not limited to the conduct of market surveys, the design of user information materials, and the development of transit promotion programs;
11. Conduct transit management planning, including but not limited to activities related to personnel policies and training programs, maintenance policies, fare collection and handling procedures, and accounting practices; and
12. Collect data to meet the requirements of Section 5335 of the Federal Transit Act (the National Transit Database) and make these data available to the NHDOT and MPOs as appropriate to their transit planning needs.
13. Consult with the MPOs at an early stage when preparing significant changes in routes, fares or schedules or when proposing major investments in their transit infrastructure.
14. Review, evaluate and provide timely recommendations to the MPOs regarding federally funded public transportation projects proposed in the region.

**APPENDIX B.5. TRANSIT PROVIDER SUB-AGREEMENTS**  
**SUB-AGREEMENT BETWEEN Rockingham MPO, Strafford MPO AND**  
**UNIVERSITY OF NEW HAMPSHIRE WILDCAT TRANSIT**

**WHEREAS**, the University of New Hampshire Wildcat Transit services ("UNH Wildcat Transit and Campus Connector") provides university and regional transportation services that are open to the general public within the Urbanized Areas and In other portions of the two MPO regions; and

**WHEREAS**, UNH Wildcat Transit receives capital and capital operating funding assistance under the federal Congestion Mitigation & Air Quality (CMAQ) program (which when awarded is granted under the FTA 5307 program), may receive capital funding assistance under the FTA 5339 Bus and Bus Facilities Program, and may also receive FTA 5307 capital funding assistance, as authorized for transfer by the NHDOT from the Boston UZA and other new programs that may become available; and

**WHEREAS**, the Rockingham MPO and Strafford MPO have transportation planning responsibilities overlapping the UNH Wildcat Transit service area, including performance target setting and reporting pursuant to 49 CFR 625;

**NOW THEREFORE**, this sub agreement memorializes the commitment of the Strafford MPO, Rockingham MPO, and UNH Wildcat Transit to coordinate and promote sound transportation planning as follows:

**MPO Responsibilities**

1. Incorporate key data, analyses, findings and recommendations pertaining to the provision of regional transit services in the multi-modal Rockingham MPO & SRPC Metropolitan Transportation Plans. Rockingham MPO and SRPC will seek the input of UNH Wildcat Transit recommendations in the development of their short and long-range Plans.
2. Incorporate transit projects into the Transportation Improvement Program. Rockingham MPO and SRPC will identify sources of funding, ensure that the projects are financially constrained, rank projects by regional priority, conduct air quality conformity analysis, and undertake a public participation process that meets Federal requirements.
3. Coordinate with UNH Wildcat Transit in setting performance targets related to transit asset management and safety performance measures.
4. Provide other technical assistance to the system as requested by UNH Wildcat Transit and mutually agreed upon by the two agencies.

**UNH Wildcat Transit Responsibilities**

UNH Wildcat Transit shall be responsible for and shall be considered the lead agency in conducting the following transportation planning and programming activities:

1. Coordinate with and assisting the MPOs in the development and update of the Transit component(s) of each agency's Transportation Plans, which may include, but not be limited to, transit system policies and service demands, transit service modifications and extensions, transit fares, and transit system capital facilities needs;
2. Provide information to the MPOs relative to the proposed programming of federal, state and local funds for metropolitan transit system improvements and services which fall under UNH Wildcat Transit's jurisdiction;

3. Provide data to the MPOs relative to the calculation of transit asset management and safety performance measures for target setting during the month in which UNH Wildcat Transit submits their targets to NHDOT or FTA;
4. Prepare and submit applications for state and federal mass transportation capital and capital operating assistance grants and administer in& approved grants;
5. Conduct preliminary engineering and final design studies relating to university and public transportation capital facilities, including but not limited to transit stations, shelters, bus stop signs, garages, maintenance buildings, operator buildings, and rolling stock and sharing this information with the MPOs, NHDOT, and FTA;
6. Conduct detailed operational planning necessary to establish or modify transit routes, schedules, fares, stop locations, transfer points, vehicle assignments, and other operations procedures in accord with the proposals contained in transit component(s) of the MPO Transportation Plans, and sharing this information with the MPOs, NHDOT, and FTA;
7. Seek MPO support with various transit technical assistance, coordination, or planning activities as resources in MPO biennial UPWPs allow;
8. Prepare and update paratransit service plans in conformance with the Americans with Disabilities Act of 1990;
9. Endorse or provide timely comment on the MPOs' transportation plans for use as a guide in local transit planning and programming activities;
10. Conduct planning for UNH Wildcat Transit's transit marketing program, including but not limited to the conduct of market surveys, the design of user information materials, and the development of transit promotion programs;
11. Conduct transit management planning, including but not limited to activities related to personnel policies and training programs, maintenance policies, fare collection and handling procedures, and accounting practices; and
12. Collect data to meet the requirements of Section 5335 of the Federal Transit Act (the National Transit Database) and make these data available to the NHDOT and MPOs as appropriate to their transit planning needs.
13. Consult with the MPOs at an early stage when preparing significant changes in routes, fares or schedules or when proposing major investments in their transit infrastructure.
14. Review, evaluate and provide timely recommendations to the MPOs regarding federally funded public transportation projects proposed in the region.

**APPENDIX C.1. PERFORMANCE MEASURE SUB-AGREEMENTS**  
**SUB-AGREEMENT BETWEEN NHDOT,**  
**NEW HAMPSHIRE DEPARTMENT OF SAFETY,**  
**NRPC, RPC, SNHPC, AND SRPC**

**Concerning the**  
**COORDINATION OF SAFETY DATA AND TARGET SETTING FOR METROPOLITAN PLANNING**  
**ORGANIZATIONS (MPOS)**

**WHEREAS**, the Federal Highway Administration (FHWA) has established five performance measures related to Safety that require the Nashua Regional Planning Commission Metropolitan Planning Organization (Nashua MPO), Rockingham Planning Commission MPO (Rockingham MPO), Southern New Hampshire Planning Commission (Southern NH MPO), Strafford Regional Planning Commission (Strafford MPO) and the New Hampshire Department of Transportation (NHDOT) to coordinate on the establishment of targets to the maximum extent practicable; and

**WHEREAS**, the FHWA and the National Highway Traffic Safety Administration (NHTSA) have established that the NHDOT and the New Hampshire Department of Safety (NHDOS) must set identical targets for the three common performance measures reported in the State's Highway Safety Plan and coordinated through the State's Strategic Highway Safety Plan; and

**WHEREAS**, the State of New Hampshire, through its Department of Transportation, has statutory responsibility to serve as the principal source of transportation planning in non-MPO regions of the State; and

**WHEREAS**, the NRPC, RPC, SNHPC and SRPC staff their respective MPOs; and

**WHEREAS**, the Nashua MPO, Rockingham MPO, Southern NH MPO, Strafford MPO and NHDOT agree that they will coordinate with each other to ensure consistency and transparency among their respective transportation planning policies and programs.

**NOW THEREFORE**, the following provisions of this Memorandum of Understanding are agreeable to all parties.

**Roles, Responsibilities, and Deliverables**

The FAST Act and subsequent federal rulemaking established five performance measures related to safety on the nation's highways. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require that state departments of transportation (DOTs) shall establish and report annual targets related to each of these five performance measures by August 31 of each year in compliance with 23 CFR 490 Subpart B. MPOs shall either adopt and support state DOT targets or set their own targets specific to their planning areas by February 27 of each year or within 180 days of the establishment of NHDOT's targets. Annual targets will be expressed as five-year rolling averages and be compared to a five-year rolling average base period comprised of the five complete calendar years preceding the year the targets are due.

## **NHDOT Responsibilities**

NHDOT shall be responsible for and shall be considered the lead agency in conducting the following activities:

1. Coordinate with NHDOS to ensure that the targets for the three common performance measures reported in the State's Highway Safety Plan (HSP) and coordinated through the State's Strategic Highway Safety Plan are identical.
2. Report performance targets to FHWA by June 30 of each year.
3. Inform MPOs of the five performance measure targets established for the state by June 30 of each year.
4. Provide the vehicle miles traveled for the five-year base period within the respective MPO boundaries to MPOs by June 30 of each year.
5. Coordinate with the MPOs on setting state and regional performance targets.
6. If requested, provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the five performance measures.

At the request of an MPO, NHDOT will:

- Provide Safety target adoption language for MPOs to incorporate into their Long Range Transportation Plans.
- Provide staff support during the Policy Committee meeting to assist with presenting the adoption of Safety targets.

## **NHDOT Coordination with NHDOS**

NHDOT shall be responsible for and shall be considered the lead agency in conducting the following activities:

1. Coordinate with NHDOS to ensure that the targets for the three common performance measures reported in the State's Highway Safety Plan (HSP) and coordinated through the Highway Safety Improvement Program (HSIP) are identical.
2. Coordinate performance targets for the three identical HSP measures reported to NHTSA by July 1 of each year.
3. Obtain an export of the crash "incident" data used for setting statewide serious injuries targets that includes the necessary information for the MPOs to query the number of people obtaining serious injuries in crashes in their regions (the crash number, date, time, municipality, number of serious injuries per crash, and basic location information) to provide to the MPOs.
4. Obtain an export of the crash "person" data to determine which of the individuals who sustained serious injuries were "non-motorized" travelers, defined by FHWA as pedestrians or pedal cyclists to provide to the MPOs.

## **MPO Responsibilities**

The MPOs shall be responsible for and shall be considered the lead agencies in conducting the following activities:

1. Coordinate with the NHDOT and NHDOS on setting state and regional performance targets.
2. Have their Policy Committees formally adopt the five Safety targets through a Long Range Transportation Plan amendment within 180 days of the establishment of NHDOT's targets or by February 27 of each year.
3. Provide NHDOT a letter confirming action by their Policy Committee and the date of approval within 180 days of the establishment of NHDOT's targets or by February 27 of each year.

## APPENDIX D: OBLIGATIONAL AUTHORITY RELATED TO STBG >200K

### APPORTIONMENTS

The obligational authority related to STBG >200K apportionments is available to the NRPC, SNHPC and RPC communities to be programmed by those agencies for projects. NHDOT and the involved MPOs have agreed to the following approach regarding programming those funds:

- Allocation of Obligational Authority (OA):  
The OA related to these funds will be apportioned to the involved regions based on regional shares of population and Federal Aid lane miles. ***As an example, details for 2017 have been provided below. Please note that actual allocations will be based on actual apportionment and obligational authority values:***

Source	Amount
Nashua TMA Apportionment 2017	\$3,705,630.00
Obligational Authority	<b>\$3,446,235.90</b>
Estimate Available 2029 & 2030	\$6,892,471.80
<hr/>	
Boston UZA Apportionment 2017	\$1,573,678.00
Obligational Authority	<b>\$1,463,520.54</b>
Estimate available 2029 & 2030	\$2,927,041.08
<hr/>	
<b>Total available to be programmed</b>	<b>\$9,819,512.88</b>

**For the Nashua Urbanized Area:**

**NRPC**

Town	F-A-E Lane Miles	Population
AMHERST	49.712	4214
BROOKLINE	0.546	8
HOLLIS	9.172	544
HUDSON	71.167	19999
LITCHFIELD	27.01	4041
LYNDEBOROUGH		3
MERRIMACK	143.921	17607
MILFORD	53.468	7673
MONT VERNON		41
NASHUA	253.382	77293
PELHAM	1.636	148
WILTON	8.948	146
<b>Totals</b>	<b>619.0</b>	<b>131717</b>
<b>% of total</b>	<b>69%</b>	<b>71%</b>
<b>Funding allocation</b>	<b>\$ 2,393,081</b>	<b>\$ 2,460,500</b>

**SNHPC**

Town	F-A-E Lane Miles	Population
AUBURN	9.07	369
BEDFORD		3
CHESTER	1.662	11
DERRY	73.779	23718
LONDONDERRY	120.657	17756
MANCHESTER		2
WINDHAM	67.227	10910
<b>Totals</b>	<b>272.4</b>	<b>52769</b>
<b>% of total</b>	<b>31%</b>	<b>29%</b>
<b>Funding allocation</b>	<b>\$ 1,053,155</b>	<b>\$ 985,736</b>

**Nashua Regional Planning Commission Total: \$4,853,581**

**Southern NH Planning Commission Total: \$2,038,891**

**For the Boston Urbanized Area:**

**RPC**

Town	F-A-E Lane Miles	Population
ATKINSON	15.138	6751
BRENTWOOD	7.864	127
DANVILLE	9.328	1744
EAST KINGSTON	9.616	496
EPPING	2.992	194
FREMONT	2.928	216
HAMPSTEAD	25.209	8466
HAMPTON	0.168	55
HAMPTON FALLS	25.049	558
KINGSTON	30.705	3025
NEWTON	21.056	3107
PLAISTOW	52.895	7593
SALEM	118.593	27916
SANDOWN	13.64	2759
SEABROOK	38.27	8342
SOUTH HAMPTON	0.052	19
RAYMOND	42.441	2299
<b>Totals</b>	<b>415.9</b>	<b>73,667</b>
<b>% of total</b>	<b>90%</b>	<b>88%</b>
<b>Funding allocation</b>	<b>\$ 1,315,603</b>	<b>\$ 1,287,906</b>

**SNHPC**

Town	F-A-E Lane Miles	Population
CANDIA	0.412	2
CHESTER	0.494	354
DERRY	5.562	2027
WINDHAM	2.852	25
<b>Totals</b>	<b>9.3</b>	<b>2,408</b>
<b>% of total</b>	<b>2%</b>	<b>3%</b>
<b>Funding allocation</b>	<b>\$ 29,479</b>	<b>\$ 42,099</b>

**NRPC**

Town	F-A-E Lane Miles	Population
Pelham	37.446	7637
<b>Totals</b>	<b>37.4</b>	<b>7,637</b>
<b>% of total</b>	<b>8%</b>	<b>9%</b>
<b>Funding allocation</b>	<b>\$ 118,439</b>	<b>\$ 133,516</b>

**Rockingham Planning Commission Total: \$2,603,509**

**Southern NH Planning Commission Total: \$71,577**

**Nashua Regional Planning Commission Total: \$251,955**

- **Project programming process:**

Selected projects must be approved as part of the State's Ten Year Transportation Improvement Plan. NHDOT identifies a total programming target for all 9 NH RPCs at the outset of each Ten Year Plan cycle and establishes a theoretical funding target for all 9 RPCs, allocated to each based on their respective regional portion of the overall state population and Federal-Aid eligible lane miles.

The theoretical allocation is based on apportioned funds in the STBG –Urbanized > 200K funding category of the fiscal year at the start of the Ten Year Plan cycle at a minimum plus any additional funds identified as available by NHDOT to the 3 RPCs as outlined above. At a minimum, the SNHPC, NRPC and RPC will receive a regional allocation based on the STBG –Urbanized > 200K funding.

Projects will be programmed in the Ten Year Plan through a process whereby RPCs identify candidate projects via a consultative process with their respective constituencies and then evaluate and rank in priority order using a standardized set of evaluation criteria. The RPCs will then submit list of projects for inclusion in the draft Ten Year Plan. This list of projects will be constrained to the available sub allocated funds for the region. NHDOT will then insert the RPC projects into the draft Ten Year Plan without change.

All parties will then follow the State's established Ten Year Plan process. RPCs will advocate for their projects through the GACIT, the Governor, and both chambers of the NH legislature review and amendment processes before it is adopted and signed into law as the NH Ten Year Transportation Improvement Plan.

**APPENDIX E: APPORTIONMENT OF TRANSPORTATION ALTERNATIVE PROGRAM  
FUNDS**

The State of New Hampshire receives an annual apportionment of Transportation Alternative program funds. After accounting for the actual obligational authority provided to the state of NH, these funds are sub allocated to various areas of the state based on population. One of these sub allocation categories is for areas with populations greater than 200,000, or the Census designated Urbanized Areas (UZAs) in New Hampshire.

The sub allocation targets for these funds will be calculated based on population and federal-aid eligible centerline miles for communities within the UZAs by RPC. The portion of TAP funds sub allocated to the over 200,000 population area is based on NH's obligational authority. The funds will be sub allocated to each MPO on the basis of the proportional share of the total population and lane mileage for each region.

In an effort to ensure a fair, equitable and consistent approach to awarding limited TAP funds around the state, the MPOs have agreed to collaborate with the statewide process for the award of all TAP. This process utilizes a Statewide Advisory Committee to evaluate all applications utilizing the same criteria. Overall scores are determined and a recommended awards list compiled.

As part of this process, NHDOT will:

- Prior to the start of new TA application cycles, NHDOT will meet with the involved RPCs to discuss funding amounts and confirm the sub allocation available to each region.
- Following application scoring, NHDOT will ensure that the sub allocation targets for each of the identified regions is addressed through the awards. This means that each region will be awarded at least 1 project using the available sub allocated funds.
- Prior to announcing proposed awards, NHDOT will consult with each of the involved MPOs to discuss the overall award recommendations and work to address any concerns identified.

In the event that no applications for TAP funding are received from 1 or more of the affected RPCs, all parties agree that the over 200,000 sub allocated funds will be awarded to other applicants within the over 200,000 eligible areas.

***Sub allocation targets will be set using the following methodology which uses 2018 apportionments as an example. Actual allocations will be based on actual Obligational Authority available at the time of the awards cycle.***

<b>Source</b>	<b>Amount</b>
<b>TA &gt;200K Apportionment 2018</b>	\$450,562.00
<b>Obligational Authority</b>	<b>\$419,022.66</b>
<b>Estimate Available for 2019 &amp; 2020</b>	\$838,045.32

**NRPC total: \$420,877**

Town	F-A-E Lane Miles	Population
AMHERST	49.712	4214
BROOKLINE	0.546	8
HOLLIS	9.172	544
HUDSON	71.167	19999
LITCHFIELD	27.01	4041
LYNDEBOROUGH		3
MERRIMACK	143.921	17607
MILFORD	53.468	7673
MONT VERNON		41
NASHUA	253.382	77293
PELHAM	39.082	7821
WILTON	8.948	146
<b>Totals</b>	<b>656.4</b>	<b>139390</b>
<b>% of total</b>	<b>48%</b>	<b>52%</b>
<b>Funding allocation</b>	<b>\$ 203,129</b>	<b>\$ 217,749</b>

**SNHPC total: \$173,373**

Town	F-A-E Lane Miles	Population
AUBURN	9.07	369
BEDFORD		3
CHESTER	2.156	365
DERRY	79.341	25745
LONDONDERRY	120.657	17756
MANCHESTER		2
WINDHAM	70.079	10935
CANDIA	0.412	2
<b>Totals</b>	<b>281.7</b>	<b>55177</b>
<b>% of total</b>	<b>21%</b>	<b>21%</b>
<b>Funding allocation</b>	<b>\$ 87,178</b>	<b>\$ 86,195</b>

**RPC total: \$243,795**

<b>Town</b>	<b>F-A-E Lane Miles</b>	<b>Population</b>
ATKINSON	15.138	6751
BRENTWOOD	7.864	127
DANVILLE	9.328	1744
EAST KINGSTON	9.616	496
EPPING	2.992	194
FREMONT	2.928	216
HAMPSTEAD	25.209	8466
HAMPTON	0.168	55
HAMPTON FALLS	25.049	558
KINGSTON	30.705	3025
NEWTON	21.056	3107
PLAISTOW	52.895	7593
SALEM	118.593	27916
SANDOWN	13.64	2759
SEABROOK	38.27	8342
SOUTH HAMPTON	0.052	19
RAYMOND	42.441	2299
<b>Totals</b>	<b>415.9</b>	<b>73,667</b>
<b>% of total</b>	<b>31%</b>	<b>27%</b>
<b>Funding allocation</b>	<b>\$ 128,716</b>	<b>\$ 115,079</b>