

RPC Transportation Advisory Committee

June 27, 2019

9:00-11:00 AM

RPC Offices

156 Water Street, Exeter

(Directions on reverse)

Paper copies of the attachments will be available at the meeting

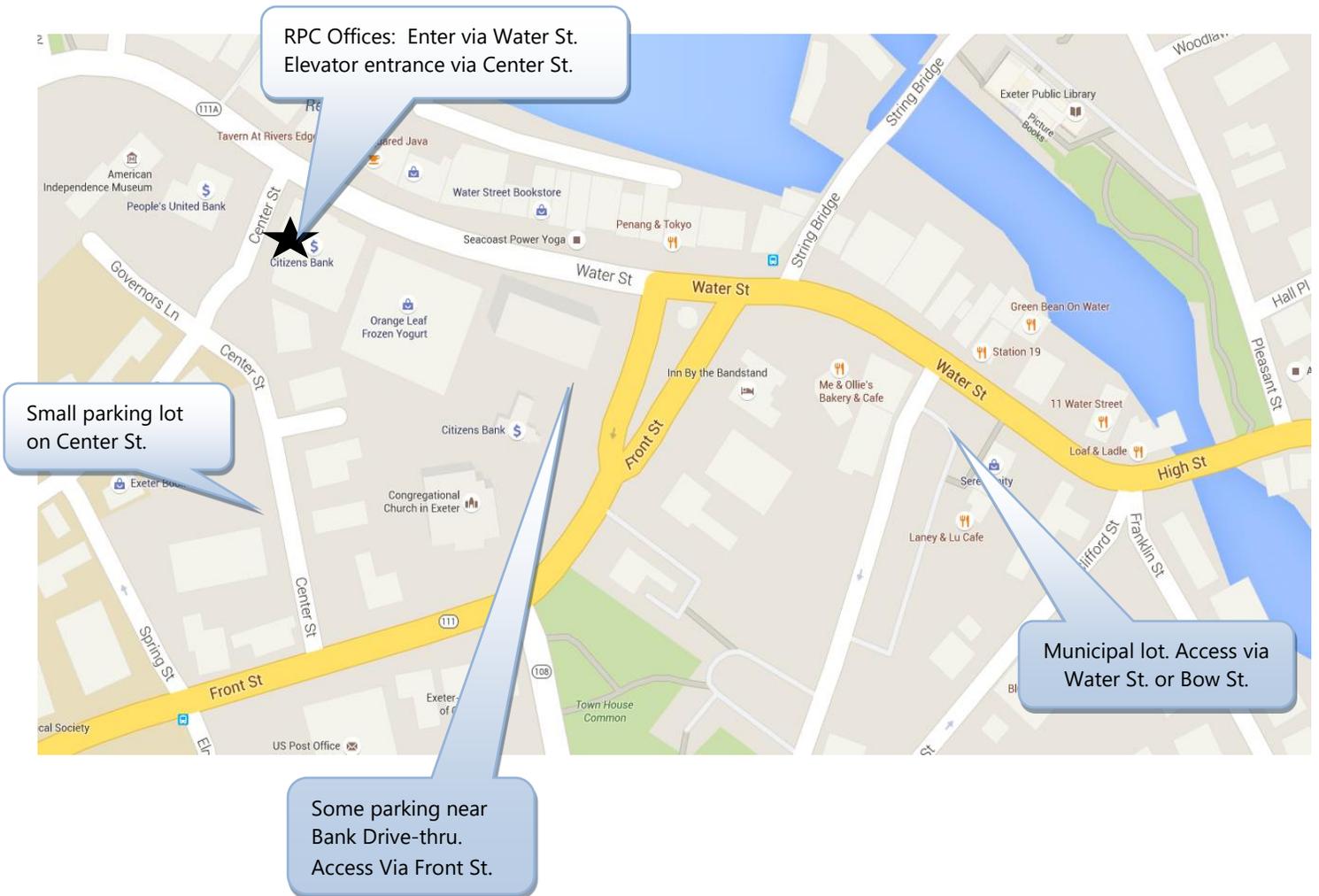
1. Introductions
2. Minutes of 3/28/19 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. 2019 TIP Amendment #1 (**Attachment #2**)
4. Congestion Mitigation & Air Quality Program (CMAQ) Update - (**Attachment #3**) – Dave Walker
5. Ten Year Plan Update – Dave Walker
6. NPMRDS Expanded Data and Tools – Christian Matthews
7. Congestion Management Process (CMP) Update – Dave Walker
8. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2019 (Next meeting highlighted)

January 24 th	May 23 rd	September 26 th
February 28 th	June 27 th	October 24 th
March 28 th	July 25 th	December 5 th
April 25 th	August 22 nd	

*****Off Schedule*****

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



**Transportation Advisory Committee
Rockingham Planning Commission**

**March 28, 2019
RPC Conference Room, Exeter NH**

Members Present: R. McDermott, Chairman (Hampton Falls); D. Sharples (Exeter); T. Moore (Plaistow); C. Jacobs (Hampton); M. Stowell (PDA); L. St. John (NHDOT); T. White (NHDES); A. Garron (Salem); R. Clark (Atkinson); L. Levine (FHWA); T. Komornick (Merrimack Valley Planning Commission); T. Austin (Stratham)

Staff: D. Walker (Assistant Director); S. Bogle (Sr. Transportation Planner); C. Matthews (GIS/Transportation Analyst); A. Pettengill (Business Manager)

1. Chairman McDermott convened the meeting at 9 a.m.

2. Minutes of January 24, 2019

*Clark moved to approve the Minutes of January 24, 2019 as presented; Christiansen seconded.
SO VOTED (2 abstentions)*

3. Notes of February 28, 2019 Statewide Pedestrian & Bicycle Plan Workshop (Informational Only)

4. Draft 2020-21 Unified Planning Work Program (UPWP) – D. Walker

Walker explained the UPWP which guides the work of the MPO and how that work is funded. He reviewed requirements of the FAST ACT and the Performance Goals required under FAST ACT as well. He outlined the nine planning emphasis areas from FHWA which include the three MPO Planning Priorities: planning and environmental linkages; livability and sustainability; and congestion management. He noted that there are some edits still needed in the UPWP document and those will be forthcoming. *Christiansen moved to approve the UPWP FY 20/21 to include necessary technical edits and changes as anticipated; Sharples seconded. **SO VOTED.** Discussion followed.*

5. Ten Year Plan Project Prioritization - D.Walker

Walker stated that the MPO has received NHDOT's reviews of the priority Ten Year Plan project proposals that were approved by the TAC in December. He referred to NHDOT's memo in Attachment 4. Walker reviewed the changes that DOT made, mostly cost adjustments, and the reasons for those adjustments. There was discussion on project cost changes and budget capping proposed by DOT for the federal participation portion. Walker explained that the TAC

needs to cut the budget by \$220, 000 and therefore remove a project from the list. Discussion followed on specific projects and their merits. *Sharples moved to recommend to the Policy Committee the prepared list of Project Recommendations with the removal of either Arboretum Drive project or Grafton Drive project at Pease; Jacobs seconded. **SO VOTED.***

6. Stratham Safe Routes to School Project – S. Bogle

Bogle noted that the SRTS project is near completion and a draft Plan has been presented to the SRTS Committee and the Stratham Planning Board has recommended approval to the Board of Selectmen. He reviewed the work done by the RPC which included planning, mapping, public input, surveys, and data collection and discussed key issues and challenges. The next step is for the Board of Selectmen to review and adopt the Plan, inclusion into the Stratham Master Plan, maintain and grow the SRTS Committee, implement non-infrastructure grant projects, and work toward larger infrastructure projects.

7. Project Updates (distributed)

Meeting adjourned at 10:55 a.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Dave Walker, Transportation Program Manager
Date: 6/20/2019
RE: **2019 TIP Amendment #1**

Attached is a report that lists the changes that Amendment #1 proposes to make to the 2019 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region covering fiscal years 2019-2022. The full STIP revision report is also available on the RPC website (www.rpc-nh.org) for those interested in the proposed changes to projects from other parts of the state. Overall, there are 5 Statewide project changes proposed that the RPC needs to address in the TIP, and these take the form of one project addition, three funding amount changes, and one funding source change. At the same time, the Long Range Transportation Plan (LRTP) is also being updated to maintain consistency between the project lists in the two documents. The MPO is conducting a 30 day public comment period on Amendment #1 that began on June 10, 2019 and will conclude on July 9, 2019. A final opportunity for comments will be during the public hearing at the **July 10, 2019 RPC Meeting at Hampstead Town Hall (11 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 4 statewide programs and one statewide project and results in a net increase in cost of just over \$3.8 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 is one project that is being added into the TIP (Statewide 40915). One project is reducing cost while two are increasing and another is switching from state to federal funds. 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.

Recommendation

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

- 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 Transportation Advisory Committee recommend MPO approval of the project changes identified in Amendment #1.

TABLE 1: AMENDMENT SUMMARY

	Project #	Scope	Net Funding Change in TIP	Reason for Change
Cost/Funding Changes	ADA	Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws.	(\$155,430)	Updated construction costs to reflect work programmed for TIP period
	BRDG-HIB-M&P	Maintenance and Preservation efforts for High Investment Bridges	\$3,595,360	Increased CON in FY19 and FY20 to reflect Ten Year Plan amounts
	ENV-POST-CON	Environmental Commitments for post-construction obligations.	\$291,100	Cost increase to include funds needed for post-construction mitigation commitments in child projects
	42248	Surface Transportation System Funding Alternatives Grant – Phase 1 Study	\$0	NHDOT Grant proposal was funded so project is changed from “Illustrative” & funding with State dollars to a full TIP project funded with Federal dollars
		Net Change	+\$3,731,030	
New Projects	40915	Exit Sign renumbering along Tier 1 highways to comply with MUTCD	\$115,682	New Project
			Net Change	+\$115,682

Reading the TIP Revision Report



Revision: A01
 Docket Detail: 2019 TIP Amendment 1
 Approval Date: 7/10/2019

4 PROGRAM

5 Project Number: **ADA** Project Route/Location: **Various** 6 **APPROVED**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$70,000	\$0	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
CON	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$0	\$0	\$815,430	STP-Safety, Toll Credit, STP-Enhancement
	\$200,000	\$200,000	\$285,100	\$210,330	\$895,430	\$0	\$0	\$895,430	

16 Regionally Significant: N CAA Code: E-33 17 Total Project Cost: \$3,503,093

Project Number: **ADA** Project Route/Location: **Various** **PENDING**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$70,000	\$0	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
CON	\$200,000	\$120,000	\$0	\$340,000	\$660,000	\$0	\$0	\$660,000	STP-Safety, Toll Credit, STP-Enhancement
	\$200,000	\$120,000	\$80,000	\$340,000	\$740,000	\$0	\$0	\$740,000	

Regionally Significant: N CAA Code: E-33 Total Project Cost: \$2,820,000

1. Revision Docket – **A##** = Amendment.
A##M##Y## = Administrative Adjustment.
2. Description of Revision
3. Approval Date
4. Project Location – Will list “Program”, “Statewide”, or the community name(s)
5. State Project Number
6. Project Route/Location – specific roadway or facility where the project is occurring
7. Project Scope – Short description of project
8. Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
9. Total Project Cost. Includes costs for years before and after TIP years.
10. Currently approved version of project
11. Proposed project as revised
12. Cost and phase breakout by TIP year
13. Cost and phase breakout by general source of funds
14. TIP Total – Total funding for project in the TIP by phase
15. Funding Programs – Specific Federal, state, and other funding programs used
16. Regionally Significant – Is project considered “Regionally Significant”
17. CAA Code – Clean Air Act Exemption Code



Revision: A01
 Docket Detail: 2019 TIP Amendment 1
 Approval Date: 7/10/2019

PROGRAM

Project Number: **ADA** Project Route/Location: **Various** **APPROVED**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$70,000	\$0	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
CON	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$0	\$0	\$815,430	STP-Safety, Toll Credit, STP-Enhancement
	\$200,000	\$200,000	\$285,100	\$210,330	\$895,430	\$0	\$0	\$895,430	

Regionally Significant: N CAA Code: E-33 Total Project Cost: \$3,503,093

Project Number: **ADA** Project Route/Location: **Various** **PENDING**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$70,000	\$0	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
CON	\$200,000	\$120,000	\$0	\$340,000	\$660,000	\$0	\$0	\$660,000	STP-Safety, Toll Credit, STP-Enhancement

\$200,000 \$120,000 \$80,000 \$340,000 \$740,000 \$0 \$0 \$740,000

Regionally Significant: N CAA Code: E-33 Total Project Cost: \$2,820,000

PROGRAM

Project Number: **BRDG-HIB-M&P** Project Route/Location: **Various** **APPROVED**

Scope: Maintenance and preservation efforts for High Investment Bridges

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$800,000	\$100,000	\$100,000	\$100,000	\$1,100,000	\$0	\$0	\$1,100,000	STP-State Flexible, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$0	\$0	\$80,000	STP-State Flexible, Toll Credit
CON	\$300,000	\$1,004,640	\$2,800,000	\$2,800,000	\$6,904,640	\$0	\$0	\$6,904,640	STP-State Flexible, Toll Credit
	\$1,120,000	\$1,124,640	\$2,920,000	\$2,920,000	\$8,084,640	\$0	\$0	\$8,084,640	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$34,640,000

Project Number: **BRDG-HIB-M&P** Project Route/Location: **Various** **PENDING**

Scope: Maintenance and preservation efforts for High Investment Bridges

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$800,000	\$100,000	\$100,000	\$100,000	\$1,100,000	\$0	\$0	\$1,100,000	STP-State Flexible, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$0	\$0	\$80,000	STP-State Flexible, Toll Credit
CON	\$2,100,000	\$2,800,000	\$2,800,000	\$2,800,000	\$10,500,000	\$0	\$0	\$10,500,000	STP-State Flexible, Toll Credit
	\$2,920,000	\$2,920,000	\$2,920,000	\$2,920,000	\$11,680,000	\$0	\$0	\$11,680,000	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$45,475,360

PROGRAM

Project Number: **ENV-POST-CON** Project Route/Location: **STATEWIDE**

APPROVED

Scope: Environmental commitments for post-construction obligations.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$0	\$0	\$151,900	STP-State Flexible, Toll Credit, Other
	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$0	\$0	\$151,900	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$638,400

Project Number: **ENV-POST-CON** Project Route/Location: **STATEWIDE**

PENDING

Scope: Environmental commitments for post-construction obligations.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$43,000	\$200,000	\$100,000	\$100,000	\$443,000	\$0	\$0	\$443,000	STP-State Flexible, Toll Credit
	\$43,000	\$200,000	\$100,000	\$100,000	\$443,000	\$0	\$0	\$443,000	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$1,639,100

STATEWIDE

Project Number:
40915

Project Route/Location:
Tier 1 Roadways

PENDING

Scope: Exit sign renumbering along Tier 1 highways to comply with MUTCD.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$0	\$115,682	\$115,682	\$0	\$0	\$115,682	STP-State Flexible, Toll Credit
	\$0	\$0	\$0	\$115,682	\$115,682	\$0	\$0	\$115,682	
Regionally Significant:	N	CAA Code:	ATT					Total Project Cost:	\$946,101

STATEWIDE

Project Number: **42248** Project Route/Location: **Various**

APPROVED

Scope: Surface Transportation System Funding Alternatives Grant-Phase1 Study.ILLUSTRATIVE PURPOSES IN STIP

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	NHDOT Operating Budget
	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	

Regionally Significant: Y CAA Code: ALL Total Project Cost: \$500,000

Project Number: **42248** Project Route/Location: **Various**

PENDING

Scope: Surface Transportation System Funding Alternatives Grant-Phase1 Study.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$500,000

Amendment 1 Financial Constraint

	2019					2020				
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 15,953,107	\$ 421,351	\$ 1,771,594	\$ 18,146,052	\$ 10,687,843
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 13,836,833	\$ -	\$ -	\$ 13,836,833	\$ 9,909,081
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 54,901,764
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 343,139	\$ -	\$ -	\$ 343,139	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,415,126	\$ -	\$ -	\$ 1,415,126	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 3,669,689	\$ -	\$ 312,500	\$ 3,982,189	\$ 1,562,500
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ 2,000
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000.00	\$ 8,379,751	\$ 6,079,392	\$ 8,401,868	\$ -	\$ 32,713.56	\$ 8,434,582	\$ 14,212,395
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 6,142,362	\$ -	\$ 500,000.00	\$ 6,642,362	\$ 8,578,891
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 10,513,894	\$ -	\$ 19,724	\$ 10,533,618	\$ 8,600,040
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 920,604
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 120,000
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 54,195,670	\$ -	\$ 2,457,013	\$ 56,652,683	\$ 79,990,016
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,787,051	\$ -	\$ 792,148.40	\$ 7,579,200	\$ 3,960,742
GRAND TOTAL	\$ 209,942,694	\$ -	\$ 4,140,664	\$ 214,083,359	\$ 183,402,740	\$ 214,960,325	\$ 421,351	\$ 5,885,693	\$ 221,267,369	\$ 194,725,874

ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,572,343	\$ -	\$ -	\$ 2,572,343	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 5,170,000	\$ -	\$ -	\$ 5,170,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****(Total Resource- FAST AC	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
ADJUSTED TOTAL	\$ 181,510,481	\$ -	\$ 4,140,664	\$ 185,651,146	\$ 183,402,740	\$ 190,719,673	\$ 421,351	\$ 5,885,693	\$ 197,026,717	\$ 194,725,874

FHWA (Other Funds)										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
FAST Lane Grant	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,220,580	\$ 244,116	\$ 61,029	\$ 1,525,725	\$ 1,525,725	\$ 1,971,200	\$ 52,800	\$ 61,029	\$ 2,085,029	\$ 2,085,029
NTSI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 1,116,383.27	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 1,102,300	\$ 30,879	\$ 244,696	\$ 1,377,875	\$ 1,377,875
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 8,769,811	\$ 14,186,794	\$ 265,342	\$ 23,221,948	\$ 22,578,700	\$ 3,986,748	\$ 108,679	\$ 305,725	\$ 4,401,152	\$ 3,757,904

All FHWA FUNDS TOTAL	\$ 190,280,293	\$ 14,186,794	\$ 4,406,006	\$ 208,873,093	\$ 205,981,440	\$ 194,706,421	\$ 530,030	\$ 6,191,418	\$ 201,427,869	\$ 198,483,778
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FTA (Federal-Aid with Match)***										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,208,388	\$ -	\$ -	\$ 6,208,388	\$ 257,794
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 2,879,078	\$ -	\$ -	\$ 2,879,078	\$ 3,678,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 1,848,970	\$ -	\$ 270,510	\$ 2,119,480	\$ 1,352,549
FTA5311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,642,869	\$ -	\$ 4,380,931	\$ 9,023,800	\$ 8,761,862
FTA5339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 5,103,968	\$ 108,511	\$ 1,196,064	\$ 5,174,720	\$ 5,437,759
FTA Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 23,483,015	\$ -	\$ 6,353,250	\$ 27,924,691	\$ 21,678,725	\$ 20,683,273	\$ 108,511	\$ 5,847,505	\$ 25,405,466	\$ 19,488,281

FHWA/FTA FUNDS TOTAL	\$ 213,763,308	\$ 14,186,794	\$ 10,759,256	\$ 236,797,784	\$ 227,660,165	\$ 215,389,694	\$ 638,541	\$ 12,038,923	\$ 226,833,335	\$ 217,972,060
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INNOVATED FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,256,400	\$ -	\$ 21,256,400	\$ 21,256,400
TIGER Grants	\$ -	\$ 4,400,000	\$ -	\$ 4,400,000	\$ 4,400,000	\$ -	\$ 4,512,000	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 46,077,460	\$ -	\$ 46,077,460	\$ 46,077,460
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,255	\$ -	\$ 12,010,255	\$ 12,010,255
GRAND TOTAL	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 83,856,115	\$ -	\$ 79,344,115	\$ 79,344,115

ALL FUNDING SOURCES TOTAL	\$ 213,763,308	\$ 51,019,136	\$ 10,759,256	\$ 273,630,126	\$ 264,492,507	\$ 215,389,694	\$ 84,494,656	\$ 12,038,923	\$ 306,177,450	\$ 297,316,174
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* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.
 FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239
 FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan
 ** Constraint Limits
 *** FTA Current Year Available funds and prior grant funds.
 **** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$42,172,499

FAST ACT Apportionment	FY2019	FY2020	FY2021	FY2022
	\$174,578,182	\$182,977,330	\$182,977,330	\$182,977,330

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

Amendment 1 Financial Constraint

FUNDING SOURCES	2021					2022				
	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
Congestion Mitigation and Air Quality Program	\$ 15,953,107	\$ -	\$ 1,196,395.52	\$ 17,149,502	\$ 6,204,195	\$ 15,953,107	\$ -	\$ -	\$ 15,953,107	\$ 700,000
Highway Safety Improvement Program (HSIP)	\$ 13,836,833	\$ -	\$ -	\$ 13,836,833	\$ 9,909,081	\$ 13,836,833	\$ 24,442	\$ -	\$ 13,861,275	\$ 9,909,081
National Highway System 7 Freight	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 68,447,460	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 68,704,357
OP Mot Veh/Intox	\$ 343,139	\$ -	\$ -	\$ 343,139	\$ -	\$ 343,139	\$ 18,248	\$ -	\$ 361,387	\$ -
Research Devt and Tec	\$ 1,415,126	\$ 5,932	\$ -	\$ 1,421,058	\$ -	\$ 1,415,126	\$ -	\$ 312,500	\$ 1,727,626	\$ -
Recreational Trails	\$ 3,669,689	\$ -	\$ 312,500	\$ 3,982,189	\$ 1,562,500	\$ 3,669,689	\$ -	\$ -	\$ 3,669,689	\$ 1,562,500
Redistribution	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -
RL - Rail Highway	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,401,868	\$ -	\$ 36,092.64	\$ 8,437,961	\$ 8,415,002	\$ 8,401,868	\$ -	\$ 115,992	\$ 8,517,861	\$ 8,196,825
STP-Areas Less Than 200K	\$ -	\$ -	\$ 307,650.00	\$ 307,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,142,362	\$ -	\$ -	\$ 6,142,362	\$ 6,214,562	\$ 6,142,362	\$ -	\$ -	\$ 6,142,362	\$ 95,000
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Non Urban Areas Under 5K	\$ 10,513,894	\$ -	\$ 306,020.55	\$ 10,819,914	\$ 7,726,901	\$ 10,513,894	\$ -	\$ -	\$ 10,513,894	\$ 21,088,391
STP-Off System Bridge	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 925,452	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ -	\$ 64,038	\$ -	\$ 1,125,000	\$ 1,189,038	\$ 340,000
STP-State Flexible	\$ 54,195,670	\$ -	\$ 1,161,302.63	\$ 55,356,973	\$ 75,676,392	\$ 54,195,670	\$ -	\$ 638,400	\$ 54,834,070	\$ 70,437,068
TAP - Transportation Alternatives	\$ 6,787,051	\$ -	\$ 946,954.18	\$ 7,734,005	\$ 4,734,771	\$ 6,787,051	\$ -	\$ -	\$ 6,787,051	\$ 3,192,000
GRAND TOTAL	\$ 214,960,325	\$ 5,932	\$ 4,266,916	\$ 219,233,172	\$ 193,409,946	\$ 214,960,325	\$ 42,690	\$ 2,191,892	\$ 217,194,908	\$ 185,531,878

ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 12,700,000	\$ -	\$ -	\$ 12,700,000	\$ -	\$ 4,240,000	\$ -	\$ -	\$ 4,240,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment**** (Total Resource- FAST ACT Apportionment)	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
ADJUSTED TOTAL	\$ 198,189,629	\$ 5,932	\$ 4,266,916	\$ 202,462,476	\$ 193,409,946	\$ 189,729,629	\$ 42,690	\$ 2,191,892	\$ 191,964,212	\$ 185,531,878

FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (LH & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 2,965,470	\$ -	\$ 741,368	\$ 3,706,838	\$ 3,706,838	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 3,878,718	\$ 25,000	\$ 741,368	\$ 4,645,086	\$ 4,001,838	\$ 913,248	\$ 25,000	\$ -	\$ 938,248	\$ 295,000

All FHWA FUNDS TOTAL	\$ 202,068,347	\$ 30,932	\$ 5,008,283	\$ 207,107,561	\$ 197,411,783	\$ 190,642,877	\$ 67,690	\$ 2,191,892	\$ 192,902,460	\$ 185,826,878
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FTA (Federal-Aid with Match)***										
FTAS307	\$ 6,332,556	\$ -	\$ -	\$ 6,332,556	\$ -	\$ 6,459,207	\$ -	\$ -	\$ 6,459,207	\$ -
FTAS307 NHDOT	\$ 2,936,659	\$ -	\$ -	\$ 2,936,659	\$ 3,751,252	\$ 2,995,392	\$ -	\$ -	\$ 2,995,392	\$ 3,825,643
FTAS310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 279,920	\$ 2,149,867	\$ 1,399,560	\$ 1,891,346	\$ -	\$ 289,518	\$ 2,180,864	\$ 1,447,592
FTAS311	\$ 4,735,726	\$ -	\$ 4,468,550	\$ 9,204,276	\$ 8,937,099	\$ 4,830,440	\$ -	\$ 4,557,921	\$ 9,388,361	\$ 9,115,841
FTAS339	\$ 4,168,911	\$ -	\$ 1,109,303	\$ 5,278,214	\$ 5,546,514	\$ 4,252,289	\$ -	\$ 1,131,489	\$ 5,383,778	\$ 5,657,444
Prior Year Carry Over	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
GRAND TOTAL	\$ 20,889,154	\$ -	\$ 5,857,773	\$ 26,746,927	\$ 19,634,425	\$ 21,274,029	\$ -	\$ 5,978,928	\$ 27,252,957	\$ 20,046,520

FHWA/FTA FUNDS TOTAL	\$ 222,957,501	\$ 30,932	\$ 10,866,056	\$ 233,854,488	\$ 217,046,208	\$ 211,916,906	\$ 67,690	\$ 8,170,820	\$ 220,155,417	\$ 205,873,398
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INNOVATED FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,803,400	\$ -	\$ 14,803,400	\$ 14,803,400	\$ -	\$ 16,468,678	\$ -	\$ 16,468,678	\$ 16,468,678
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 55,901,780	\$ -	\$ 55,901,780	\$ 55,901,780	\$ -	\$ 39,655,662	\$ -	\$ 39,655,662	\$ 39,655,662
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
GRAND TOTAL	\$ -	\$ 71,419,337	\$ -	\$ 71,419,337	\$ 71,419,337	\$ -	\$ 56,838,497	\$ -	\$ 56,838,497	\$ 56,838,497

All FUNDING SOURCES TOTAL	\$ 222,957,501	\$ 71,450,269	\$ 10,866,056	\$ 305,273,825	\$ 288,465,545	\$ 211,916,906	\$ 56,906,187	\$ 8,170,820	\$ 276,993,914	\$ 262,711,895
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* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.

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

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Constraint Limits

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

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$216,750,681) = -\$42,172,499

FAST ACT Apportionment	FY2019 \$174,578,182	FY2020 \$182,977,330	FY2021 \$182,977,330	FY2022 \$182,977,330
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Redistribution is based on monthly reporting by NHDOT Bureau of Finance



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MEMORANDUM

To: MPO Technical Advisory Committee

From: Scott Bogle, Senior Transportation Planner

Date: June 21, 2019

RE: Congestion Mitigation/Air Quality (CMAQ) Program 2019 Letters of Interest

June 14th was the deadline for submittal of letters of interest for the 2019 funding round for the federal Congestion Mitigation/Air Quality (CMAQ) program administered by the New Hampshire Department of Transportation (NHDOT). Eleven letters of interest were received from four MPO member municipalities and five other agencies for projects in or directly impacting the MPO region. In aggregate these letters request \$11,423,402 in federal funding with a total project cost of \$18,411,302.

Statewide 30 letters were received requesting \$22.98 million in CMAQ funding. This compares to the pool of approximately \$13.5 million federal dollars available statewide for the two-year funding round. These dollars correspond to the state's CMAQ apportionments for 2021 and 2022. Full applications will be due September 6, 2019, and there will be a mandatory pre-application workshop for all applicants with dates to be determined in the coming weeks.

NHDOT has proposed that the process work similarly to the 2017 funding round, with planning commissions collaborating with NHDOT staff on the development of air quality analyses. Project scoring would then be completed by a State Team. Four primary criteria are proposed including:

- Project readiness and community support
- Financial readiness
- Stewardship and sustainability
- Air quality benefits – cost benefit by category

Staff will be in discussion with NHDOT in the coming weeks to hammer out details of how the RPCs and NHDOT will work together on analysis of air quality benefits and project review.

Congestion Mitigation/Air Quality Program 2019 Application Round
Letters of Interest submitted from RPC Region Communities

#	Applicant	Description	Estimated Project Cost	Federal CMAQ Funds Requested	Local Match & Other Funding	Federal CMAQ Share
LOI-C19-1	City of Portsmouth	<u>Russell/Market Intersection Improvements</u> - Traffic flow and multimodal accommodation improvements at Russell Street/Market Street intersection	\$ 1,325,000	\$ 1,000,000	\$ 325,000	75%
LOI-C19-2	City of Portsmouth	<u>North Mill Pond Multi-Use Path</u> - Multi-use path along North Mill Pond from Bartlett St. to Market Square with on-road connection on Maplewood Ave.	\$ 3,000,000	\$ 1,200,000	\$ 1,800,000	40%
LOI-C19-3	COAST	<u>Spaulding Tpk Mitigation Services</u> - Continue support for two Spaulding Express services connecting Rochester, Dover and Portsmouth; and one local route route on NH108 between Dover and Rochester. These routes have been reconfigured to improve efficiency. Three years of CMAQ support are requested: \$1.2M in Yr1, \$1.236M in Yr2, and \$1.273 in Yr3. Also assumes use of \$1.926 in FTA Section 5307 funding.	\$ 6,920,000	\$ 3,709,000	\$ 3,211,000	54%
LOI-C19-4	UNH Wildcat Transit	<u>Fleet Replacement</u> - Replace three 2006 Eldorado EZ-Rider II diesel 35' buses with new CNG buses. Buses cost ~\$591,100/unit	\$ 1,773,300	\$ 1,200,000	\$ 573,300	68%
LOI-C19-5	Town of Seabrook	<u>US1 Signal Coordination</u> - Congestion Mitigation on US1 from New Zealand Rd to Hampton Falls TL - Supplement project Seabrook #41712 to include signal coordination on US1 throughout Seabrook.	\$ 1,500,000	\$ 1,200,000	\$ 300,000	80%
LOI-C19-6	Pease Development Authority	<u>Electric Vehicle Charging Stations</u> - Install EV charging stations at two Pease TradePort locations including the Portsmouth International Airport passenger terminal and Pease Golf Course.	\$ 50,000	\$ 40,000	\$ 10,000	80%
LOI-C19-7	Pease Development Authority	<u>Turning Lane at Pease Blvd/Arboretum Dr/New Hampshire Ave</u> - Construct a northbound right turn lane on New Hampshire Avenue. Intersection was upgraded to a 4-way stop in 2016.	\$ 300,000	\$ 240,000	\$ 60,000	80%
LOI-C19-8	NHDOT	<u>NH Seacoast Greenway Supplemental Funding</u> - Provide supplemental funding to complete 9.7 miles of rail trail construction on the Hampton Branch under existing CMAQ project <i>Hampton-Portsmouth 26485</i> .	\$ 300,002	\$ 240,002	\$ 60,000	80%
LOI-C19-9	NNEPRA	<u>Dover Siding Track Rehabilitation</u> - Rehabilitate 2-mile long siding in Dover and Rollinsford, enabling speed increase from 10mph to 30 mph, reducing train delays and improving safety.	\$ 1,235,000	\$ 988,000	\$ 247,000	80%
LOI-C19-10	Town of Hampton	<u>School Zone Sidewalk Improvements</u> (Awaiting copy of LOI from NHDOT)	\$ 1,008,000	\$ 806,400	\$ 201,600	80%
LOI-C19-11	Town of Salem	<u>Traffic Signal Optimization on NH28</u> (Awaiting copy of LOI from NHDOT)	\$ 1,000,000	\$ 800,000	\$ 200,000	80%
Totals			\$ 18,411,302	\$ 11,423,402	\$ 6,987,900	62%