

MEETING NOTICE AND AGENDA**Rockingham Planning Commission / Metropolitan Planning Organization**

Wednesday, July 10, 2019; 7:00 PM
Hampstead Town Hall
11 Main Street,
Hampstead, NH 03841

7:00	1. Call to Order Metropolitan Planning Organization Meeting	<i>B. Kravitz, Chair</i>
7:05	2. Minutes from April 10, 2019 – Motion to Approve	<i>Attachment 1</i>
7:10	3. Public Hearing Amendment #1 2019 Transportation Improvement Program- Motion to Approve	<i>Attachment 2 Dave Walker</i>
7:20	4. Congestion Management Process (CMP) Update	<i>Dave Walker</i>
7:50	5. Project Updates a. Congestion Mitigation & Air Quality Program (CMAQ) Update b. 2021-2030 Ten Year Plan Update c. Bicycle Level of Traffic Stress Input	<i>Staff Attachment 3</i>
8:10	6. Public Comment	
8:15	7. 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.

MINUTES
Rockingham Planning Commission
Metropolitan Planning Organization
April 10, 2019

Stratham Town Office, Stratham NH

Commissioners/MPO Reps Present: B. Kravitz, Chairman, A. Carnaby (Hampton); T. Moore (Plaistow); R. Becksted (Portsmouth); J. Foley (Epping); J. Doggett, M. Allen (Newton); L. Strachan (NHDES); P. Wilson (North Hampton); G. Coppelman (Kingston); M. McAndrew (New Castle); A. Davis (Hampstead); C. Cross, D. Hebert (Newington); G. Davison (NHDOT); G. Gott, A. Welch, C. McCarthy (Raymond); R. Nichols (COAST); M. Rabideau (Seabrook); G. English (Exeter)

Guests: L. Wilson (North Hampton); S. Kravitz (Hampton); S. Workman (Transport NH)

Staff: T. Roache (Executive Director); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Call to Order: Kravitz convened the MPO meeting at 7 p.m.**
- 2. MPO Minutes February 13, 2019**

*Doggett moved to approve the Minutes of February 13, 2019 as presented; Coppelman seconded. **SO VOTED.** (1 abstention)*

- 3. 2020-2021 Unified Planning Work Program (UPWP)**

Walker explained that the UPWP is the transportation work program of priority work tasks, products and outcomes for the next two fiscal years, and all projects are based on 10 planning factors from the FAST ACT National Performance Goals. He referred to the Draft Budget and noted that funding has not changed since 2012. He explained that the Technical Advisory Committee has reviewed and approved the Draft UPWP after the FHWA and NHDOT reviewed it and changes were integrated into it. *Doggett moved to approve the FY 20-21 UPWP; Nichols seconded. **SO VOTED.*** Questions about specific projects and budget/funding issues followed.

- 4. MPO Priorities for 2021-2030 State Ten Year Transportation Improvement Plan**

Walker stated that the RPC MPO submitted their Ten Year Plan project proposals in December and received NHDOT's review and recommendations. He explained that NHDOT reviewed 7 out

of 9 requested projects submitted by the MPO and recommended revised estimates for four of them. He referred to a summary as part of Attachment 3 in the packet. NHDOT has indicated that MPO recommendations will be incorporated into the Ten Year Plan as presented as long as the regional funding allocation has not been exceeded. So now its up to the MPO to make final recommendations based on the revised cost estimates that NHDOT will be applying. The TAC committee met on March 28th and reviewed the revised estimates and discussed the projects. They had to remove one project in order to stay fiscally constrained and they removed Priority #6. Discussion followed on the details of specific projects and cost estimates. *Moore moved to approve a constrained set of priority projects for the State Ten Year Plan that include 1 through 5 and #7 as RPC MPO priorities for the 2021-2030 Ten Year Plan; Doggett seconded. SO VOTED.*

5. Public Private Partnership (P3) Commission Proposal for Transit Center leases

Roache noted that Jim Jalbert from COAST had planned on attending but he's not feeling well, so he'll attend a future meeting.

Stratham SRTS – S.Bogle

Bogle explained that he is just finishing up the Stratham Safe Routes to School project which is geared at getting more kids to walk or bike to school. He explained the project scope and collection of data, mapping, and strategies. He also spoke to the challenges involved including road widths, use of pathways, and concerns about speed. He noted that the Committee has come up with infrastructure recommendations and the Stratham Planning Board has voted to endorse the recommendations and send to the Board of Selectmen. Kravitz thanked Bogle for his work and noted the project is a good example of community involvement and town departments working together. Discussion followed.

6. Project Updates

- a. 2019-2022 TIP/STIP Status: Walker noted this is in process of approval now;
- b. FAST Act Reauthorization: Walker noted the FAST ACT will be reauthorized soon and hopefully will mean more federal transportation dollars will be available.

7. Public Comment - None

Meeting adjourned at 8:40 p.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Transportation Program Manager
Date: 7/2/2019
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.
- The Transportation Advisory Committee recommended approval of TIP Amendment #1 at the June 27, 2019 meeting.

Recommend that the MPO approve of the project changes identified in TIP 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
			Total Change	+\$3,846,712

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** **9** Total Project Cost: \$3,503,093

16 Project Number: **ADA** Project Route/Location: **Various** **17** **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 **12** **13** **14** **15** 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

MEMORANDUM

To: MPO Policy Committee

From: Scott Bogle, Senior Transportation Planner

Date: July 2, 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). Twelve 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 \$12,223,402 in federal funding with a total project cost of \$19,411,302.

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. Two date options have been set for the standard mandatory pre-application workshop. All applicants must attend one or the other:

- Wednesday July 17th from 1:00-3:00pm at NHDOT
- Thursday, July 25 from 10:00am-12:00pm at NHDOT

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. Segment of the East Coast Greenway.	\$ 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 (Drakeside Road in Hampton to Barberry Lane in Portsmouth) 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%

Continued on following page

#	Applicant	Description	Estimated Project Cost	Federal CMAQ Funds Requested	Local Match & Other Funding	Federal CMAQ Share
LOI-C19-10	Town of Hampton	<u>School Zone Complete Streets Improvements</u> - Reconstruct sidewalks on the north and south sides of Winnacunnet Road from Lafayette to Mill Road (4550 LF); and extend sidewalk on the north side of High Street from Tobey Street to Five Corners (Locke/Mace/Little River) (1130 LF). Includes traffic calming and striping shoulder bicycle routes.	\$ 1,008,000	\$ 806,400	\$ 201,600	80%
LOI-C19-11	Town of Salem	<u>Traffic Signal Optimization on NH28</u> - Update Salem's Advanced Traffic Management System (ATMS) to include adaptive signal control technology and extend current signal coordination system on NH28 northward from Main Street to the Windham town line.	\$ 1,000,000	\$ 800,000	\$ 200,000	80%
LOI-C19-12	Town of Salem	<u>Salem Bike-Poed Corridor Phases IV & V</u> - Construct approximately one mile of multi-use trail on the Manchester and Lawrence rail corridor from Main Street to Rockingham Park Blvd. Part of the Granite State Rail Trail.	\$ 1,000,000	\$ 800,000	\$ 200,000	80%
Totals			\$ 19,411,302	\$ 12,223,402	\$ 7,187,900	63%