

RPC Transportation Advisory Committee

January 23, 2020

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**

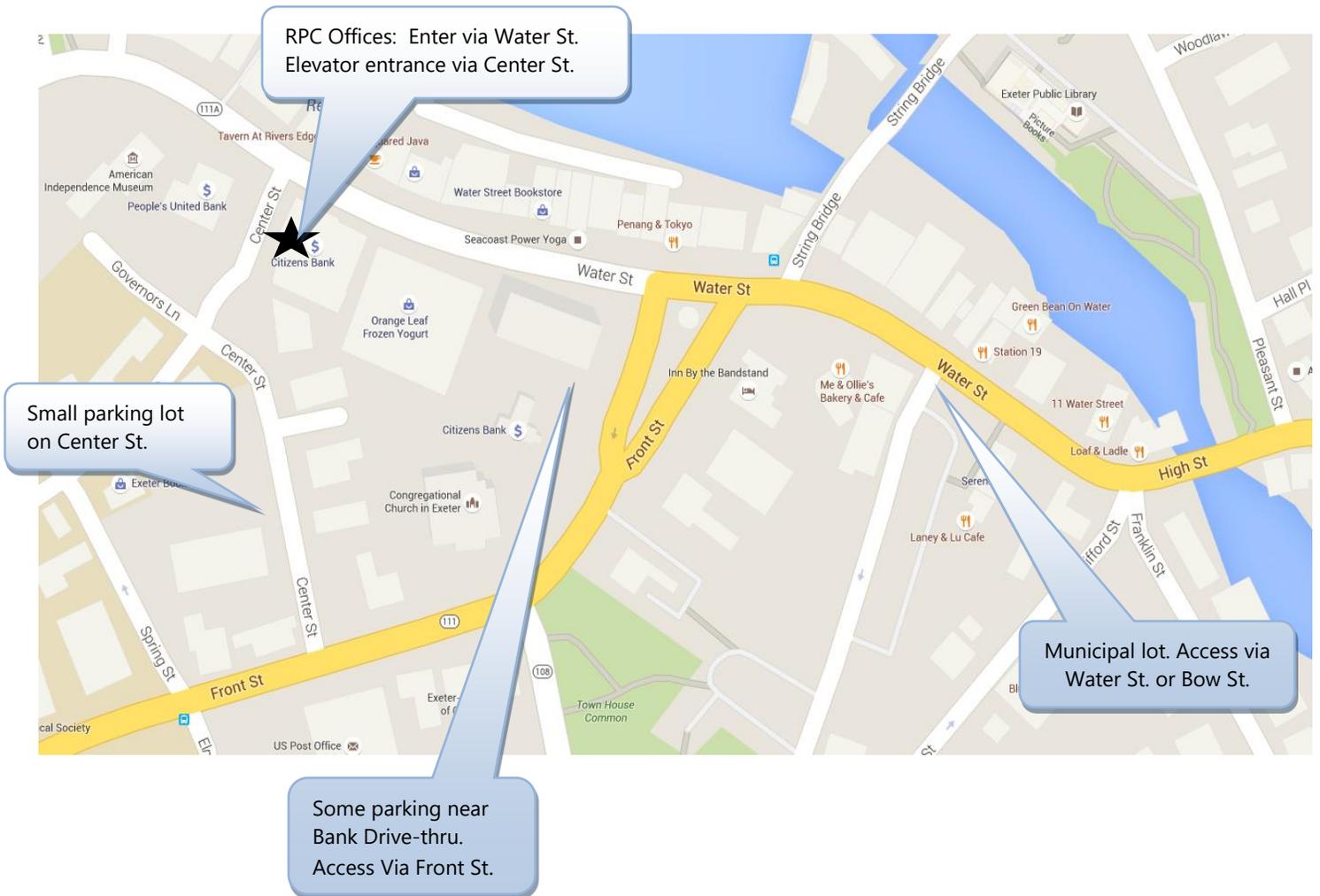
1. Introductions
2. Minutes of 12/05/19 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. 2019 TIP Amendment #3 (**Attachment #2**) – Dave Walker — *[motion to approve]*
4. Level of Traffic Stress Project Update – Scott Bogle
5. 2020 Highway Safety Improvement Program Performance Targets (**Attachment #3**) – Dave Walker — *[motion to approve]*
6. Age Friendly Communities Grant Proposal (**Attachment #4**) – Scott Bogle
7. Local Public Agency (LPA) Project Administration Process – Scott Bogle/Dave Walker
8. Project Updates (handout to be distributed at meeting)

**TAC MEETING SCHEDULE For 2020 (Next meeting highlighted)**

January 23 <sup>rd</sup>	May 28 <sup>th</sup>	September 24 <sup>th</sup>
<b>February 27<sup>th</sup></b>	June 25 <sup>th</sup>	October 22 <sup>nd</sup>
March 26 <sup>th</sup>	July 23 <sup>rd</sup>	December 3 <sup>rd</sup>
April 23 <sup>rd</sup>	August 27 <sup>th</sup>	

**\*\*\*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****December 15, 2019  
RPC Conference room, Exeter NH**

**Members Present:** R. McDermott, Chairman (Hampton Falls); M. Stowell (PDA); K Makinen (Salem); T. Moore (Plaistow); D. Baxter (Seabrook); L. Levine (FHWA); E. Strachan (NHDES); L. Dusenberry (NHDOT)

**Staff:** D. Walker (AD/Transportation Program Manager); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Chairman McDermott convened the meeting at 9 a.m.**
- 2. Minutes of September 26, 2019**

*Strachan moved to approve the Minutes of September 26, 2019 as presented; Makinen seconded. SO VOTED. 2 abstentions*

- 3. 2019 TIP Amendment #2 – D. Walker, RPC**

Walker stated that Amendment #2 of the 2019 TIP covers 6 regional and 3 statewide project changes being proposed to the TIP. He noted the Long Range Transportation Plan is also being updated to maintain consistency between the project lists in the two documents. The 30 day public hearing comment period began on November 11<sup>th</sup> and will end on December 10, 2019. A public hearing will be held at the RPC Office on December 11<sup>th</sup>. At that time the MPO will take action on the amendment.

Walker reviewed all the projects with funding and/or timing changes. He noted the MPO is still required to maintain fiscal constraint and is relying on the previous analysis to maintain air quality conformity. Discussion followed on specifics with particular projects. Moore moved to approve the project changes identified in 2019 TIP Amendment #2; Stowell seconded. SO VOTED.

- 4. GACIT Ten Year Plan Hearings – wrap up – D. Walker, RPC**

Walker noted that 4 hearings were held in the RPC region and approximately 27% of the comments received were about expanding transit options such as bike & pedestrian and 27% supported additional funding. Discussion followed. Walker stated that GACIT recommendations include the State bonding \$44 million in general obligation bonds to advance 36 municipal

bridge projects and other changes to construction dates. Bogle noted that the GACIT recommended changes to the CMAQ program and Bogle distributed a handout titled "Who Needs Transportation? A Snapshot of Transit Need in NH". This document is a snapshot of transit needs in the State and reviews the coming needs of aging & disabled population and how public transportation resources will have to increase to meet those demands. One of the key takeaways is that NH invests .51/capita for public transportation, while states like North Dakota, a rural state w/ half of NH's population, falls within the median state investment category into public transportation at \$5.45/capita.

Walker spoke to NHDOT's Corridor Study program which will include two corridor studies each year; NH125 & NH108 are currently on NHDOT's list but have not been selected for implementation.

**5. Route 33 Congestion Analysis – C. Matthews, RPC**

Matthews gave some background about the Route 33 corridor from the Stratham Traffic Circle to I95. He explained the data source and analysis method to determine different travel time reliability measures. He showed different measures at different times of the day and historically (from 2016-2019). Travel times reliability measures (Travel Time Index and Planning Time Index Discussion) have not increased since 2016. Discussion followed.

**6. Project Updates – Update Distributed; Walker noted there is a link on the Project Updates sheet to view the Draft of the 10 Year Plan.**

<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>

*Meeting adjourned at 10:35 a.m.*

Respectfully submitted,  
Annette Pettengill, Recording Secretary



## MEMORANDUM

To: MPO Executive Committee  
From: Dave Walker, Assistant Director  
Date: 01/16/2020  
RE: **2019 TIP Amendment #3**

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Attached is a report that lists the changes that Amendment #3 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](http://www.rpc-nh.org)) for those interested in the proposed changes to projects from other parts of the state. Overall, there are 4 Regional and 5 Statewide project changes (9 total) proposed that the RPC needs to address in the TIP, and these take the form of five project additions, two adjustments to statewide programs, one scope change, and one project removal. 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 15 day public comment period on Amendment #3 that will begin on January 28, 2020 and will conclude on February 11, 2020. A final opportunity for comments will be during the public hearing at the **February 12, 2020 RPC Commission Meeting at 7:00 PM at a location still to be determined**. The MPO will take action on the amendment at the conclusion of the public hearing.

### Analysis

This amendment consists of the changes to 4 regional projects, 3 statewide programs, and 2 statewide projects and results in a net increase in cost during the TIP years of \$10.864 million and \$36.8 million total including years beyond the 2022. The increase in funding comes from the adjustments to the two Federal Transit Administration programs (FTA5310 and FTA5339) and the addition of the projects approved in the last CMAQ round. The CMAQ related changes include the addition of a project to catalogue the transfer of CMAQ funds to the Federal Transit Administration. Project 40284 which provides replacement coaches for state owned buses used by commuter and intercity bus services is being removed from the TIP. The funding has been rolled into a statewide program and so the project does not need to be listed individually.

**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 two cost columns included. The first shows the net change in funding during the TIP years (2019-2022) while the second shows how the total project cost has changed, including years before and after the current TIP. Attached is the full report that provides the cost and schedule details of each project and compares the existing status with the changes proposed in Amendment #3. The report also includes statewide fiscal constraint documentation for the revision.

**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.

**Proposed Motion:**

*Motion to recommend that the MPO approve TIP Amendment #3.*

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**TABLE 1: AMENDMENT SUMMARY**

	<b>Project #</b>	<b>Location</b>	<b>Scope</b>	<b>Net Funding Change in TIP</b>	<b>Total Project Cost Change</b>	<b>Reason for Change</b>
<b>Statewide Programs</b>	40284	Various	Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.	(\$1,126,362)	(\$1,126,362)	Removing Project. Project transferred funds from CMAQ to a programmatic program, will not show in STIP now.
	FTA5310	Statewide Various	Capital, Mobility Mgmt, and Operating for Seniors & individuals w/ Disabilities – FTA 5310 Program	\$3,485,467	\$11,517,551	Updated information regarding formula funds available for the project
	FTA5339	Statewide Various	Capital bus and bus facilities. FTA 5339 Program for statewide public transportation	\$3,556,598	\$1,861,832	Updated funds based on apportionment and carryover
<b>Scope Change</b>	28393	Newfields- Newmarket	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	\$0	\$0	Scope of project changed from a rehabilitation to a replacement. No change in cost at this time.
<b>New Projects</b>	42874	Portsmouth	Purchase and install four electric charging stations for electric vehicles (Pease Tradeport)	\$51,260	\$51,260	New CMAQ Project from 2019 round
	42879	Portsmouth	Construct right turn lane on the northbound direction of New Hampshire Ave Intersection with Arboretum Drive and Pease Blvd (Pease Tradeport)	\$40,000	\$420,442	New CMAQ Project from 2019 round
	CMAQ-FTA	Statewide	Funds transferred from CMAQ to FTA	\$4,400,000	\$22,000,000	New Statewide Program
	42884	Salem	Improve signal operations at 28 intersections to identify hardware and software upgrades needed	\$200,000	\$1,573,819	New CMAQ Project from 2019 round
	42878	Statewide Various	Upgrades to 10 locations statewide that may include flashing yellow arrow & optimized signal timing	\$565,400	\$565,400	New CMAQ Project from 2019 round

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**Total Net Change      \$10,864,033      \$36,863,943**

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# Reading the TIP Revision Report

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: A03 **1**  
 Docket Detail: 2019 TIP Amendment 3 **2**  
 Approval Date: 2/12/2020 **3**

**4** **COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **5** **APPROVED**

Project Route/Location: **Various** **6**

**7** **Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			<b>14</b>	<b>15</b>
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
<b>8</b> OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N		CAA Code: E-30					<b>9</b> Total Project Cost:	\$14,542,336

**COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **PENDING**

Project Route/Location: **Various**

**Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$0		\$0			\$0	FTA5307
			\$0		\$0			\$0	
Regionally Significant:	<b>16</b> N		<b>17</b> CAA Code: F-30					Total Project Cost:	\$13,415,974



Revision: A03  
 Docket Detail: 2019 TIP Amendment 3  
 Approval Date: 2/12/2020

**COMMUTER/INTERCITY BUS REPLACEMENT (40284)**

**APPROVED**

Project Route/Location: **Various**

**Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$14,542,336

**COMMUTER/INTERCITY BUS REPLACEMENT (40284)**

**PENDING**

Project Route/Location: **Various**

**Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$0		\$0			\$0	FTA5307
			\$0		\$0			\$0	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$13,415,974

**NEWFIELDS - NEWMARKET (28393)**

**APPROVED**

Project Route/Location: **NH 108**

**Scope:** Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$220,000	\$220,000	\$56,540	\$0	\$496,540	\$0	\$0	\$496,540	STP-5to200K, Toll Credit, Equity Bonus, STP-State Flex
CON	\$0	\$0	\$0	\$5,812,312	\$5,812,312	\$0	\$0	\$5,812,312	STP-State Flex, Toll Credit
	\$220,000	\$220,000	\$56,540	\$5,812,312	\$6,308,852	\$0	\$0	\$6,308,852	
Regionally Significant:	N	CAA Code: E-19						Total Project Cost:	\$6,429,852

**NEWFIELDS - NEWMARKET (28393)**

**PENDING**

Project Route/Location: **NH 108**

**Scope:** Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$220,000	\$220,000	\$56,540		\$496,540			\$496,540	STP-5to200K, Toll Credit, Equity Bonus, STP-State Flex
CON				\$5,812,312	\$5,812,312			\$5,812,312	STP-State Flex, Toll Credit
	\$220,000	\$220,000	\$56,540	\$5,812,312	\$6,308,852			\$6,308,852	
Regionally Significant:	N	CAA Code: E-19						Total Project Cost:	\$6,429,852

**PORTSMOUTH (42874)****PENDING**Project Route/Location: **VARIOUS****Scope:** Purchase and install four electric charging stations for electric vehicles.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE			\$5,000		\$4,000		\$1,000	\$5,000	CMAQ, Towns
CON				\$46,260	\$37,008		\$9,252	\$46,260	CMAQ, Towns
			\$5,000	\$46,260	\$41,008		\$10,252	\$51,260	
Regionally Significant:	N	CAA Code:	ATT					Total Project Cost:	\$51,260

**PORTSMOUTH (42879)****PENDING**Project Route/Location: **New Hampshire Ave/Arboretum Dr/Pease Blvd****Scope:** Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE			\$40,000		\$32,000		\$8,000	\$40,000	CMAQ, Towns
			\$40,000		\$32,000		\$8,000	\$40,000	
Regionally Significant:	N	CAA Code:	E-51					Total Project Cost:	\$420,442

**PROGRAM (CMAQ-FTA)****PENDING**Project Route/Location: **Various****Scope:** Funds transferred from CMAQ to FTA.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$2,200,000	\$2,200,000	\$4,400,000			\$4,400,000	CMAQ, Toll Credit
			\$2,200,000	\$2,200,000	\$4,400,000			\$4,400,000	
Regionally Significant:	N	CAA Code:	E-0					Total Project Cost:	\$22,000,000

**PROGRAM (FTA5310)****APPROVED**Project Route/Location: **Various****Scope:** Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$2,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,334,618	\$0	\$1,333,654	\$6,668,272	FTA5310, Other, STP-State Flex
	\$2,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,334,618	\$0	\$1,333,654	\$6,668,272	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$36,761,698

**PROGRAM (FTA5310)****PENDING**Project Route/Location: **Various****Scope:** Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$2,468,532	\$2,514,668	\$2,561,424	\$2,609,115	\$8,122,991		\$2,030,748	\$10,153,739	FTA5310, Other, STP-State Flex
	\$2,468,532	\$2,514,668	\$2,561,424	\$2,609,115	\$8,122,991		\$2,030,748	\$10,153,739	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$48,279,249

**PROGRAM (FTA5339)****APPROVED**Project Route/Location: **Various****Scope:** Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$17,684,221	\$0	\$4,421,055	\$22,105,277	FTA5339, Other, NH
	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$17,684,221	\$0	\$4,421,055	\$22,105,277	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$90,525,692

**PROGRAM (FTA5339)****PENDING**Project Route/Location: **Various****Scope:** Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$5,463,560	\$6,627,037	\$6,732,071	\$6,839,206	\$20,529,499		\$5,132,375	\$25,661,874	FTA5339, Other, NH
	\$5,463,560	\$6,627,037	\$6,732,071	\$6,839,206	\$20,529,499		\$5,132,375	\$25,661,874	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$92,387,523

**SALEM (42884)****PENDING**Project Route/Location: **Various****Scope:** Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE			\$200,000		\$160,000		\$40,000	\$200,000	CMAQ, Towns
			\$200,000		\$160,000		\$40,000	\$200,000	
Regionally Significant:	N	CAA Code: E-52						Total Project Cost:	\$1,573,819

**STATEWIDE (42878)****PENDING**Project Route/Location: **Various****Scope:** Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE				\$67,848	\$67,848			\$67,848	CMAQ, Toll Credit
CON				\$497,552	\$497,552			\$497,552	CMAQ, Toll Credit
				\$565,400	\$565,400			\$565,400	
Regionally Significant:	N	CAA Code:	E-52						Total Project Cost: \$565,400

**2019 TIP - Amendment #3 Fiscal Constraint**

FUNDING SOURCES	2019					2020				
	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
<b>FHWA (Federal-Aid)</b>										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 14,754,006	\$ -	\$ 1,009,074	\$ 15,763,080	\$ 5,390,789
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 14,782,093	\$ -	\$ 108,434	\$ 14,890,527	\$ 9,894,077
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 91,291,772
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 4,212,714	\$ -	\$ 312,500	\$ 4,525,214	\$ 1,250,000
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 206,949
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000	\$ 8,379,751	\$ 6,079,392	\$ 8,603,516	\$ -	\$ 120,388	\$ 8,723,904	\$ 6,095,562
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 10,792,501	\$ -	\$ 500,000	\$ 11,292,501	\$ 7,106,740
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 11,764,146	\$ -	\$ 19,234	\$ 11,783,380	\$ 9,964,335
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 822,800
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 62,543
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 23,040,877	\$ -	\$ 2,915,463	\$ 25,956,340	\$ 25,334,063
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,698,532	\$ -	\$ 827,192	\$ 7,525,724	\$ 3,308,769
<b>GRAND TOTAL</b>	<b>\$ 209,942,696</b>	<b>\$ -</b>	<b>\$ 4,140,664</b>	<b>\$ 214,083,360</b>	<b>\$ 183,402,741</b>	<b>\$ 216,923,750</b>	<b>\$ -</b>	<b>\$ 5,812,285</b>	<b>\$ 222,736,035</b>	<b>\$ 161,794,899</b>

<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 13,221,522	\$ -	\$ -	\$ 13,221,522	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment <sup>(2)</sup> (Total Resource- FAST ACT Apportionment)	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 181,510,483</b>	<b>\$ -</b>	<b>\$ 4,140,664</b>	<b>\$ 185,651,147</b>	<b>\$ 183,402,741</b>	<b>\$ 197,745,015</b>	<b>\$ -</b>	<b>\$ 5,812,285</b>	<b>\$ 203,557,300</b>	<b>\$ 161,794,899</b>

<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ 4,490,558	\$ -	\$ 4,490,558	\$ 4,490,558
STP-Old App Codes (Q,H & L)	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 9,783,143	\$ -	\$ -	\$ 9,783,143	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 1,116,383	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 277,321	\$ -	\$ 40,000	\$ 317,321	\$ 30,879
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 8,769,811</b>	<b>\$ 14,186,794</b>	<b>\$ 265,342</b>	<b>\$ 23,221,947</b>	<b>\$ 22,578,699</b>	<b>\$ 10,060,464</b>	<b>\$ 4,490,558</b>	<b>\$ 40,000</b>	<b>\$ 14,591,022</b>	<b>\$ 4,521,437</b>

<b>All FHWA FUNDS TOTAL</b>	<b>\$ 190,280,294</b>	<b>\$ 14,186,794</b>	<b>\$ 4,406,006</b>	<b>\$ 208,873,094</b>	<b>\$ 205,981,440</b>	<b>\$ 207,805,479</b>	<b>\$ 4,490,558</b>	<b>\$ 5,852,285</b>	<b>\$ 218,148,322</b>	<b>\$ 166,316,336</b>
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<b>FTA (Federal-Aid with Match)<sup>(3)</sup></b>										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,592,109	\$ -	\$ 2,976,947	\$ 9,569,056	\$ 9,569,055
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 4,928,319	\$ -	\$ -	\$ 4,928,319	\$ 4,928,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 3,124,942	\$ -	\$ 538,999	\$ 3,663,941	\$ 3,663,941
FTA5311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,380,931	\$ -	\$ 4,380,931	\$ 8,761,862	\$ 8,761,862
FTA5339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 5,575,478	\$ -	\$ 1,347,611	\$ 6,923,089	\$ 6,923,089
Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ 2,083,551	\$ -	\$ 2,087,132	\$ -	\$ -	\$ 2,087,132	\$ -
<b>GRAND TOTAL</b>	<b>\$ 23,483,015</b>	<b>\$ 171,977</b>	<b>\$ 6,353,250</b>	<b>\$ 30,008,242</b>	<b>\$ 21,678,725</b>	<b>\$ 26,688,911</b>	<b>\$ -</b>	<b>\$ 9,244,488</b>	<b>\$ 35,933,399</b>	<b>\$ 33,846,266</b>

<b>FHWA/FTA FUNDS TOTAL</b>	<b>\$ 213,763,309</b>	<b>\$ 14,358,771</b>	<b>\$ 10,759,256</b>	<b>\$ 238,881,336</b>	<b>\$ 227,660,165</b>	<b>\$ 234,494,390</b>	<b>\$ 4,490,558</b>	<b>\$ 15,096,773</b>	<b>\$ 254,081,721</b>	<b>\$ 200,162,602</b>
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<b>INNOVATIVE FINANCING</b>										
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	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 34,646,517	\$ -	\$ 34,646,517	\$ 34,646,517
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,000	\$ -	\$ 12,010,000	\$ 12,010,000
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 36,832,342</b>	<b>\$ -</b>	<b>\$ 36,832,342</b>	<b>\$ 36,832,342</b>	<b>\$ -</b>	<b>\$ 67,912,917</b>	<b>\$ -</b>	<b>\$ 67,912,917</b>	<b>\$ 67,912,917</b>

<b>ALL FUNDING SOURCES TOTAL</b>	<b>\$ 213,763,309</b>	<b>\$ 51,191,113</b>	<b>\$ 10,759,256</b>	<b>\$ 275,713,678</b>	<b>\$ 264,492,507</b>	<b>\$ 234,494,390</b>	<b>\$ 72,403,475</b>	<b>\$ 15,096,773</b>	<b>\$ 321,994,638</b>	<b>\$ 268,075,519</b>
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(1) Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.

FY 20 Based on 12.24/2019 Status of Funds

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

FAST ACT Apportionment	FY2019 \$174,578,182	FY2020 \$182,012,876
		Actual Amount

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$35,364,512

(3) FTA Current Year Available funds and prior grant funds.

**2019 TIP - Amendment #3 Fiscal Constraint**

FUNDING SOURCES	2021					2022				
	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
<b>FHWA (Federal-Aid)</b>										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 14,754,006	\$ -	\$ 1,721,237	\$ 16,475,243	\$ 8,108,204	\$ 14,754,006	\$ -	\$ -	\$ 14,754,006	\$ 7,238,330
Highway Safety Improvement Program (HSIP)	\$ 14,782,093	\$ -	\$ -	\$ 14,782,093	\$ 8,416,109	\$ 14,782,093	\$ -	\$ -	\$ 14,782,093	\$ 8,918,173
National Highway System & Freight	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 102,281,455	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 62,604,532
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -
Recreational Trails	\$ 4,212,714	\$ -	\$ 312,500	\$ 4,525,214	\$ 1,250,000	\$ 4,212,714	\$ -	\$ -	\$ 4,212,714	\$ 1,250,000
Redistribution	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -
RL - Rail Highway	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500
Safe Routes to School	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 25,000	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ -
STP-5 to 200K	\$ 8,603,516	\$ -	\$ 157,269	\$ 8,760,785	\$ 4,584,097	\$ 8,603,516	\$ -	\$ -	\$ 8,603,516	\$ 8,603,516
STP-Areas Less Than 200K	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -
STP-Areas Over 200K	\$ 10,792,501	\$ -	\$ 300,000	\$ 11,092,501	\$ 9,046,201	\$ 10,792,501	\$ -	\$ -	\$ 10,792,501	\$ 4,256,217
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 11,764,146	\$ -	\$ 299,139	\$ 12,063,285	\$ 3,943,193	\$ 11,764,146	\$ -	\$ -	\$ 11,764,146	\$ 11,335,395
STP-Off System Bridge	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 807,918	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ -
STP-Rail	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ -	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 272,000
STP-State Flexible	\$ 23,040,877	\$ -	\$ 1,479,660	\$ 24,520,537	\$ 23,499,013	\$ 23,040,877	\$ -	\$ -	\$ 23,040,877	\$ 20,410,628
TAP - Transportation Alternatives	\$ 6,698,532	\$ -	\$ 893,019	\$ 7,591,551	\$ 3,572,075	\$ 6,698,532	\$ -	\$ -	\$ 6,698,532	\$ 3,997,518
<b>GRAND TOTAL</b>	<b>\$ 216,923,750</b>	<b>\$ -</b>	<b>\$ 5,162,824</b>	<b>\$ 222,086,574</b>	<b>\$ 166,599,765</b>	<b>\$ 216,923,750</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 216,923,750</b>	<b>\$ 129,952,809</b>

<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 4,240,000	\$ -	\$ -	\$ 4,240,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment <sup>(2)</sup> (Total Resource- FAST ACT Apportionment)	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 188,945,176</b>	<b>\$ -</b>	<b>\$ 5,162,824</b>	<b>\$ 194,108,000</b>	<b>\$ 166,599,765</b>	<b>\$ 188,765,176</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 188,765,176</b>	<b>\$ 129,952,809</b>

<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H &L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FAST Lane Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ -</b>									

<b>All FHWA FUNDS TOTAL</b>	<b>\$ 188,945,176</b>	<b>\$ -</b>	<b>\$ 5,162,824</b>	<b>\$ 194,108,000</b>	<b>\$ 166,599,765</b>	<b>\$ 188,765,176</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 188,765,176</b>	<b>\$ 129,952,809</b>
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<b>FTA (Federal-Aid with Match)<sup>(3)</sup></b>										
FTA5307	\$ 6,356,198	\$ -	\$ 2,959,382	\$ 9,315,580	\$ 9,315,580	\$ 6,481,823	\$ -	\$ 3,107,797	\$ 9,589,620	\$ 9,499,620
FTA5307_NHDOT	\$ 3,751,252	\$ -	\$ -	\$ 3,751,252	\$ 3,751,252	\$ 3,825,643	\$ -	\$ -	\$ 3,825,643	\$ 3,825,643
FTA5310 (includes future STP-Flex transfers)	\$ 2,000,721	\$ -	\$ -	\$ 2,000,721	\$ 2,000,721	\$ 1,493,853	\$ -	\$ 559,345	\$ 2,053,198	\$ 2,053,198
FTA5311	\$ 4,468,550	\$ -	\$ 4,468,550	\$ 8,937,100	\$ 8,937,099	\$ 4,557,920	\$ -	\$ 4,557,920	\$ 9,115,841	\$ 9,115,841
FTA5339	\$ 5,606,348	\$ -	\$ 1,364,308	\$ 6,970,656	\$ 6,970,656	\$ 5,696,471	\$ -	\$ 1,386,093	\$ 7,082,564	\$ 7,082,564
Prior Year Carry Over	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,087,132	\$ -
<b>GRAND TOTAL</b>	<b>\$ 22,183,069</b>	<b>\$ -</b>	<b>\$ 8,792,240</b>	<b>\$ 30,975,309</b>	<b>\$ 30,975,308</b>	<b>\$ 22,055,710</b>	<b>\$ -</b>	<b>\$ 9,611,155</b>	<b>\$ 33,753,998</b>	<b>\$ 31,576,866</b>

<b>FHWA/FTA FUNDS TOTAL</b>	<b>\$ 211,128,245</b>	<b>\$ -</b>	<b>\$ 13,955,064</b>	<b>\$ 225,083,309</b>	<b>\$ 197,575,073</b>	<b>\$ 210,820,886</b>	<b>\$ -</b>	<b>\$ 9,611,155</b>	<b>\$ 222,519,174</b>	<b>\$ 161,529,675</b>
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<b>INNOVATIVE FINANCING</b>										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,435,300	\$ -	\$ 14,435,300	\$ 14,435,300	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 50,298,153	\$ -	\$ 50,298,153	\$ 50,298,153	\$ -	\$ 30,980,260	\$ -	\$ 30,980,260	\$ 30,980,260
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 10,300,000	\$ -	\$ 10,300,000	\$ 10,300,000	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 75,033,453</b>	<b>\$ -</b>	<b>\$ 75,033,453</b>	<b>\$ 75,033,453</b>	<b>\$ -</b>	<b>\$ 31,694,417</b>	<b>\$ -</b>	<b>\$ 31,694,417</b>	<b>\$ 31,694,417</b>

<b>ALL FUNDING SOURCES TOTAL</b>	<b>\$ 211,128,245</b>	<b>\$ 75,033,453</b>	<b>\$ 13,955,064</b>	<b>\$ 300,116,762</b>	<b>\$ 272,608,526</b>	<b>\$ 210,820,886</b>	<b>\$ 31,694,417</b>	<b>\$ 9,611,155</b>	<b>\$ 254,213,591</b>	<b>\$ 193,224,092</b>
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(1) Federal Resources for FY 2019 based on Apportioned Funds for FY 20 Based on 12.24/2019 Status of Funds  
 FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH

(2) Resource Adjustment (Total Resource- FAST ACT Apportionme

(3) FTA Current Year Available funds and prior grant funds.

**DRAFT**

Rockingham Planning Commission

# 2020 Transportation Safety (HSIP) Performance Targets

Rockingham Planning Commission  
2-12-2020

# 2020 Transportation Safety Performance Targets (HSIP)

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## Background

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The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation ([23 CFR 490](#)) requires that five safety related performance targets must be set and published annually by State DOTs by August 31<sup>st</sup> and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation, State Office of Highway Safety, and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report safety improvements in five ways:

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

In addition, the MPOs in New Hampshire are tracking additional safety metrics that are not required by the Federal rule. To date, this includes a single measure:

1. **Motorcycle Fatalities:** The number of fatal crashes involving motorcycles.

## Target Development

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States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31<sup>st</sup> each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures however those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs.

This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2008-2018 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2020.

### State Targets

**Figure 1** below shows the New Hampshire HSIP targets for 2020. The figures in the “Supporting Data and Analysis” section of this document show state and regional data supporting the targets for the five required measures as well as charts showing historic values, 5-year averages, and projected 2020 values for each measure.

**Figure 1: State of NH 2020 HSIP Targets**

Measure	2018 Value	5-Year Rolling Average		Current Trend	Desired Trend	2020 Target
		Previous	Current			
Number of Fatalities	148	116.6	119.2	↗	↘	<b>118.8</b>
Fatality Rate per 100 Million VMT	1.074	0.882	0.888	↗	↘	<b>0.885</b>
Number of Serious Injuries	478	610.8	554.2	↘	↘	<b>448</b>
Serious Injury Rate per 100 Million VMT	3.470	4.637	4.152	↘	↘	<b>3.269</b>
Non-Motorized Fatalities and Serious Injuries	48	59	62	↘	↘	<b>51.6</b>

### MPO Targets

For 2020, the MPO is agreeing to support the State of New Hampshire HSIP Targets in all five mandated areas. In doing so, the MPO is agreeing to:

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

## Motorcycle Fatalities

The four New Hampshire MPOs have mutually agreed to track motorcycle fatalities as a performance measure. As the State and MPO are not required to establish targets by FHWA, the state is not establishing targets in this area and so the MPO must establish its own. Based on trends seen in the FARS data (summarized in **Figure 2**), the RPC expects the downward trend of motorcycle fatalities to continue and sets the **2020 target for the 5-year average Motorcycle fatalities at 2.0**. Additional supporting data is included in the “Supporting Data and Analysis” section of this document.

**Figure 2: Rockingham Planning Commission Additional 2019 Safety Performance Targets**

Measure	2018 Value	5-Year Rolling Average		Current Trend	Desired Trend	2020 Target
		Previous	Current			
Number of Motorcycle Fatalities	4	2.6	2.8			<b>2.0</b>

## Supporting Data and Analysis

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

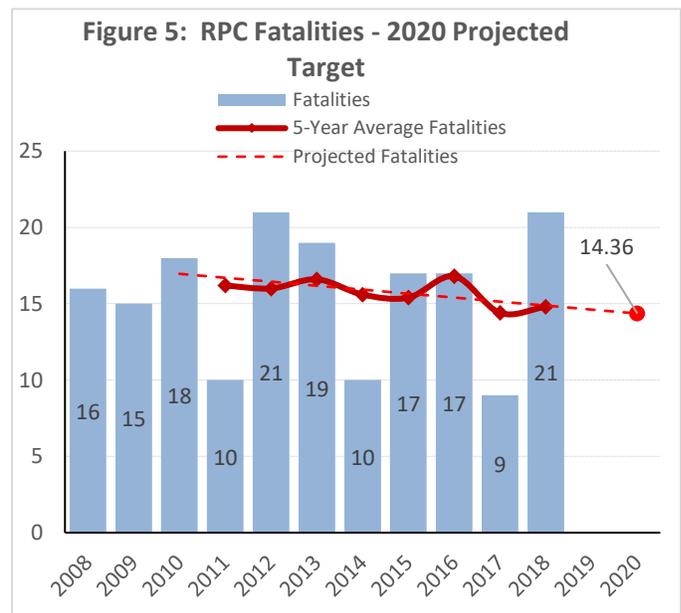
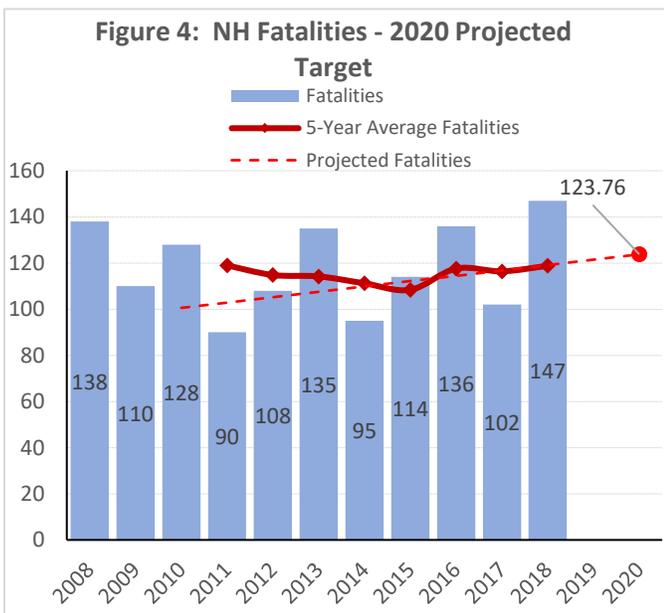
- Fatality Analysis Reporting System (FARS):** FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state and to identify those that have occurred within the MPO region. Five-year rolling averages are computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regressing fatalities to the mean and accounting for their essential random nature in location and time.
- State Motor Vehicle Crash Database:** Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as “Suspected Serious Injury” on the DSMV159, 2018). This includes injuries that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance. This data is necessary to identify the total number of serious injuries from traffic crashes in New Hampshire and the MPO region specifically.
- Highway Performance Monitoring System (HPMS):** State Vehicle Miles of Travel (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. The VMT data is combined with FARS data to calculate rate of fatalities (deaths per 100 million VMT) and with the State Motor Vehicle Crash data to calculate the rate of serious injuries (serious injuries per 100 million VMT).

### Number of Fatalities

In 2018 New Hampshire experienced a 45% increase in the number of motor vehicle crash related fatalities making it the deadliest year in the last ten, and the third deadliest since 1990. The number of fatalities in the state has varied substantially from year to year (*Figures 3 & 4*) averaging a change of  $\pm 27$  deaths. After showing a decreasing trend until 2015, the five-year rolling average has been increasing showing a return to generally higher numbers of fatalities. Developing a linear trend line based on the five-year averages shows an expected increase in the five-year rolling average number of fatalities from the current 118.8 to 123.8. Fatalities in the RPC region (*Figures 3 & 5*) more than doubled from 9 to 21 between 2017 and 2018, consistent with the increase in traffic deaths seen statewide. After declining to 14.4 deaths last year, the five-year average fatalities saw a slight upturn to 14.8 as well. The overall trend is still expected to result in declining fatalities over time with a five-year average for the 2016-2020 period expected to be at 14.4 deaths.

**Figure 3: Fatalities**

Year	Annual Crash Fatalities		5-Year Rolling Average Crash Fatalities		
	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2008	138	16			
2009	110	15			
2010	128	18			
2011	90	10			
2012	108	21	2008-2012	<b>114.8</b>	<b>16.0</b>
2013	135	19	2009-2013	<b>114.2</b>	<b>16.6</b>
2014	95	10	2010-2014	<b>111.2</b>	<b>15.6</b>
2015	114	17	2011-2015	<b>108.4</b>	<b>15.4</b>
2016	136	17	2012-2016	<b>117.6</b>	<b>16.8</b>
2017	102	9	2013-2017	<b>116.4</b>	<b>14.4</b>
2018	147	21	2014-2018	<b>118.8</b>	<b>14.8</b>



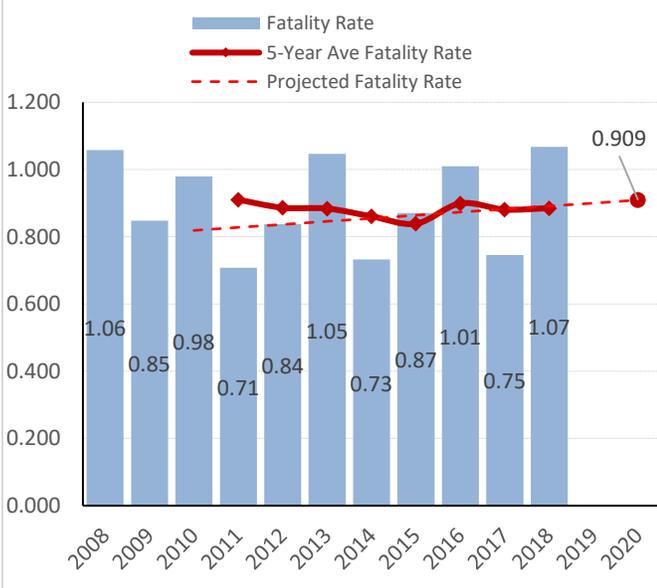
### Rate of Fatalities

At the state level, the five-year average rate declined slightly between 2011 and 2015 and then began to increase (**Figures 6 & 7**). The current trend shows a slight increase over time and the projected fatality rate for the 2016-2020 timeframe is higher than the current 2014-2018 average. While the MPO five-year average fatality rates (**Figures 6 & 8**) are lower than the Statewide rate, both have remained relatively steady for each of the last five periods. Similar to the number of fatalities in the region, the rate of fatalities per 100 million Vehicle Miles of Travel (VMT) decreased substantially from 2016 to 2017 but increased in 2018 to 0.905. The five-year average rate increased as well, however the projected rate for the 2016-2020 timeframe of 0.636 deaths per 100 million VMT is expected to be slightly lower than the current rate of 0.660 deaths.

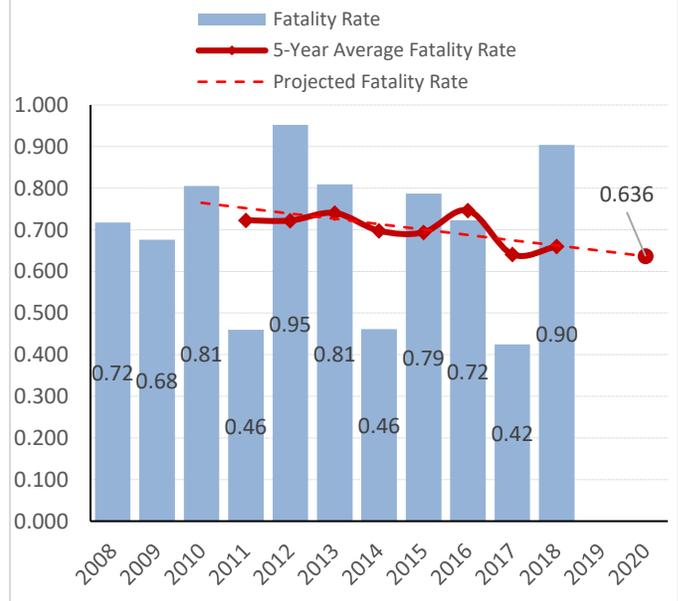
**Figure 6: Fatality Rates**

Year	100 Million Vehicle Miles of Travel (VMT)		Fatality Rate per 100 Million VMT		5-Year Period	5-Year Average Fatality Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2008	130.40	22.29	1.066	0.762			
2009	129.75	22.18	0.848	0.676			
2010	130.65	22.34	0.980	0.806			
2011	127.20	21.75	0.715	0.506			
2012	128.94	22.05	0.838	0.952	2008-2012	<b>0.889</b>	<b>0.740</b>
2013	129.03	23.48	1.046	0.809	2009-2013	<b>0.885</b>	<b>0.750</b>
2014	129.70	21.65	0.732	0.462	2010-2014	<b>0.862</b>	<b>0.707</b>
2015	130.94	21.61	0.871	0.787	2011-2015	<b>0.840</b>	<b>0.703</b>
2016	134.76	23.53	1.009	0.723	2012-2016	<b>0.899</b>	<b>0.747</b>
2017	136.81	21.18	0.753	0.472	2013-2017	<b>0.882</b>	<b>0.650</b>
2018	137.76	23.24	1.074	0.947	2014-2018	<b>0.888</b>	<b>0.678</b>

**Figure 7: NH Fatality Rate (Per 100 Million VMT) - 2020 Projected Target**



**Figure 8: RPC Fatality Rate (Per 100 Million VMT) - 2020 Projected Target**

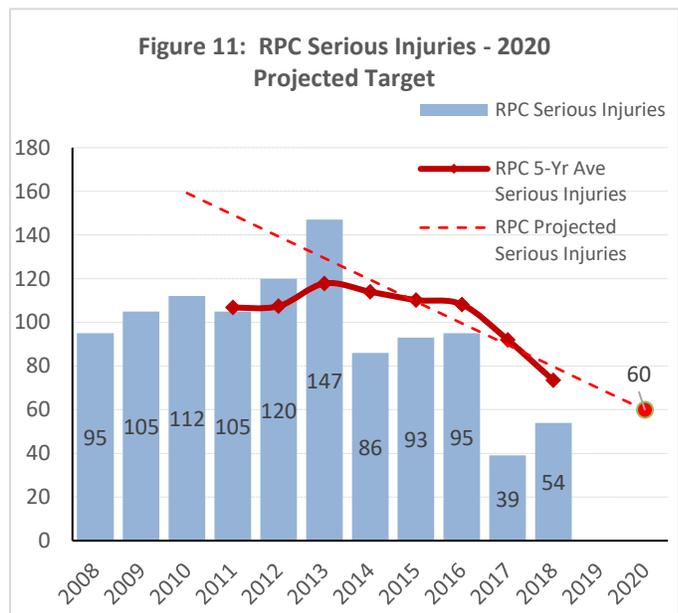
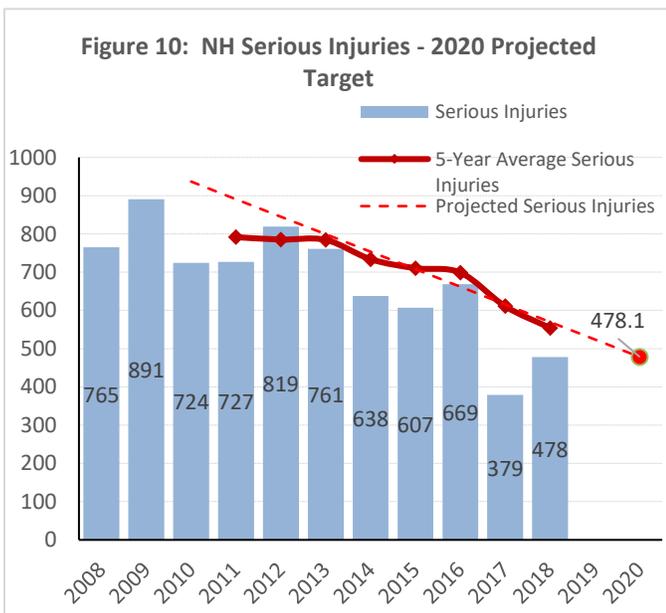


### Serious Injuries

The state injury data shows some variation from year to year but indicates overall declines in serious injuries from motor vehicle crashes at both the State (**Figures 9 & 10**) and MPO level (**Figures 9 & 11**). 2018 shows an up-tick in injuries but numbers are still far below those of 2015 and earlier. Some of this decrease is due to a change in the definition of a “Serious Injury” to better identify them in comparison to less serious injuries, more consistent application of the label by police, and safer motor vehicles. The five-year averages show this trend as well and have a sharp declining trend over time and the projected five-year average is expected to continue to decline from 554.2 in the 2014-2018 period to 478.1 for the 2016-2020 period. For the RPC region, the number of serious injuries from motor vehicle crashes increased 38% in 2018 from the low of 39 experienced in 2017. Overall however, the trend of declining numbers of serious injury crashes and injuries remains intact with the five-year average dropping from 92 for the 2013-2017 period to 73.4 for the 2014-2018 period. This trend is expected to continue into the future with the projected 2016-2020 average further declining to 60 serious injuries.

**Figure 9: Serious Injuries**

Year	New Hampshire	MPO Region	5-Year Rolling Average Serious Injuries	
	Serious Injuries	Serious Injuries	5-Year Period	New Hampshire MPO Region
2008	765	95		
2009	891	105		
2010	724	112		
2011	727	105		
2012	819	120	2008-2012	<b>785.2</b> <b>107.4</b>
2013	761	147	2009-2013	<b>784.4</b> <b>117.8</b>
2014	638	86	2010-2014	<b>733.8</b> <b>114.0</b>
2015	607	93	2011-2015	<b>710.4</b> <b>110.2</b>
2016	669	95	2012-2016	<b>698.8</b> <b>108.2</b>
2017	379	39	2013-2017	<b>610.8</b> <b>92.0</b>
2018	478	54	2014-2018	<b>554.2</b> <b>73.4</b>

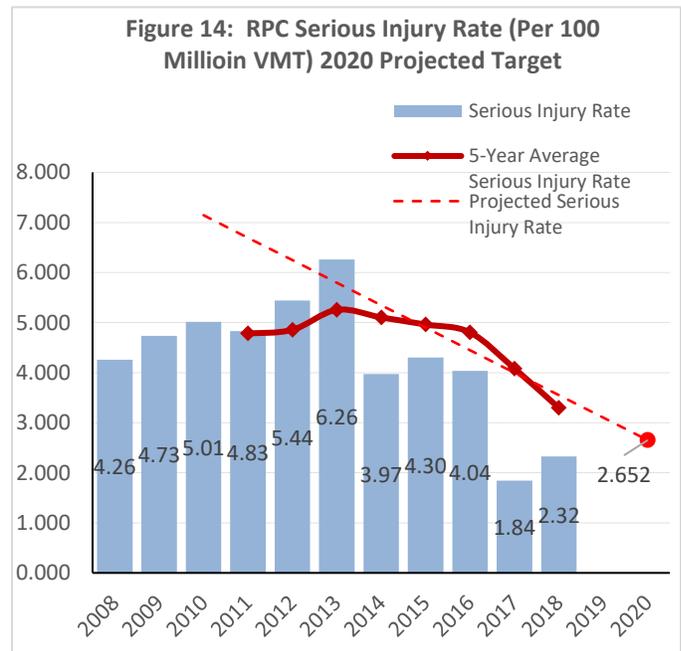
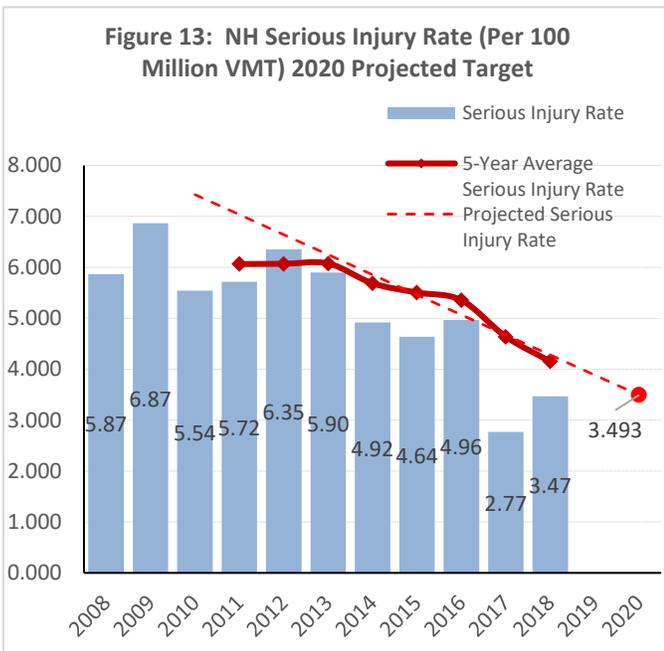


### Rate of Serious Injuries

Similar to the numbers of serious injuries, the rate of serious injuries has shown a declining trend over the last ten years and for each of the last five five-year average periods at both the state (**Figures 12 & 13**) and regional level (**Figures 12 & 14**) and that is expected to continue with a predicted average rate of 3.493 serious injuries per 100 million VMT for the 2016-2020 period. For the RPC region, 2018 rate of serious injuries from motor vehicle crashes increased from the decade-low 2017 value of 1.8 per 100 million VMT to 2.3 per 100 million VMT. Despite the short term increase, the five-year average rate of serious injuries continued to decline dropping from about 4.1 per 100 million VMT in the 2013-2017 period to 3.3 per 100 million VMT for the 2014-2018 timeframe. The five-year average rate is expected to continue the overall downward trajectory that has been in evidence since 2013 and a projected rate of 2.65 serious injuries per 100 million VMT is expected for the 2016-2020 period.

**Figure 12: Serious Injury Rate**

Year	100 Million Vehicle Miles of Travel (VMT)		Serious Injury Rate per 100 Million VMT		5-Year Period	5-Year Average Fatality Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2008	130.40	22.29	5.867	4.260			
2009	129.75	22.18	6.867	4.732			
2010	130.65	22.34	5.542	5.013			
2011	127.20	21.75	5.715	4.827			
2012	128.94	22.05	6.352	5.442	2008-2012	<b>6.068</b>	<b>4.855</b>
2013	129.03	23.48	5.898	6.260	2009-2013	<b>6.075</b>	<b>5.255</b>
2014	129.70	21.65	4.919	3.970	2010-2014	<b>5.685</b>	<b>5.103</b>
2015	130.94	21.61	4.636	4.305	2011-2015	<b>5.504</b>	<b>4.961</b>
2016	134.76	23.53	4.964	4.038	2012-2016	<b>5.354</b>	<b>4.803</b>
2017	136.81	21.18	2.770	1.842	2013-2017	<b>4.637</b>	<b>4.083</b>
2018	137.76	23.24	3.470	2.324	2014-2018	<b>4.152</b>	<b>3.296</b>

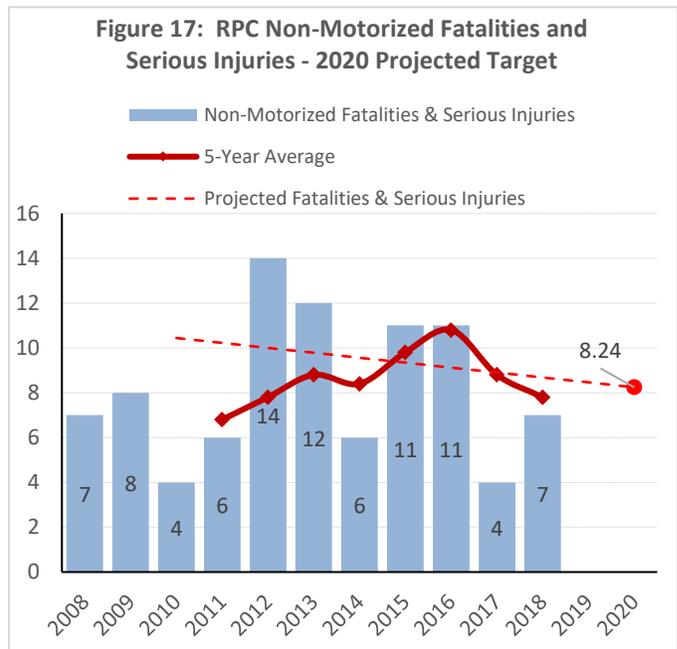
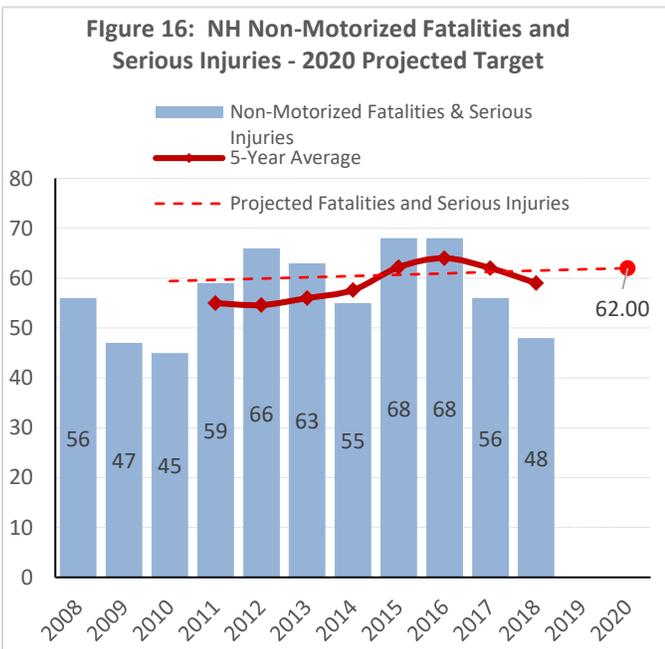


### Non-motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA’s FARS database and the State Crash Records Database. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level. Rates are not established for non-motorized crashes as the overall volume of bicycle and pedestrian travel is unknown. Statewide, non-motorized fatalities and serious injuries (**Figures 15 & 16**) continued to decrease from the peaks seen in 2015 and 2016. Regionally, non-motorized fatalities and serious injuries (**Figures 15 & 17**) increased from 2017 to 2018 from 4 to 7 (75%). The five-year average continues to show a decline however, decreasing from 8.8 non-motorized fatalities and serious injuries for the 2013-2017 period to 7.8 for the 2014-2018 period. The projected five-year average for the 2016-2020 period is expected to increase slightly up to 8.24 non-motorized fatalities and serious injuries per year.

**Figure 15: Non-Motorized Fatalities & Serious Injuries**

Year	New Hampshire Non-Motorized Crashes			MPO Region Non-Motorized Crashes			5-Year Rolling Average Non-Motorized Fatalities & Serious Injuries		
	Fatalities	Serious Injuries	Total	Fatalities	Serious Injuries	Total	5-Year Period	New Hampshire	MPO Region
2008	12	44	56	0	7	7			
2009	10	37	47	1	7	8			
2010	9	36	45	0	4	4			
2011	10	49	59	1	6	6			
2012	10	56	66	3	11	14	2008-2012	<b>54.6</b>	<b>7.8</b>
2013	20	43	63	5	7	12	2009-2013	<b>56.0</b>	<b>8.8</b>
2014	16	39	55	0	6	6	2010-2014	<b>57.6</b>	<b>8.4</b>
2015	14	54	68	2	9	11	2011-2015	<b>62.2</b>	<b>9.8</b>
2016	21	47	68	1	10	11	2012-2016	<b>64.0</b>	<b>10.8</b>
2017	15	41	56	0	4	4	2013-2017	<b>62.0</b>	<b>8.8</b>
2018	14	34	48	5	2	7	2014-2018	<b>59.0</b>	<b>7.8</b>

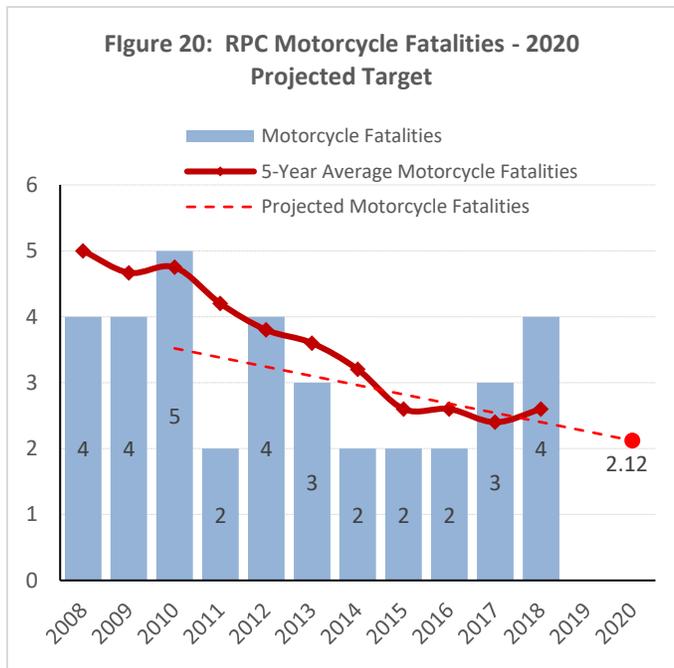
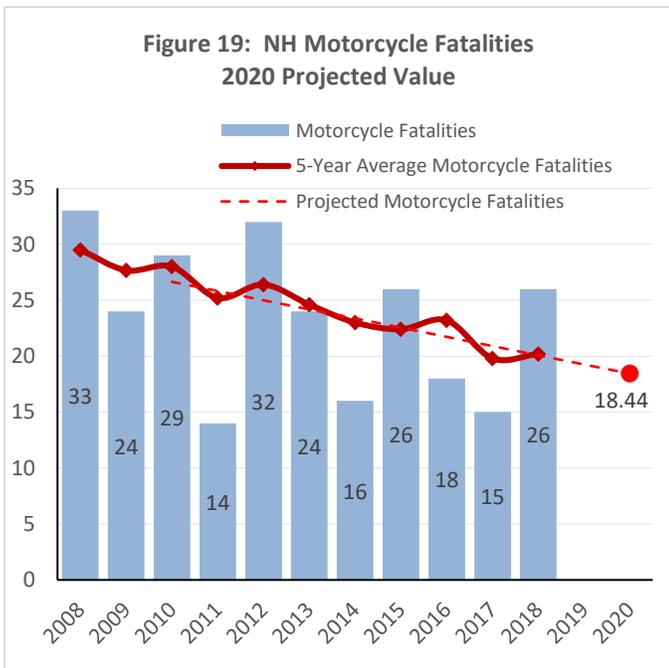


### Motorcycle Fatalities

The Federal Fatal Analysis Reporting System (FARS) provides the data necessary for identifying the total number of motorcycle crash fatalities in New Hampshire (*Figures 18 & 19*) and for the MPO region (*Figures 18 & 20*). No fatalities rates are set as information on motorcycle vehicle miles of travel is not available. The State is not setting performance targets for motorcycle fatalities and so information is included for context only. Overall, motorcycle fatalities have been generally declining in New Hampshire and have been 4 or less within the MPO region for 9 of the last 10 years. This is reflected in the five-year average number of fatalities which has steadily declined at both the statewide and regional scale except for the most recent period which is impacted by a relatively high number of fatalities in 2018 and has trended upward reflecting that high year. The projected value for 2020 continues the anticipated declining trend in fatalities with an expected 2.12 average for the 2016-2020 timeframe.

**Figure 18: Motorcycle Fatalities**

Year	Annual Motorcycle Crash Fatalities		5-Year Rolling Average Crash Fatalities		
	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2008	33	4			
2009	24	4			
2010	29	5			
2011	14	2			
2012	32	4	2008-2012	<b>26.40</b>	<b>3.80</b>
2013	24	3	2009-2013	<b>24.60</b>	<b>3.60</b>
2014	16	2	2010-2014	<b>23.00</b>	<b>3.20</b>
2015	26	2	2011-2015	<b>22.40</b>	<b>2.60</b>
2016	18	2	2012-2016	<b>23.20</b>	<b>2.60</b>
2017	15	3	2013-2017	<b>20.00</b>	<b>2.60</b>
2018	26	4	2014-2018	<b>20.40</b>	<b>2.80</b>



## MEMORANDUM

To: MPO Technical Advisory Committee

From: Scott Bogle, Senior Transportation Planner

Date: 01/16/2020

**RE: Age Friendly Communities Proposal to Tufts Health Plan Foundation**

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Staff are currently assessing the viability of a proposal to the Tufts Health Plan Foundation to support an Age Friendly Communities initiative for the RPC MPO region. The term “Age Friendly” is shorthand to denote communities that enable residents to thrive at every age and every stage of life. The project would focus on four domains of livability identified by the American Association of Retired People (AARP) including: transportation accessibility, housing options, economic opportunities and social and recreational opportunities. AARP in fact defines a broader list of eight domains of livability, though these four are the ones most closely aligned with regional and municipal planning. AARP has extensive information online regarding their Livable Communities and [Age Friendly Communities Network](#).

This initiative is intended to build on work that has been piloted in New Hampshire by the Southern NH Planning Commission in the Greater Manchester area over the past three years with funding from the Tufts Health Plan Foundation. The Southwest Regional Planning Commission (SWRPC) has similarly built on SNHPC’s efforts, securing Tufts funding for Age Friendly Communities work in the Keene and Monadnock region.

The goal is to create awareness of roadblocks and opportunities for becoming Age-Friendly and to assist communities in improving their age friendliness. Beyond focusing solely on the needs of older adults, the project will also look at the needs of young adults as part of ongoing efforts to encourage more Millennials to choose live, work and play in the region.

### **Objectives**

- Organizing a regional steering committee interested in bringing Age-Friendly community concepts to the Rockingham region and dovetailing with existing programs. This committee is envisioned to include membership across the age spectrum from RPC member communities, the senior services sector, housing, transportation, healthcare, chambers of commerce, arts and recreation and the disability community.
- Conducting an Age Friendly Community assessment for each community in the RPC region. These assessments include a demographic profile and a community survey asking residents for feedback on how well their town’s housing, transportation, employment, retail and recreation options meet their needs now and how they think they will meet their needs as they age. Are

there opportunities for young workers? Young families? Older adults newly retired or advancing in age?

- Assessing local regulations and state statutes that could be considered barriers as well as opportunities in becoming Age Friendly
- Researching case studies to determine how communities across New Hampshire and elsewhere in the country have made progress in becoming Age Friendly
- Providing communities with action plans including recommendations for removing barriers and seizing opportunities
- Encouraging both public and private sectors to embrace AARP's livability standards
- Working with communities on pilot projects to improve livability with an emphasis on the needs of seniors and millennials

### **Next Steps**

- Confirming Fiscal Agent – The Tufts Health Plan Foundation will only fund 501c3 non-profit organizations. SNHPC has established their own non-profit arm and SWRPC has partnered with Cheshire Medical Center. Staff are in conversation with both the Rockingham Nutrition Meals on Wheels Program and Exeter Hospital regarding project participation and potentially serving as fiscal agent from the project. We anticipate confirmation early next week.
  - Identifying Community Interest – If funded, RPC would conduct Community Assessments in approximately 14 communities in year one of the grant project. The project will only be effective in communities where there is significant interest and local champions willing to step forward. At the TAC meeting staff would like to get TAC members initial thoughts on potential interest in their communities. Portsmouth is already and active member of AARP's Age Friendly Communities Network. The Letter of Interest could be submitted without a list of candidate towns developed, but we will want that before deciding to submit a full proposal.
  - Submitting a Letter of Interest – Tufts requires that applicants submit a letter of interest by January 24<sup>th</sup>. Full proposals will be due March 20<sup>th</sup>. Staff anticipate having the draft Letter of Interest to share with the TAC at the January 23<sup>rd</sup> meeting.
-