

RPC Transportation Advisory Committee
June 24, 2021
9:00-11:00 AM

Stratham Town Offices
10 Bunker Hill Avenue, Stratham, NH

Location: <https://goo.gl/maps/XzbHAheHybMEjAXN8>

Call-in Phone Line: **1-800-764-1559**

User/pin code: **4438**

1. Introductions and Zoom orientation/etiquette (5 Minutes)
2. Minutes of 03/25/21 TAC meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. 2021 TIP Amendment #1 (**Attachment #2**) — **[Motion Required]** – Dave Walker (20 Minutes)
4. MPO Transit Safety Performance Targets (**Attachment #3**) – **[Motion Required]** – Scott Bogle (20 Minutes)
5. Seacoast Transportation Corridors Vulnerability Assessment – Dave Walker (20 minutes)
6. Age Friendly Communities Grant Update – Scott Bogle (10 Minutes)
7. CommuteSmart Challenge update (5 Minutes)
8. Other Project Updates – Dave/Scott (10 Minutes)
9. Open discussion/Comments

TAC MEETING SCHEDULE For 2021 (Next meeting highlighted)

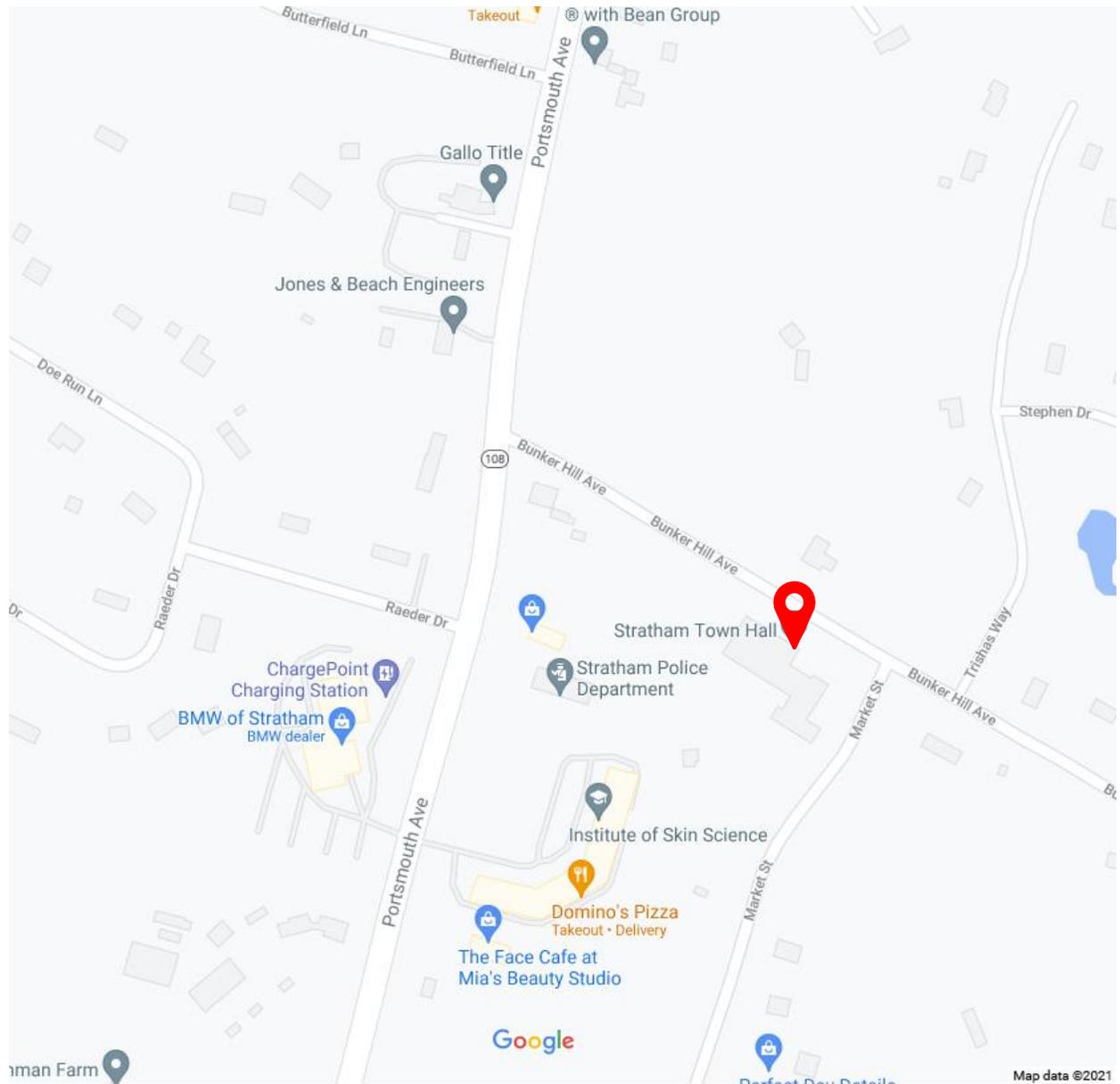
January 28	April 22	July 22	October 28
February 25	May 27	August 26	December 2***
March 25	June 24	September 23	

***Off Schedule

Stratham Town Hall

10 Bunker Hill Avenue, Stratham NH

<https://goo.gl/maps/XzbHAheHybMEjAXN8>



Accommodations for individuals with disabilities or limited English proficiency

Reasonable accommodations for individuals with disabilities or limited English proficiency 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@therpc.org.

MINUTES
Rockingham Planning Commission
Transportation Advisory Committee
March 25, 2021

Virtual Meeting via Zoom & Public Input Per RSA 91-A:2, III(b)
the RPC Chair has declared the COVID 19 Outbreak an emergency and has waived
the requirement that a quorum be physically present at the meeting

Members Present: R. McDermott, Chairman (H. Falls); T. Moore (Plaistow); D. Sharples (Exeter); P. Coffin (Kingston); L. St. John (NH DOT); T. White (NHDES); M. Connors (Stratham); K. Mäkinen (Salem); C. Jacobs (Hampton); J. Walker (Portsmouth); D. Seiglie (Rye); R. Nichols (COAST); L. Levine (FHWA non-voting); C. Cross (Newington non-voting)

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

- 1. Chairman McDermott convened the meeting at 9:00 a.m. and introductions and Zoom etiquette was reviewed.**
- 2. Minutes of February 25, 2021**

*Coffin moved to approve the Minutes of February 25, 2021 as presented; Jacobs seconded. Roll Call vote was taken. 3 abstentions. **SO VOTED***

- 3. Prioritizing Project Submittals to the Transportation Alternative Program – S. Bogle**

Bogle explained that today was the deadline for the submittal of proposals for the final funding round of the Transportation Alternatives Program (TAP). Out of four proposals, two have decided not to proceed (Newington & Portsmouth), which leaves Salem and Rye's proposals. Salem is proposing sidewalk improvements and a connector path. Rye is proposing to redesign part of the main roadway through town and extend sidewalk and add shoulder, bike lanes and new crosswalks. He reviewed each proposal by the categories and criteria used for weighing each project. He noted that both projects are very good projects and discussion followed reference the oversight and financial support from the communities and LPA certification requirements. It was noted that Newington did not submit their project because the match funds were voted down at Town meeting and Portsmouth decided there were just too many other projects for them at the moment. Seiglie stressed that the Town of Rye has high community involvement and is very committed to fulfilling the requirements to get this project.

*Jacobs moved to approve the ranking of the projects as presented by staff, scoring Rye first and Salem second; Sharples seconded. Roll Call vote was taken. **SO VOTED** 2 abstentions.*

Walker asked that it be noted that she wishes to suggest that the process for LPA projects leaves small towns at a disadvantage and needs to be reviewed.

4. Project Updates – D. Walker

Walker noted that he was in a zoom meeting with NHDOT related to the high level bridge project and the intention to design a breakdown lane that would also become a travel lane for traffic during busy commute times of the day. The RPC received notice from NHDOT regarding the environmental process for the Hampton/Seabrook bridge and the public comment period has started. Bogle noted that he submitted an application for a Tufts grant to address age friendly communities. He also has submitted a proposal to National Trails -NH Seacoast Greenway Connections and is planning for bike month and the commuter challenge coming up.

5. **Open discussion/Comments:** Walker stated Landman had sent a video of the bridge in Minnesota that collapsed and Walker will forward that to TAC members. Sharples noted that the sidewalks on Epping Road project will be completed this year.

Meeting was adjourned at 10:06 a.m.

Respectfully submitted,

Annette Pettengill, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 06/016/2021

RE: 2021 TIP Amendment #1

Attached is a report that lists the changes that Amendment #1 proposes to make to the 2021 Transportation Improvement Program (TIP) (covering fiscal years 2021-2024) within the Rockingham Planning Commission region. This information is also available on the RPC website (www.rpc-nh.org), along with the full statewide revision report for those interested in the proposed changes to projects from other parts of the state.

Overall, there are 6 Regional and 4 Statewide project changes (10 total) that the RPC must address as part of Amendment #1, and these take the form of one phase change, two dropped projects, two scope changes, and five adjustments to project costs and timing. The project listings in the Long Range Transportation Plan (LRTP) are being updated at the same time to maintain consistency between the two documents. As part of the public engagement process for Amendment #1, the MPO is conducting a public comment period between July 1, 2021 and July 13, 2021 and a public engagement portal will be established to collect any comments received. A final opportunity for comments will be during a public hearing at the **July 14, 2021 RPC Commission Meeting at 7:00 PM**. This meeting will be in person at a yet-to-be-determined location and information on how the public can participate will be included in the public notice and featured on the public engagement portal. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of changes to 6 regional projects and 4 statewide project and results in a net increase in cost during the TIP years (2021-2024) of \$29.9 million and \$50.1 million total including all project funds in years beyond 2022. The two projects dropped from the TIP are GARVEE DS_23 (42710) which has been delayed to starting in 2025 and Portsmouth 13455 which has largely been completed and the programmed resources were not needed. The scope changes are to Portsmouth 42874, which is doubling the installation of charging stations from 4 to 8, and the Statewide Orthoimagery project which is including the purchase of some services as well as the imagery. Neither of these projects change in timing or cost. The bulk of the increase in funding comes from the adjustment to funding allocations for COAST5307 and Statewide FTA5339 (\$3.9 Million and \$9.6 Million respectively) as well as additional funding for Newington-Dover 11238 (\$2.2 million) to support the design work for the General Sullivan Bridge. The other funding changes are to Newton 29617 which is seeing a small increase and a delay of one year for Right-of-Way and Construction, and the Statewide TSMO program which is seeing a funding increase of \$1.3 million. COAST5307, FTA5339, and TSMO also show large total cost changes because each has additional years of funding in the Ten Year Plan that are incorporated into the revision. The

COAST and TSMO projects are adding 2 years of funding to the end of the Ten Year Plan while FTA5339 is adding six. GARVEE DS_23 42710 shows a large decrease because inflation and indirect costs have been removed from the project along with one year of payments on the debt service.

Table 1 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 (2021-2024) 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 year by year cost and schedule details of each project within the TIP time frame and compares the existing status with the changes proposed in Amendment #1. The report also includes statewide fiscal constraint documentation for the revision.

Table 1: Summary of Amendment #1 Revisions

Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
42710	GARVEE DS_23	Debt service project for Seabrook-Hampton 15904 and Warner Sutton 15747	-\$7,799,066	-\$27,189,121	Debt service project has been moved to begin in 2025 and so is being removed from the TIP
11238	Newington-Dover	NH 16 widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll	\$2,242,078	\$2,242,078	Increase in cost and added fiscal years to cover final design for project 11238S (General Sullivan Bridge)
29617	Newton	Improvements to Rowe’s Corner (Maple Ave, Amesbury Rd)	\$489,348	\$489,348	NEPA process delays require more time for project development and permitting. ROW and CON each delayed 1 year.
13455	Portsmouth	Replace Bridges along US Route 1 Bypass	-\$33,000	-\$33,000	Funding is not needed for the project and it is being removed from the TIP
COAST5307	COAST	COAST Operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	\$3,876,294	\$18,816,749	Project adjusted to accommodate updated allocation and funding information
FTA5339	Statewide	Capital bus and bus facilities – FTA 5339 Program for statewide public transportation	\$9,638,520	\$48,237,708	Project adjusted to accommodate updated allocation and funding information
LTAP	Statewide	Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$0	\$300,000	Change phase from “SPR” to “OTHER”. Additional years of funding included at end of ten year plan.
TSMO	Statewide	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler info	\$1,300,000	\$7,200,000	Program adjusted to accommodate necessary funding amounts. Additional years of funding included at end of Ten Year Plan.
Total Net Change			\$29,894,174	\$50,063,762	
Scope Only Changes					
42874	Portsmouth	Purchase and install eight electric charging stations for electric vehicles.	\$0	\$0	Scope expanded from 4 charging stations to 8. No change in cost.
43368	Statewide 2021 USGS Orthoimagery	Statewide USGS 2021 Orthoimagery acquisition and services	\$0	\$0	Scope changed to add “and services.” No change in cost.

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 (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:

That the MPO TAC recommend that the Policy Committee approve TIP Amendment #1

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. If project is new, “New Project” will be listed directly under “PENDING”
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			14	15
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
8 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					9 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:	16 N		17 CAA Code: F-30					Total Project Cost:	\$13,415,974

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Revision: A01Y21
 Docket Detail: 2021 TIP Amendment 1
 Approval Date: 7/14/2021

GARVEE DS_23 (42710)

APPROVED

Project Route/Location: **NH 1A**

Scope: Debt Service Project for Seabrook-Hampton 15904 and Warner Sutton 15747

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
CON				\$7,799,066	\$7,799,066			\$7,799,066	
				\$7,799,066	\$7,799,066			\$7,799,066	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$88,588,408

GARVEE DS_23 (42710)

PENDING

Project Route/Location: **NH 1A**

Scope: Debt Service Project for Seabrook-Hampton 15904 and Warner Sutton 15747

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
CON				\$0	\$0			\$0	
				\$0	\$0			\$0	

Regionally Significant: N CAA Code: ATT Managed By: DOT RPCS: RPC Total Project Cost: \$61,399,287

NEWINGTON - DOVER (11238)**APPROVED**Project Route/Location: **NH 16 / US 4 / SPLDG TPK****Scope:** NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$1,495,000					\$1,495,000		\$1,495,000	TPK-CAP
CON	\$295,000					\$295,000		\$295,000	TPK-CAP
	\$1,790,000					\$1,790,000		\$1,790,000	
Regionally Significant:	Y	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC, SRPC	Total Project Cost:	\$35,371,793

NEWINGTON - DOVER (11238)**PENDING**Project Route/Location: **NH 16 / US 4 / SPLDG TPK****Scope:** NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$1,495,000	\$800,000	\$1,336,400	\$105,678		\$3,737,078		\$3,737,078	TPK-CAP
CON	\$295,000					\$295,000		\$295,000	TPK-CAP
	\$1,790,000	\$800,000	\$1,336,400	\$105,678		\$4,032,078		\$4,032,078	
Regionally Significant:	Y	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC, SRPC	Total Project Cost:	\$37,613,871

NEWTON (29617)**APPROVED**Project Route/Location: **NH 108****Scope:** Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$220,000				\$220,000			\$220,000	STBG>200K, Toll Credit
ROW	\$55,000				\$55,000			\$55,000	STBG>200K, Toll Credit
CON		\$867,612			\$867,612			\$867,612	STBG>200K, Toll Credit
	\$275,000	\$867,612			\$1,142,612			\$1,142,612	

Regionally Significant: N CAA Code: E-7 Managed By: DOT RPCS: RPC Total Project Cost: \$1,252,612

NEWTON (29617)**PENDING**Project Route/Location: **NH 108****Scope:** Improvements to Rowe's Corner (Maple Ave, Amesbury Rd)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$220,000				\$220,000			\$220,000	Toll Credit, STBG>200K
ROW		\$55,000			\$55,000			\$55,000	Toll Credit, STBG>200K
CON			\$1,356,960		\$1,356,960			\$1,356,960	
	\$220,000	\$55,000	\$1,356,960		\$1,631,960			\$1,631,960	

Regionally Significant: N CAA Code: E-7 Managed By: DOT RPCS: RPC Total Project Cost: \$1,741,960

PORTSMOUTH (13455)**APPROVED**Project Route/Location: **US 1 BYPASS****Scope:** US 1 Bypass: Replace bridges along US Route 1 Bypass

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$33,000				\$33,000			\$33,000	Bridge On/Off, Toll Credit
	\$33,000				\$33,000			\$33,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$9,452,851

PORTSMOUTH (13455)**PENDING**Project Route/Location: **US 1 BYPASS****Scope:** US 1 Bypass: Replace bridges along US Route 1 Bypass

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$0				\$0			\$0	Bridge On/Off, Toll Credit
	\$0				\$0			\$0	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$9,419,851

PROGRAM (COAST5307)**APPROVED**Project Route/Location: **Various****Scope:** COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$2,696,691	\$2,750,625	\$2,805,638	\$2,861,750	\$8,891,763		\$2,222,941	\$11,114,704	FTA5307, Other
	\$2,696,691	\$2,750,625	\$2,805,638	\$2,861,750	\$8,891,763		\$2,222,941	\$11,114,704	
Regionally Significant:	N	CAA Code: E-21	Managed By: Muni/Local	RPCS: RPC, SRPC	Total Project Cost: \$37,304,961				

PROGRAM (COAST5307)**PENDING**Project Route/Location: **Various****Scope:** COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$4,956,471	\$3,271,169	\$3,344,303	\$3,419,055	\$11,992,798		\$2,998,200	\$14,990,998	FTA5307, Other
	\$4,956,471	\$3,271,169	\$3,344,303	\$3,419,055	\$11,992,798		\$2,998,200	\$14,990,998	
Regionally Significant:	N	CAA Code: E-21	Managed By: Muni/Local	RPCS: RPC, SRPC	Total Project Cost: \$56,121,710				

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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$6,732,071	\$6,839,206	\$5,573,136	\$5,684,599	\$19,863,209		\$4,965,802	\$24,829,011	FTA5339, Other, NH
	\$6,732,071	\$6,839,206	\$5,573,136	\$5,684,599	\$19,863,209		\$4,965,802	\$24,829,011	

Regionally Significant: N CAA Code: E-30 Managed By: DOT RPCS: Statewide Total Project Cost: \$92,387,523

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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$9,553,205	\$9,656,769	\$9,762,404	\$5,495,153	\$27,574,025		\$6,893,506	\$34,467,531	FTA5339, Other, NH
	\$9,553,205	\$9,656,769	\$9,762,404	\$5,495,153	\$27,574,025		\$6,893,506	\$34,467,531	

Regionally Significant: N CAA Code: E-30 Managed By: DOT RPCS: Statewide Total Project Cost: \$140,625,231

PROGRAM (LTAP)**APPROVED**Project Route/Location: **Local Technology Assistance Program****Scope:** Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
SPR	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000			\$600,000	LTAP
	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000			\$600,000	
Regionally Significant:	N	CAA Code: E-35	Managed By: DOT		RPCS: Statewide			Total Project Cost:	\$2,500,000

PROGRAM (LTAP)**PENDING**Project Route/Location: **Local Technology Assistance Program****Scope:** Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000			\$600,000	LTAP
	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000			\$600,000	
Regionally Significant:	N	CAA Code: E-35	Managed By: DOT		RPCS: Statewide			Total Project Cost:	\$2,800,000

PROGRAM (TSMO)**APPROVED**Project Route/Location: **Transportation Systems Management and Operations****Scope:** Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000			\$1,400,000	STBG-FLEX, Toll Credit, NHPP
	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000			\$1,400,000	

Regionally Significant: N CAA Code: E-7 Managed By: DOT RPCS: Statewide Total Project Cost: \$6,675,000

PROGRAM (TSMO)**PENDING**Project Route/Location: **Transportation Systems Management and Operations****Scope:** Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$350,000	\$350,000	\$1,000,000	\$1,000,000	\$2,700,000			\$2,700,000	STBG-FLEX, Toll Credit, NHPP
	\$350,000	\$350,000	\$1,000,000	\$1,000,000	\$2,700,000			\$2,700,000	

Regionally Significant: N CAA Code: E-7 Managed By: DOT RPCS: Statewide Total Project Cost: \$13,875,000

FFY 2021 - STIP Amendment 1 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Transfer or Committed Funds
	Available	Available	Available	Available	Needed (2)	Used	Sources
FHWA (Federal-Aid Formula) ⁽¹⁾							
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 1,257,356	\$ 12,065,506	\$ 7,667,380		
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 7,731,232		
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 90,327,981		
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500		
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ -		
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,861,540	\$ 636,540	Available Carry Over
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 1,025,730	\$ 9,489,894	\$ 9,028,197		
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 32,355	\$ 5,954,357	\$ 6,914,879	\$ 960,522	Available Carry Over & NHPP Transfer
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ -	\$ 10,591,850	\$ 10,127,462		
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 2,617,713		
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 2,015,000	\$ 18,778,717	\$ 36,246,895	\$ 17,468,178	Available Carry Over & NHPP Transfer
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,217,000		
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,078,557	\$ -	\$ 391,250	\$ 5,469,807	\$ 5,438,538		
TOTAL	\$ 179,245,896	\$ -	\$ 5,672,591	\$ 184,918,487	\$ 182,741,317	\$ 19,065,240	

Total Resources	\$ 184,918,487
Total Programmed	\$ 182,741,317
Surplus/(Deficit)	\$ 2,177,170

FHWA (Non- Formula Funds/Other)							
Bridge Special	\$ 240,000	\$ -	\$ -	\$ 240,000	\$ 240,000		
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000		
FHWA Earmarks	\$ 307,358	\$ -	\$ 40,000	\$ 347,358	\$ 347,358		
Highway Infr. Exempt	\$ 43,037,835	\$ 219,470	\$ -	\$ 43,257,305	\$ 43,257,305		
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000		
NHPP Exempt	\$ 2,500,000	\$ 69,625	\$ -	\$ 2,569,625	\$ 2,569,625		
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000		
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912		
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000		
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000		
GRAND TOTAL	\$ 46,938,105	\$ 314,095	\$ 40,000	\$ 47,292,200	\$ 47,292,200		

Federal Transit Administration ⁽³⁾							
FTA5307	\$ 15,811,564	\$ -	\$ 3,763,760	\$ 19,575,324	\$ 19,575,324		
FTA5310	\$ 1,728,160	\$ -	\$ 682,039	\$ 2,410,199	\$ 2,410,199		
FTA5311	\$ 6,877,688.50	\$ -	\$ 6,877,688.50	\$ 13,755,377	\$ 13,755,377		
FTA5339	\$ 8,050,944	\$ 3,627	\$ 2,006,085	\$ 10,060,656	\$ 10,060,656		
FTA-Other	\$ 1,299,040	\$ 47,016	\$ 236,562	\$ 1,582,618	\$ 1,582,618		
GRAND TOTAL	\$ 33,767,396	\$ 50,643	\$ 13,566,135	\$ 47,384,174	\$ 47,384,174		

INNOVATIVE & TURNPIKE FINANCING ⁽⁴⁾							
BETTERMENT	\$ -	\$ 6,221,200	\$ -	\$ 6,221,200	\$ 6,221,200		
GARVEE	\$ -	\$ -	\$ -	\$ -	\$ -		
RZED	\$ -	\$ -	\$ 1,409,496	\$ 1,409,496	\$ 1,409,496		
SB367-4 Cents	\$ -	\$ 10,728,885	\$ -	\$ 10,728,885	\$ 10,728,885		
Turnpike Capital	\$ -	\$ 51,797,465	\$ -	\$ 51,797,465	\$ 51,797,465		
Turnpike R&R	\$ -	\$ 11,395,303	\$ -	\$ 11,395,303	\$ 11,395,303		
GRAND TOTAL	\$ -	\$ 80,142,853	\$ 1,409,496	\$ 81,552,349	\$ 81,552,349		

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(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2022 - STIP Amendment 1 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 2,089,770	\$ 12,897,920	\$ 13,219,688
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,049,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 70,209,654
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 127,705	\$ 8,591,869	\$ 4,354,480
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 102,800	\$ 6,024,802	\$ 11,461,924
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 538,670	\$ 11,130,520	\$ 17,000,078
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 3,704,250
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 2,173,683	\$ 18,937,400	\$ 44,435,225
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,078,557	\$ -	\$ 390,000	\$ 5,468,557	\$ 5,432,288
TOTAL	\$ 179,245,896	\$ -	\$ 6,373,528	\$ 185,619,424	\$ 184,806,168

Total Resources	\$ 185,619,424
Total Programmed	\$ 184,806,168
Surplus/(Deficit)	\$ 813,256

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 2,973,971	\$ -	\$ 743,493	\$ 3,717,464	\$ 3,717,464
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 16,054,414	\$ -	\$ -	\$ 16,054,414	\$ 16,054,414
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ -	\$ 158,450	\$ 2,658,450	\$ 2,658,450
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 22,731,297	\$ 25,000	\$ 901,943	\$ 23,658,240	\$ 23,658,240

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 12,193,804	\$ -	\$ 3,499,342	\$ 15,693,146	\$ 15,693,146
FTA5310	\$ 1,681,330	\$ -	\$ 670,333	\$ 2,351,663	\$ 2,351,663
FTA5311	\$ 6,970,183.00	\$ -	\$ 6,970,183	\$ 13,940,366	\$ 13,940,366
FTA5339	\$ 7,900,945	\$ 3,700	\$ 1,968,452	\$ 9,873,097	\$ 9,873,097
FTA-Other	\$ 95,916	\$ -	\$ 23,979	\$ 119,895	\$ 119,895
GRAND TOTAL	\$ 28,842,178	\$ 3,700	\$ 13,132,289	\$ 41,978,167	\$ 41,978,167

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 13,295,124	\$ 13,295,124	\$ 13,295,124
RZED	\$ -	\$ -	\$ 1,193,723	\$ 1,193,723	\$ 1,193,723
SB367-4 Cents	\$ -	\$ 3,120,000	\$ -	\$ 3,120,000	\$ 3,120,000
Turnpike Capital	\$ -	\$ 21,009,337	\$ -	\$ 21,009,337	\$ 21,009,337
Turnpike R&R	\$ -	\$ 6,356,408	\$ -	\$ 6,356,408	\$ 6,356,408
GRAND TOTAL	\$ -	\$ 36,485,745	\$ 14,488,847	\$ 50,974,593	\$ 50,974,593

(1) Federal Apportionment for 2021-2024 is based on 4/16/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2023 - STIP Amendment 1 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 1,096,659	\$ 11,904,809	\$ 6,129,297
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,909,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 72,458,016
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 77,650	\$ 8,541,814	\$ 13,250,195
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 721,354	\$ 6,643,356	\$ 9,556,841
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 12,893	\$ 10,604,743	\$ 18,160,474
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 626,756
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 1,741,115	\$ 18,504,832	\$ 42,709,430
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,078,557	\$ -	\$ 390,000	\$ 5,468,557	\$ 5,432,288
TOTAL	\$ 179,245,896	\$ -	\$ 4,990,572	\$ 184,236,468	\$ 184,166,877

Total Resources \$ **184,236,468**
Total Programmed \$ **184,166,877**
Surplus/(Deficit) \$ **69,590**

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 1,489,010	\$ -	\$ 372,252	\$ 1,861,262	\$ 1,861,262
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 7,387,335	\$ -	\$ -	\$ 7,387,335	\$ 7,387,335
Local Tech AssistanceProgram	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ -	\$ 42,430	\$ 2,542,430	\$ 2,542,430
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 12,579,257	\$ 25,000	\$ 414,682	\$ 13,018,939	\$ 13,018,939

Federal Transit Administration ⁽³⁾					
FTAS307	\$ 9,874,874	\$ -	\$ 3,530,689	\$ 13,405,563	\$ 13,405,563
FTAS310	\$ 1,253,305	\$ -	\$ 563,326	\$ 1,816,631	\$ 1,816,631
FTAS311	\$ 4,811,564	\$ -	\$ 4,811,564	\$ 9,623,128	\$ 9,623,128
FTAS339	\$ 7,988,962	\$ 3,775	\$ 1,990,321	\$ 9,983,058	\$ 9,983,058
GRAND TOTAL	\$ 23,928,705	\$ 3,775	\$ 10,895,900	\$ 34,828,380	\$ 34,828,380

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 17,195,781	\$ 17,195,781	\$ 17,195,781
RZED	\$ -	\$ -	\$ 931,834	\$ 931,834	\$ 931,834
SB367-4 Cents	\$ -	\$ 4,150,503	\$ -	\$ 4,150,503	\$ 4,150,503
Turnpike Capital	\$ -	\$ 32,749,880	\$ -	\$ 32,749,880	\$ 32,749,880
Turnpike R&R	\$ -	\$ 3,851,223	\$ -	\$ 3,851,223	\$ 3,851,223
GRAND TOTAL	\$ -	\$ 46,751,605	\$ 18,127,614	\$ 64,879,220	\$ 64,879,220

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(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2024 - STIP Amendment 1 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 701,561	\$ 11,509,711	\$ 3,164,759
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 10,249,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 70,285,570
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 102,457	\$ 8,566,621	\$ 13,639,135
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ -	\$ 5,922,002	\$ 2,627,770
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 2,173	\$ 10,594,023	\$ 17,615,384
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 377,800
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 1,675,000	\$ 18,438,717	\$ 53,000,328
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,078,557	\$ -	\$ 390,000	\$ 5,468,557	\$ 5,432,288
TOTAL	\$ 179,245,896	\$ -	\$ 3,822,091	\$ 183,067,987	\$ 182,331,616

Total Resources	\$ 183,067,987
Total Programmed	\$ 182,331,616
Surplus/(Deficit)	\$ 736,371

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 1,418,204	\$ -	\$ -	\$ 1,418,204	\$ 1,418,204
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 5,121,116	\$ 25,000	\$ -	\$ 5,146,116	\$ 5,146,116

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 10,077,164	\$ -	\$ 3,602,104	\$ 13,679,268	\$ 13,679,268
FTA5310	\$ 1,498,370	\$ -	\$ 574,593	\$ 2,072,963	\$ 2,072,963
FTA5311	\$ 4,907,795	\$ -	\$ 4,907,795	\$ 9,815,590	\$ 9,815,590
FTA5339	\$ 4,578,743	\$ 3,850	\$ 1,137,628	\$ 5,720,221	\$ 5,720,221
GRAND TOTAL	\$ 21,062,072	\$ 3,850	\$ 10,222,120	\$ 31,288,042	\$ 31,288,042

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 568,177	\$ 568,177	\$ 568,177
RZED	\$ -	\$ -	\$ 691,720	\$ 691,720	\$ 691,720
SB367-4 Cents	\$ -	\$ 2,197,986	\$ -	\$ 2,197,986	\$ 2,197,986
Turnpike Capital	\$ -	\$ 44,284,285	\$ -	\$ 44,284,285	\$ 44,284,285
Turnpike R&R	\$ -	\$ 651,824	\$ -	\$ 651,824	\$ 651,824
GRAND TOTAL	\$ -	\$ 53,134,095	\$ 1,259,897	\$ 54,393,992	\$ 54,393,992

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(4) Innovative & Turnpike Financing includes STIP projects only.

Funding Program	Abbreviation	Funding Program	Abbreviation	Funding Program	Abbreviation
Betterment	BET	NH Highway Fund	NHHF	STP-State Flexible	STP-State Flex
Bridge Off System	Bridge Off	NHDOT Operating Budget	NHDOT Op	Safe Routes to School	SRTS
Bridge On System	Bridge On	NSTI National Summer Transportation Institute	NSTI	State of New Hampshire	NH
Bridge On/Off System	Bridge On/Off	National Highway System	NHS	TAP - Transportation Alternatives	TAP
Bridge Special	Bridge Special	Non Par DOT	NonPar-DOT	TIFIA	TIFIA
Congestion Mitigation and Air Quality Program	CMAQ	Non Par Other	NonPar-Other	Tiger Grants	TIGER
DNCR	DNCR	Non Participating	NonPar	Toll Credit	Toll Credit
Equity Bonus	Equity Bonus	Other	Other	Towns	Towns
FHWA Earmarks	FHWA Earmarks	Other Fed	Other Fed	Turnpike Capital	TPK-CAP
FTA 5307 Capital and Operating Program	FTA5307	RL - Rail Highway	RL	Turnpike Program	TPK
FTA 5310 Capital Program	FTA5310	RZED Subsidy	RZED	Turnpike Renewal & Replacement	TRR
FTA 5311 Capital and Operating Program	FTA5311	Recreational Trails	Rec Trails	Vermont	Vermont
FTA 5339 Bus and Bus Facilities	FTA5339	Redistribution	Redistribution	DBE	DBE
Federal Transportation Agency	FedTrans	Repurposed Earmarks Formula	REF	Skills Training	Skills Training
Forest Highways	Forest Highways	Repurposed Earmarks Non-Fed-Aid	RENFA	StateBlank	StateBlank
GARVEE BONDS	GARVEE	SB367-4-Cents	SP367-4-Cents	National Highway Performance	NHPP
GARVEE Bond Future	Future GARVEE	STIC Funding	STIC	STBG-5 to 200K	STBG5-200K
General Fund	General Fund	STP-5 to 200K	STP-5to200K	STBG-Areas Less Than 200K	STBG<200K
Highway Safety Improvement Program (HSIP)	HSIP	STP-Areas Less Than 200K	STP<200K	STBG-Areas Over 200K	STBG>200K
Hwy Infrastructure	HWYINF	STP-Areas Over 200K	STP>200K	STBG-Non Urban Areas Under 5K	STBG<5K
Interstate Maintenance	IM	STP-DBE	DBE	STBG-Off System Bridge	STBG-BR
Local Tech Assistance Program	LTAP	STP-Enhancement	TE	STBG-State Flexible	STBG-FLEX
Maine	Maine	STP-Hazard Elimination	HE	STBG-Hazard Elimination	STBG-HE
Minimum Guarantee	Min Guar	STP-Non Urban Areas Under 5K	STP-Rural	State Planning and Research	SPR
		STP-Off System Bridge	STP-OSB	Non Participating Indirects	NPI
		STP-Safety	STP-Safety	STBG-Enhancement	STBG-ENH
				STBG-Safety	STBG-SAFE

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Scott Bogle, Senior Transportation Planner
Date: June 18, 2021
RE: Public Transit Agency Safety Targets

On July 19, 2018 the Federal Transit Administration published the [Public Transportation Agency Safety Plan \(PTASP\) final rule](#) which requires certain transit operators to develop safety plans and implement Safety Management Systems (49 CFR Part 673). The initial rule required compliance for transit agencies July 20, 2020 however this deadline was extended to December 31, 2020 with MPOs provide another 180 days to implement regional transit safety targets based on the PTASPs. The targets deal with 4 areas of transit safety; Fatalities, Injuries, Safety Events, and System Reliability. The targets are further divided to differentiate between fixed route and demand responsive transit services.

Fatalities	Total number of reportable fatalities and rate per total vehicle revenue miles, by mode
Injuries	Total number of reportable injuries and rate per total vehicle revenue miles, by mode
Safety Events	Total number or reportable events and rate per total vehicle revenue miles, by mode
System Reliability	Mean distance between major mechanical failures, by mode

The RPC MPO is unusual in New Hampshire in that we have two public transportation agencies serving the MPO region: COAST in the Seacoast and the Manchester Transit Authority which now operates CART transit service in five communities in western Rockingham County including Salem and Hampstead in the MPO region. MTA adopted its PTASP on February 23, 2021, and COAST adopted its PTASP effective June 1, 2021. UNH Wildcat Transit's Route 4 connecting Durham, Newington and Portsmouth is also accessible to the public, though as a university transportation system Wildcat Transit is not required to develop a PTASP. Pursuant to the PTASP rule, the MPO must set regional transit safety targets no more than 180 days after the adoption of the two transit agencies' PTASPs.

Both the COAST and MTA PTASP documents include agency targets for FY2021 for each of the safety measures described above. Staff have reviewed these targets and consulted with the two agencies. Calculation of regional targets for each measure will be based on assessment of baseline data and established targets for the two transit agencies. Going forward regional baseline and target calculations will be updated routinely as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) update processes.

While the PTASPs include FY2021 targets for both agencies, we are missing historical performance data for FY2019 and FY2020 from one agency needed to set a baseline and develop a trend analysis. We anticipate receiving these remaining data on Monday June 21 to allow completion of the regional target analysis. We anticipate being able to send the draft Regional Targets document to the TAC for review on Tuesday June 22 in advance of the June 24th TAC meeting.

Requested Action:

Once staff forward the regional Transit Safety Targets to TAC members early next week please review these in advance of the TAC meeting. With questions please contact Scott Bogle at sbogle@therpc.org or 603-512-4456. At the TAC meeting on June 24th staff will respond to any additional questions and ask for a motion to adopt the regional targets.
