

April 2, 2021  
Mr. William E. Watson, P.E.  
Administrator, Bureau of Planning and Community Assistance  
New Hampshire Department of Transportation  
1 Hazen Drive  
PO Box 483  
Concord, New Hampshire 03302-0483

RE: Rockingham MPO 2019 TIP Administrative Modification Amendments (NHDOT Minor Revisions – March, 2021)

Dear Bill:

We have received the above-referenced requests to revise four (4) projects in the Rockingham MPO FY 2019 Transportation Improvement Program under our Administrative Modifications procedures. The modifications proposed are summarized as follows and are more fully described in the “2019 TIP Minor Revision Report” for March 2021 which is attached.

March, 2021 request four (4) projects proposed for administrative modification within the region:

Project Number	Location	Project Scope	Proposed Project Changes	Project Cost	
				Change	Approved
29608	Epping	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	Revised project estimate with updated inflation assumptions	-\$43,434	Yes
10044E	Plaistow-Kingston	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx. 1.8 mi	ROW funds moved to better align with project schedule	\$0	Yes
41752	Portsmouth	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	Decrease CON funds to align with anticipated costs	-\$23,800	Yes
PVMRK	Program	Statewide Pavement Marking Annual Project	Shift some ROW funding to CON for 2022	\$0	Yes
<b>Net Change</b>				<b>-\$67,234</b>	

We concur that these projects changes are eligible for amendment through the Administrative Modification process.

Our TIP Amendment procedures (Section 6.5, MPO Prospectus) allow such modifications by action of the Executive Director provided that no exceptions are raised by MPO members. MPO TAC and Policy members were notified by email of the proposed modifications on March 30, 2021 and asked to respond

with any comment by close of business on April 1, 2021. As of that date I received no requests from MPO members that the changes be handled as a full amendment.

It was determined through Interagency Consultation (IAC) that the revisions do not impact the air quality conformity determination or change the financial constraint of the STIP. Based on this information the administrative modifications are approved. By copy of this letter I am informing the New Hampshire office of the FHWA, Region 1 of FTA and NHDES – Air Resources Division of this action. Please contact me should you have any questions about our actions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Roache". The signature is stylized and cursive.

Tim Roache  
Executive Director

cc: Leigh Levine, FHWA,  
Leah Sirmin, FTA,  
Tim White, NHDES

# Reading the TIP Revision Report

- Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
- Description of Revision
- Approval Date
- Project Location – Will list “Program”, “Statewide”, or the community name(s)
- State Project Number
- Project Route/Location – specific roadway or facility where the project is occurring
- Project Scope – Short description of project
- Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
- Total Project Cost. Includes costs for years before and after TIP years.
- Currently approved version of project
- Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
- Cost and phase breakout by TIP year
- Cost and phase breakout by general source of funds
- TIP Total – Total funding for project in the TIP by phase
- Funding Programs – Specific Federal, state, and other funding programs used
- Regionally Significant – Is project considered “Regionally Significant”
- 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			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					<b>9</b> Total Project Cost:	\$14,542,336

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**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: F-30					Total Project Cost:	\$13,415,974

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Revision: A04M03Y21  
 Docket Detail: March 2021 TIP Minor Revision  
 Approval Date: 4/1/2021

**EPPING (29608)**

**APPROVED**

Project Route/Location: **NH 125**

**Scope:** NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$676,830		\$880,000	\$1,130,800	\$2,687,630			\$2,687,630	NHS, Toll Credit
ROW				\$463,854	\$463,854			\$463,854	NHS, Toll Credit
	\$676,830		\$880,000	\$1,594,654	\$3,151,484			\$3,151,484	

Regionally Significant: N      CAA Code: N/E      Managed By: DOT      RPCS: RPC      Total Project Cost: \$14,207,570

**EPPING (29608)**

**PENDING**

Project Route/Location: **NH 125**

**Scope:** NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$676,830		\$880,000	\$1,100,000	\$2,656,830			\$2,656,830	NHPP, Toll Credit
ROW				\$451,220	\$451,220			\$451,220	NHPP, Toll Credit
	\$676,830		\$880,000	\$1,551,220	\$3,108,050			\$3,108,050	

Regionally Significant: N      CAA Code: N/E      Managed By: DOT      RPCS: RPC      Total Project Cost: \$14,156,896

**PLAISTOW - KINGSTON (10044E)****APPROVED**Project Route/Location: **NH 125****Scope:** Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$324,500		\$110,000		\$434,500			\$434,500	NHS, Toll Credit
ROW			\$1,870,000		\$1,870,000			\$1,870,000	NHS, Toll Credit
	\$324,500		\$1,980,000		\$2,304,500			\$2,304,500	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$16,834,167

**PLAISTOW - KINGSTON (10044E)****PENDING**Project Route/Location: **NH 125****Scope:** Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$324,500		\$110,000		\$434,500			\$434,500	NHPP, Toll Credit
ROW			\$330,000	\$1,540,000	\$1,870,000			\$1,870,000	NHPP, Toll Credit
	\$324,500		\$440,000	\$1,540,000	\$2,304,500			\$2,304,500	
Regionally Significant:	N	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$16,340,020

**PORTSMOUTH (41752)****APPROVED**Project Route/Location: **Elwyn Road****Scope:** Add a multi-use path for bike/pedalong Elwyn Rd extending from Rt1 to Harding Rd.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$45,000	\$62,000	\$37,000		\$115,200		\$28,800	\$144,000	CMAQ, Towns
ROW			\$75,000		\$60,000		\$15,000	\$75,000	CMAQ, Towns
CON				\$873,800	\$699,040		\$174,760	\$873,800	CMAQ, Towns
	\$45,000	\$62,000	\$112,000	\$873,800	\$874,240		\$218,560	\$1,092,800	

Regionally Significant: N      CAA Code: E-33      Managed By: Muni/Local      RPCS: RPC      Total Project Cost: \$1,092,800

**PORTSMOUTH (41752)****PENDING**Project Route/Location: **Elwyn Road****Scope:** Add a multi-use path for bike/pedalong Elwyn Rd extending from Rt1 to Harding Rd.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$45,000	\$62,000	\$37,000		\$115,200		\$28,800	\$144,000	CMAQ, Towns
ROW			\$75,000		\$60,000		\$15,000	\$75,000	CMAQ, Towns
CON				\$850,000	\$680,000		\$170,000	\$850,000	CMAQ, Towns
	\$45,000	\$62,000	\$112,000	\$850,000	\$855,200		\$213,800	\$1,069,000	

Regionally Significant: N      CAA Code: E-33      Managed By: Muni/Local      RPCS: RPC      Total Project Cost: \$1,069,000

**PROGRAM (PVMRK)****APPROVED**Project Route/Location: **Various****Scope:** Statewide Pavement Marking Annual Project

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000			\$20,000	NHS, STP-State Flex, Toll Credit
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,095,000	\$12,380,000			\$12,380,000	NHS, STP-State Flex, Toll Credit
	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000			\$12,400,000	
Regionally Significant:	N	CAA Code: E-11	Managed By: DOT	RPCS: Statewide	Total Project Cost: \$58,900,000				

**PROGRAM (PVMRK)****PENDING**Project Route/Location: **Various****Scope:** Statewide Pavement Marking Annual Project

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$5,000	\$5,000	\$5,000	\$1,000	\$16,000			\$16,000	NHPP, STBG-FLEX, Toll Credit
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,099,000	\$12,384,000			\$12,384,000	NHPP, STBG-FLEX, Toll Credit
	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000			\$12,400,000	
Regionally Significant:	N	CAA Code: E-11	Managed By: DOT	RPCS: Statewide	Total Project Cost: \$58,900,000				

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		
		STP-Off System Bridge	STP-OSB		
		STP-Safety	STP-Safety		