

**MEETING NOTICE AND AGENDA
Metropolitan Planning Organization**

**Wednesday, July 14, 2021; 7:00 P.M.
Stratham Town Hall
10 Bunker Hill Ave.
Stratham, NH 03885**

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

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

User/pin code: **4438**

7:00	1. Call to Order	<i>R. McDermott</i>
7:05	2. MPO Business	
	a) <u>Public Hearing</u> : 2021-2024 Transportation Improvement Program Amendment 1 Motion Required	<i>Dave Walker Attachment 1</i>
7:25	b) MPO Transit Safety Performance Targets Motion Required	<i>Scott Bogle Attachment 2</i>
7:45	c) Seacoast Transportation Corridors Vulnerability Assessment	<i>Dave Walker</i>
8:00	3. Public Comment	
8:05	4. Adjourn	

Accommodations for individuals with disabilities

Reasonable accommodations for individuals with disabilities are available upon request. Please include a description of the accommodation you will need, including as much detail as you can. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call 603-778-0885 or email apettenaill@rpc-nh.org.

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Assistant Director
Date: 07/09/2021
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 7 Regional and 4 Statewide project changes (11 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 six 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 the Stratham Town Offices and information on how the public can participate was 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 7 regional projects and 4 statewide project and results in a net increase in cost during the TIP years (2021-2024) of \$30.4 million and \$50.6 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. A request from the City of Portsmouth has been received during the comment period is asking to add Portsmouth 42350 (see highlight in Table 1 below) to Amendment #1. This project, to connect Lang Road to the existing traffic signal at Ocean Road/Longmeadow Road, is requesting additional \$507,245 in Highway Safety Improvement Program funds to account for additional construction costs and facilitate advertising this fiscal year. This change has the support of NHDOT and the funding is available. NHDOT's revision report for this project is included at the end of this memorandum and shows the increase in federal HSIP funds in FY21 as well as the inclusion of local matching dollars.

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. Portsmouth 42350, the project that is being requested to be added to the changes included in the amendment, is highlighted. 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.

Recommendation

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

- The public comment period has produced one comment to date. The City of Portsmouth has, with the concurrence of NHDOT, requested that Portsmouth 42350 be incorporated into Amendment #1. This project would increase costs by \$507,245 to address additional stormwater management needs, increased unit costs for construction, traffic management, mobilization, and other construction related costs. The addition of these funds will allow this project to advertise this fiscal year as planned.
 - The Transportation Advisory Committee discussed the proposed changes (with the exception of Portsmouth 42350) at the June 24, 2021 meeting and recommended approval of the Amendment.
 - 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.
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Proposed Motion:

Approve TIP Amendment #1, including the requested changes to Portsmouth 42350 identified during the public comment period.

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
42350	Portsmouth	Realign Lang Road to connect to Longmeadow Road	\$507,245	\$507,245	Cost increase to address additional stormwater management needs, higher unit costs, traffic control, and construction engineering
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			\$30,401,419	\$50,571,007	
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.

NHDOT Revision Report for Portsmouth 42350



Revision Report

Pending Approval

A01

7/2/2021

Approved Dollars

PORTSMOUTH (42350)

All Project Cost: \$1,143,489

Route/Road/Entity: Lang Road/Longmeadow Road/US Route 1

Scope: Realign Lang Road to connect to Longmeadow Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$0	\$172,000	\$172,000	Non Par Other
ROW	2021	\$0	\$0	\$5,000	\$5,000	Non Par Other
Construction	2021	\$966,489	\$0	\$0	\$966,489	Highway Safety Improvement Program (HSIP), Toll Credit
		\$966,489	\$0	\$177,000	\$1,143,489	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-6 RPC: RPC

Proposed Dollars

PORTSMOUTH (42350)

All Project Cost: \$1,650,734

Route/Road/Entity: Lang Road/Longmeadow Road/US Route 1

Scope: No Change

Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$0	\$0	\$172,000	\$172,000	Non Par Other
ROW	2021	\$0	\$0	\$5,000	\$5,000	Non Par Other
Construction	2021	\$1,326,361	\$0	\$147,373	\$1,473,734	Highway Safety Improvement Program (HSIP), Towns
		\$1,326,361	\$0	\$324,373	\$1,650,734	

Regionally Significant: No Managed By: Muni/Local CAA Code: E-6 RPC: RPC

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					9 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: 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		

(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 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

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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 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 Policy Committee
From: Scott Bogle, Senior Transportation Planner
Date: July 9, 2021
RE: FY2021 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 four areas of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. The targets are further divided to differentiate between Fixed Route, Demand Responsive and Intercity 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 (MTA) 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 an update to its PTASP effective June 1, 2021. UNH Wildcat Transit's Route 4 connecting Durham, Newington and Portsmouth also serves the MPO region and is accessible to the public, though as a university transportation system Wildcat Transit is not required to develop a PTASP.

Following development and review of initial MPO transit safety targets by the MPO Technical Advisory Committee, staff received a PTASP for Boston Express bus company from the NHDOT. Boston Express operates commuter and intercity bus service in the I-93 corridor and receives limited FTA operating support to sustain this operation given its origin as mitigation for Salem-Manchester I-93 highway expansion project. The Boston Express PTASP was adopted on June 18, 2021 and received by the MPO on June 28th. While C&J operates similar service in the I-95 corridor and periodically receives capital assistance for fleet replacement the C&J service does not receive FTA operating support so 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 three transit agencies' PTASPs.

The MPO TAC reviewed and discussed the attached Draft MPO Public Transit Safety Targets at their meeting on June 24th and recommended adoption by the MPO Policy Committee. Subsequent to that staff received the PTASP from Boston Express and added the third set of targets for Intercity Bus Service which have also been reviewed and approved by NHDOT. The addition of the Intercity Bus targets does not require follow-up TAC review.

Requested Action:

Staff ask MPO Policy Committee members to review the attached MPO FY2021 Public Transit Safety Targets. With questions please contact Scott Bogle at sbogle@therpc.org or 603-512-4456. At the MPO meeting on July 14th staff will respond to any additional questions and ask for a motion to adopt the regional targets.

Rockingham Planning Commission

Regional Public Transportation Safety Performance Targets

July 9, 2021

Background

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 provided another 180 days to implement regional transit safety targets based on the PTASPs. The targets address four aspects of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. Separate targets for each of these four areas are required for fixed route transit services and for demand responsive transit services.

Safety Category	Performance Measure
Fatalities	Total Number of reportable fatalities
	Rate of fatalities per 500,000 Vehicle Revenue Miles
Injuries	Total number of reportable injuries
	Rate of injuries per 500,000 Vehicle Revenue Miles
Safety Events	Total number of reportable events
	Rate of safety events per 500,000 Vehicle Revenue Miles
System Reliability	Distance between major mechanical failures

For Fatalities, Injuries and Safety Events targets are set for the actual number of projected incidents as well as for incidence rate. The denominator for the rate measure is Vehicle Revenue Miles (VRM), and is up to individual transit agencies to set. COAST's safety plan used 100,000 miles in its rate calculations while MTA's plan used 500,000 miles. For MPO regional targets rates are calculated per 500,000 miles.

A "safety event" is an event that occurs on a transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit related maintenance activity, or involving a transit revenue vehicle that includes, but is not limited to: 1) A fatality confirmed within 30 days; 2) an injury requiring transport away from the scene for medical attention; 3) a serious injury; or 4) substantial property damage to facilities equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Target Development

The RPC MPO developed targets by reviewing the data for the two public transit providers in the region: Manchester Transit Authority (Demand Response portion only), and the Cooperative Alliance for Seacoast Transportation (COAST). The Manchester Transit Authority (MTA) adopted its Public Transit Agency Safety Plan on February 23, 2021, including its safety performance targets for FY2021. COAST updated its PTASP on May 26, 2021 with its safety targets for FY2021. The University of New Hampshire Wildcat Transit system, as a university transportation system, is not required by the Federal Transit Administration (FTA) to develop a PTASP or safety targets and is not incorporated into the MPO targets. Separate targets are also included for Intercity Bus based on the PTASP developed by Boston Express which operates commuter and intercity bus service in the I-93

corridor and receives limited FTA operating support to sustain this operation given its origin as mitigation for Salem-Manchester I-93 highway expansion project. While C&J operates similar service in the I-95 corridor the C&J service does not receive FTA operating support so is not required to develop a PTASP.

COAST FY2019-FY2020 Safety Performance & FY2021 Targets

	Performance Measure	FY2019 Performance	FY2020 Performance	FY2021 Target
Fixed Route	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	1	0	0
	Injuries - Rate	0.034	0	0
	Safety Events - Total	0	1	0
	Safety Events - Rate	0	0.034	0
	System Reliability	18677	15634	19000
Demand Response	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	2	0	0
	Injuries - Rate	0.186	0	0
	Safety Events - Total	0	0	0
	Safety Events - Rate	0	0	0
	System Reliability	215436	54351	216000

MTA FY2019-FY2020 Safety Performance & FY2021 Targets

	Performance Measure	FY2019 Performance	FY2020 Performance	FY2021 Target
Fixed Route	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	3	3	2
	Injuries - Rate	2.3	2.4	1.6
	Safety Events - Total	20	18	17
	Safety Events - Rate	15.15	14.42	13.85
	System Reliability	30125	30919	30460
Demand Response	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	0	1
	Injuries - Rate	0	0	2.75
	Safety Events - Total	7	9	7
	Safety Events - Rate	18.87	26.3	19.55
	System Reliability	13800	12990	13764

Notes: Rates for both agencies are expressed per 500,000 Vehicle Revenue Miles (VRM)

Boston Express FY2021 Safety Targets

	Performance Measure	FY2019 Performance	FY2020 Performance	FY2021 Target
Intercity Bus	Fatalities - Total			0
	Fatalities - Rate			0
	Injuries - Total			5
	Injuries - Rate			2.4
	Safety Events - Total			9
	Safety Events - Rate			4.3
	System Reliability			32,658

Notes: Rates for both agencies are expressed per 500,000 Vehicle Revenue Miles (VRM)

Calculation of regional targets for each measure was based on the assessment of baseline data and established targets for the two transit agencies. Regional baseline and target calculations will be updated as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) update processes.

The MTA provides only Demand Response transportation in the MPO region in the form of the former Greater Derry-Salem CART transit system that merged into MTA in late 2019. Currently MTA fixed routes do not touch into the RPC MPO region. Therefore Fixed Route targets for the MPO region are based solely on COAST targets. Based on performance in FY2019 and FY2020, these project zero fatalities, injuries or safety events for FY2021, and an average distance between mechanical failures of 19,000 miles for System Reliability.

Regarding Demand Response service targets, COAST has established targets of zero fatalities, zero injuries and zero safety events for demand response service based on performance in FY2019 and FY2020. MTA projects targets of one Injury and seven Safety Events for their Demand Response service.

Intercity fixed-route service is very different from fixed route regional public transit, with many fewer stops and most revenue miles traveled on interstate highway with fewer opportunities for collision. Because of this, the Boston Express safety targets are not averaged in with COAST Fixed Route targets but rather separated into a third category of Intercity Bus safety targets. These project zero fatalities, up to two injuries for a rate of 2.4 injuries per 500,000 VRM, and up to nine safety events for a rate of 4.3 per 500,000 VRM. Boston Express’ target for average distance between mechanical failures for FY2021 is 32,658 vehicle revenue miles.

MPO targets for Fatality, Injury and Safety Event rates for Demand Response transit service are derived by adding together anticipated vehicle revenue miles for the two public transportation agencies (COAST and MTA) as the denominator; with combined Injuries, and combined Safety Events as the numerators for the respective rate measures. This yields an MPO Regional Target for Injury Rate of 1.69 per 500,000 miles, and a Safety Event rate of 11.8 per 500,000 miles. For a System Reliability target for the MPO region, staff propose to use the shorter interval projected by MTA of 13,764 miles between mechanical failures. Because Boston Express is the sole provider of Intercity Bus service that is required to develop a PTASP in the MPO region, their safety targets are proposed as MPO targets.

Proposed Rockingham Planning Commission MPO Transit Safety Targets for FY2021

	Performance Measure	COAST FY2021 Target	MTA FY2021 Target	RPC MPO FY2021 Target
Fixed Route	Fatalities - Total	0		0
	Fatalities - Rate	0		0
	Injuries - Total	0		0
	Injuries - Rate	0		0
	Safety Events - Total	0		0
	Safety Events - Rate	0		0
	System Reliability	19,000		19,000
Demand Response	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	1	1
	Injuries - Rate	0	2.75	1.69
	Safety Events - Total	0	7	7
	Safety Events - Rate	0	19.55	11.8
	System Reliability	216,000	13,764	13,764
Intercity Bus	Fatalities - Total			0
	Fatalities - Rate			0
	Injuries - Total			5
	Injuries - Rate			2.4
	Safety Events - Total			9
	Safety Events - Rate			4.3
	System Reliability			32,658