

RPC Transportation Advisory Committee
January 27, 2022
9:00-11:00 AM

RPC Offices

156 Water Street, Exeter

Location: <https://goo.gl/maps/XLdB19LvXEB97cyg6>

TAC members can also participate virtually via Zoom.

<https://us02web.zoom.us/j/87132816551?pwd=ZHN5dGx3Z09RalhWYXFndU5yZGF3Zz09>

The full zoom invitation is on page 3

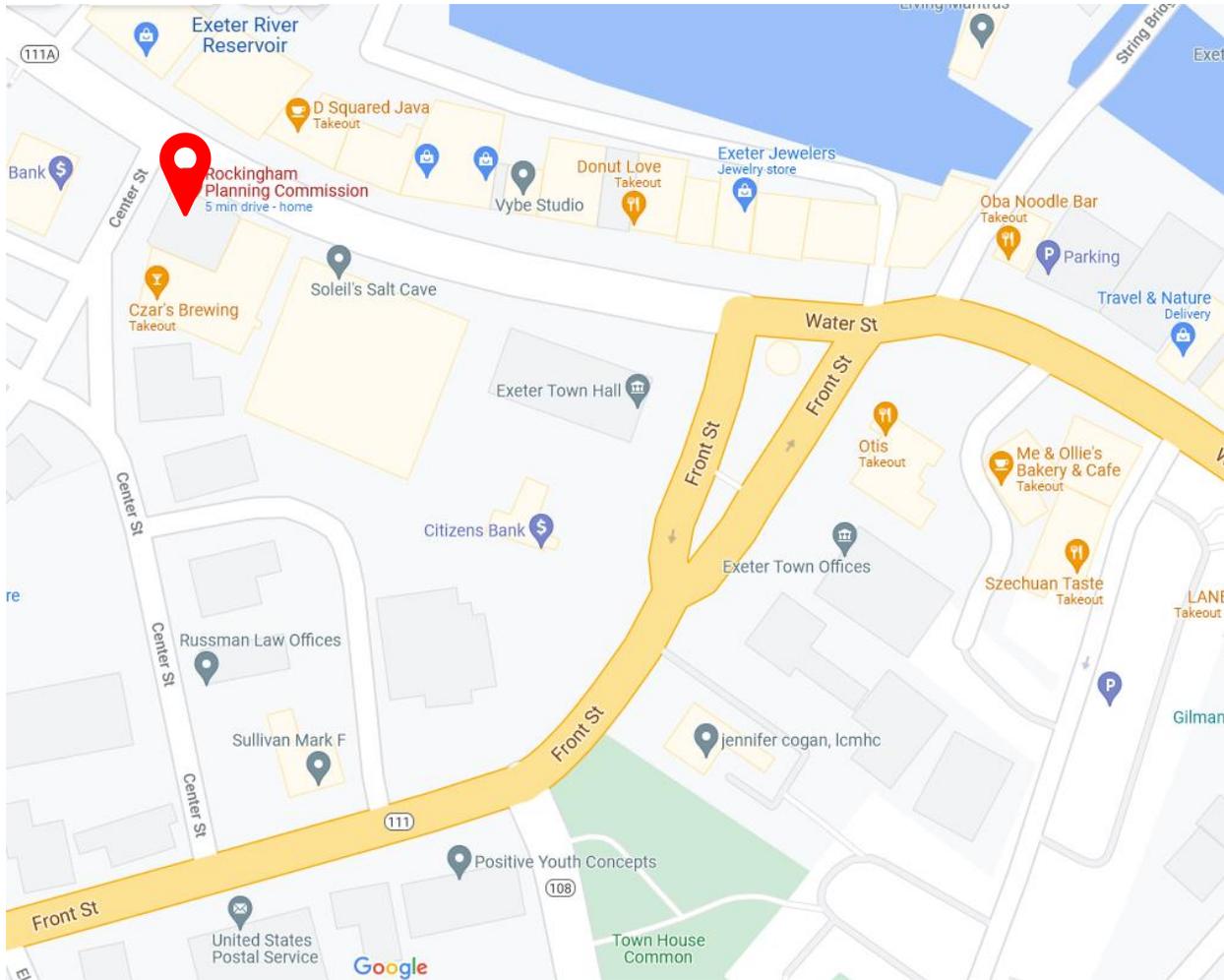
1. Introductions
2. Minutes of 10/28/2021 and 12/02/21 TAC meeting (**Attachment #1a and 1b**) — **[Motion Required]** (5 minutes)
3. TIP Amendment #3 (**Attachment #2**) – **[Motion Required]** – Dave Walker (15 minutes)
4. Highway Safety Improvement Program (HSIP) 2022 Performance Targets (**Attachment #3**) – **[Motion Required]** – Dave Walker (15 Minutes)
5. Coordinated Public Transit & Human Services Transportation Plan Updates for ACT Region and Region 8/9 (**Attachment #4**) – Scott Bogle (15 minutes)
6. Other Project Updates – Dave/Scott (5 Minutes)
7. Open discussion/Comments

TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)

January 27	April 28	July 28	October 27
February 24	May 26	August 25	December 8***
March 24	June 23	September 22	

***Off Schedule

Rockingham Planning Commission
156 Water Street, Exeter, NH
<https://goo.gl/maps/XLdB19LvXEB97cyg6>



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.

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: RPC Transportation Advisory Committee Meeting

Time: Dec 2, 2021 09:00 AM Eastern Time (US and Canada)

Dec 2, 2021 09:00 AM
Jan 27, 2022 09:00 AM
Feb 24, 2022 09:00 AM
Mar 24, 2022 09:00 AM
Apr 28, 2022 09:00 AM
May 26, 2022 09:00 AM
Jun 23, 2022 09:00 AM
Jul 28, 2022 09:00 AM
Aug 25, 2022 09:00 AM
Sep 22, 2022 09:00 AM
Oct 27, 2022 09:00 AM
Dec 8, 2022 09:00 AM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: https://us02web.zoom.us/meeting/tZMsdOugrz0vH9VvWNQsRaYGK-Qy5wPMF_h/ics?icsToken=98tyKuGvrzgoEtWTtRyGRpwEBYjCa_zmCFYgvpriijLMhNAUALPEckPA6sqB-j9

Join Zoom Meeting

<https://us02web.zoom.us/j/87132816551?pwd=ZHN5dGx3Z09RalhWYXFndU5yZGF3Zz09>

Meeting ID: 871 3281 6551

Passcode: 201102

One tap mobile

+13126266799,,87132816551#,,,,*201102# US (Chicago)

+19292056099,,87132816551#,,,,*201102# US (New York)

Dial by your location

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+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 871 3281 6551

Passcode: 201102

Find your local number: <https://us02web.zoom.us/u/kpm67IGdD>

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
October 28, 2021

RPC Offices
156 Water Street, Exeter
Virtual Participation via Zoom meeting

Members Present: R. McDermott (Hampton Falls); J. Hale (Hampton); P. Coffin (Kingston); D. Sharples (Exeter); S. Casella (Portsmouth); R. Nichols (COAST); M. Scruton (Greenland); T. White (NHDES); P. Maloney (FHWA); L. Levine (FHWA); Leah Sirmin (FTA);

RPC Commissioners Present: R. Srinivasan (Seabrook); B. Kravitz (Hampton); J. Johnson (Stratham); A. Brubaker (Hampton Falls); P. Britz (Portsmouth)

Staff: D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr); C. Matthews (GIS/Transp. Analyst); T. Roache (Executive Director)

- 1. Meeting convened at 9:00 a.m. and introductions were made.**
- 2. Minutes of September 23, 2021**

Coffin moved to approve the Minutes of September 23, 2021 as presented; Sharples seconded.
SO VOTED.

- 3. FHWA/FTA Transportation Planning Process Review – Paul Maloney (FHWA)/Leah Sirmin (FTA)**

Paul Maloney and Leah Sirmin asked TAC and Policy Committee members a series of questions related to MPO processes and performance as part of the MPO's Planning Review. Questions and responses are summarized below.

How do you see the TAC process affecting or benefiting your community?

- Ravi Srinivasan – New to the process and the committee. Mostly listening and reporting back. After some time will be in better position to comment.
- Barbara Kravitz – Kudos to Dave and Scott in structuring the work, giving TAC members opportunity to speak to preferences. Thinks process works well.
- Richard McDermott – They keep us on task.
- Rad Nichols – Have worked with the MPO for 25 years. Lucky with RPC and longevity of staff and the job they do. Project programming for transit is different than for highway and

- bridge projects. Transit operates on the fringe of the MPO process particularly in NH as funds come directly from FTA to agency rather than through NHDOT. Aside from transit, most challenging is that lots of work by communities goes into bringing projects to the table and then perhaps only one or two get funded. Can be disheartening.
- Peter Coffin – Different between the rural communities and the urban communities. Rye had a good project this year. It's hard to say that a given good project is not going to get done because there just isn't enough funding. Example of Kingston project that keeps not making the cut. We need to be investing more to allow needed projects to get done. We seem to be planning for a downgrade of road conditions.
 - Dave Sharples – Has been around for many years including with SRPC and now RPC. Planning process at RPC is good, staff does a great job. Well organized. Detailed memos explain requirements. That said Dave still has projects he was pushing ten years ago that are languishing because there isn't enough money.
 - Paul Maloney – There are a lot of factors in getting projects funded that are beyond the control of the RPC. It's really beyond the scope of the MPO to ensure that projects get funded. Can present at GACIT process.
 - Joseph Johnson – New commissioner from Stratham. Relatively new to the process. Mostly listening.
 - Paul Maloney – Do you (Joseph) feel well informed by the staff?
 - Joseph Johnson – Thinks the information is there if people seek it out. He's interested in transportation in general and getting further engaged.
 - Andrew Brubaker – Feels Dave, Scott, Tim at RPC provide a lot of great information on the process. Charts, graphs, whole planning process is well explained. Committees are well informed.
 - Rad Nichols – From my perspective they've done a good job of getting people to the table even though they have a limited chance of getting their project funded.
 - Leigh Levine – Here to listen to the comments.
 - Peter Britz – Staff keeps Commissioners well informed.
 - Stephanie Casella – New to process in RPC region and new to Portsmouth.
 - Jennifer Hale – Echo others comments on effectiveness of staff. From town perspective there's a challenge in meshing how town specific projects like sewer upgrade integrate with projects that come forward through the MPO process. Example of Hampton Seabrook Bridge project that is much needed and proceeding well but current design will require moving sewer line that was only recently upgraded. Question of who pays for relocation.

Are there any comments about the partners? Could any be doing something different or something more helpful?

- Barbara Kravitz – Echo what Richard and Jen Hale have said. Appreciate that staff are willing to actually come into the towns to a PB or Select Board meeting when there is something critical and a briefing is needed. One difficulty in Hampton and Hampton Beach in particular is that many current needs are big ticket items. More than can be accommodated in the regional allocation for the TYP in any given cycle. It would be helpful if there can be attention to how mid/large projects can be funded when they don't fit into the suballocation. How can they be spread out to accommodate them? Intersection of US1/NH101 intersection realignment.
-

- Paul Maloney – Need to work through state DOT on projects like that. Have seen projects that exceed regional target move forward. Can be different funding sources like HSIP. Consultation with NHDOT on large projects
- Dave Walker – The NH101/US1 project has actually been added to the Ten Year Plan, but there is an ongoing challenge with funding medium and large projects given the regional allocation budgets.
- Rad Nichols – Challenge to compare highway projects and transit projects apples to apples. The evaluation criteria are different and the current criteria don't fit transit.
- Leah Sirmin – Does Tim White from NHDES have any thoughts as a stakeholder partner?
- Tim White – Regarding the challenge of getting projects put forward and funded, at the end of the day all the TAC members have a better understanding of just why the process is as difficult as it is. RPC communities are fortunate to have staff with as much experience and seniority as they do. Opinion based on six years at DES and twelve years prior at one of the other MPOs.

One of the things with the review is asking staff about outreach to disadvantaged communities. How is the process doing in that regard? Underprivileged, minority, low income.

- Richard McDermott – Hampton Falls is trying to address the needs of older folks in town. Building 55+ condos.
- Scott Bogle – Noted outreach to NAACP Seacoast Chapter and Racial Unity Team to ask for assistance with engagement for Age Friendly Communities project as well as upcoming LRTP update. Lots of prior work with older adults and individuals with disabilities.
- Rad Nichols – Over time one thing that's become more challenging is the accuracy of the data identifying those subsets of our communities. Data are becoming less and less reliable as the Census changes its methodology. The American Community Survey is a much smaller sample size than the old Census Long Form, and margins of error can be very high when looking at small communities and small subsets of the population within those communities. Makes it more challenging to set goals, measure performance. Wish that that ACS data were stronger to support these Civil Rights work.

4. Regional Transportation System Issues and Needs – S. Bogle

Scott Bogle provided an overview of the process for the current update to the MPO Long Range Transportation Plan, including discussion at the last TAC meeting. Both the TAC and Policy Committee will be asked on multiple occasions for input in the process, both as part of up front data gathering and later in reviewing draft chapters. Today staff want to engage the TAC in a SWOT analysis (Strengths, Weaknesses, Opportunities, Threats) of the regional transportation system. Discussion of the four SWOT analysis questions took about 40 minutes and results are attached at the end of these minutes.

5. 2023-2032 Ten Year Plan GACIT Hearings Update - D. Walker

Walker provided an assessment of how the GACIT hearings had been attended and the types of comments that were being provided by the public. A reminder of the change in dates for the Hampton and Salem hearings was also given.

6. Discussion of Topics for future TAC meetings – D. Walker

Tabled to the December 2, 2021 meeting due to lack of time

7. Project Updates

Not discussed due to lack of time.

8. Open Discussion/comments:

None.

Meeting adjourned at 11:00 a.m.

Respectfully submitted,
Dave Walker, Recording Secretary

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
December 2, 2021

RPC Offices
156 Water Street, Exeter
Virtual Participation via Zoom meeting

Members Present: R. McDermott (H. Falls); P. Coffin (Kingston); R. Nichols (COAST); T. White (NHDES); S. Casella (Portsmouth); L. St. John (NHDOT); J. Hale (Hampton); M. Scruton (Greenland)

Guests: R. DiCillo (NHDES); J. Wilcox (NHDES/GSCCC)

Staff: D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr); T. Roache (Executive Director); A. Pettengill (Business Manager)

- 1. Meeting convened at 9:00 a.m. (All attendees on Zoom) and introductions were made.**
- 2. Minutes of October 28, 2021 – Tabled until next meeting**
- 3. Volkswagen Settlement Update – Tim White, NHDES Air Resources**

White gave an update on the 2017 Volkswagen emissions settlement and explained that a Trust was set up for mitigation. NH gets \$30.9 million as a beneficiary of that environmental mitigation trust. He reviewed how the Trust will split out the funding for ten specific mitigation items. White also explained how some of the funding has been spent to date.

- 4. NH Clean Diesel Program and Granite State Clean Cities Coalition – Ricky DiCillo/Jessica Wilcox, NHDES Air Resources**

Ricky DiCillo gave an overview of the NH State Clean Diesel Program for FY21. Purpose of program is to improve NH's air quality and reduce diesel emissions. Approximately \$800,000 in funding is available for eligible entities to use to replace diesel vehicles, engines, or equipment as well as other emission reduction strategies. DiCillo also covered eligibility requirements, funding percentages for different types of projects, timeframes for applications, how to apply, and the general application scoring process.

Jessica Wilcox provided an overview of the Granite State Clean Cities Coalition which seeks to reduce petroleum use in transportation through the use of domestically produced, cleaner burning alternative fuels and other fuel reduction strategies. Using less diesel and gasoline in our vehicles helps to reduce our nation's dependence on foreign oil while improving our air

quality. Wilcox discussed the Alternative Fuels Data Center and other tools and resources that GSCCC offers, and webinars that they have conducted.

5. 2023-2032 Ten Year Plan GACIT Hearings Update – Dave Walker

Walker provided a brief update on the GACIT hearing process and participation in the four hearings in the RPC region. Hearings occurred in Epping, Kingston, Hampton, and Salem and there was substantial turnout at all but the Salem hearing. GACIT Meeting on December 8 will discuss any changes that may occur before the Draft Ten Year Plan is sent to the Governor. The recent passage of the Investment in Infrastructure and Jobs Act (IIJA) provides additional resources to NH that were not planned for in the draft so additional projects may be added.

6. Topics for future TAC Meetings – Dave Walker/Scott Bogle

Walker requested that TAC members provide input on different topics beyond the required items such as TIP Amendments that could be discussed at meetings during 2022. Rad Nichols offered to provide an update on COAST's 5-year operating projections and the impacts of the IIJA and implications for matching funds. Autonomous vehicles were also raised as a potential topic.

7. Infrastructure Investment and Jobs Act – Scott Bogle/Dave Walker

Walker and Bogle provided an overview of the provisions of the Investment in Infrastructure and Jobs Act (IIJA) and estimates of funding expected to come to NH.

8. Other Project Updates – Dave Walker/Scott Bogle

Bogle provided a brief update on the SWOT analysis conducted related to the Long Range Transportation Plan at the October 28 TAC meeting.

9. Open Discussion/comments

None

Meeting adjourned at 10:07

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 01/20/2022

RE: 2021 TIP Amendment #3

Attached is a report that lists the changes that Amendment #3 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 5 Statewide project changes (12 total) that the RPC must address as part of Amendment #3, and these take the form of one project dropped fully from the TIP, two scope changes, and nine 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 #3, the MPO is conducting a public comment period between January 27, 2022 and February 8, 2022 and a public engagement portal has been established to collect any comments received. A final opportunity for comments will be during a public hearing at the **February 9, 2022 RPC Commission Meeting at 7:00 PM**. 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 5 statewide project and results in a net increase in cost during the TIP years (2021-2024) of \$67.8 million and \$99.2 million total including all project funds in years beyond 2024. The projects dropped from the TIP is Salem 42885 which is a portion of the rail trail paralleling NH 28 and has been delayed to 2029. Two Statewide projects are changing scope; 41756 which is evaluating signalized intersection signal timing, and 40759 which is the Complex Bridge Inspection Program. Neither of these projects change in timing or cost. The bulk of the increase in funding in the TIP comes from the adjustment to funding for Seabrook-Hampton 15904, Portsmouth-Kittery 15731, and Statewide FTA5307 (\$31.6, \$18.7, and \$10.7 million respectively). Seabrook-Hampton is benefitting from the additional funding coming to New Hampshire as part of the recent infrastructure package and this allows the construction timeframe to be compressed so that more is occurring during the TIP timeframe and the funding shifted from bonds to federal formula. Much of the funding increase for Portsmouth-Kittery 15731 is the addition of State and Other (Non-federal) funds related to finish the required work at the Port of New Hampshire. The increase to Statewide FTA5307 is simply the inclusion of American Rescue Plan (AR) funds as well as carryover balances from FY21. The Statewide MOBRR and CRDR programs are also seeing substantial increases (\$6.4 and \$4.6 million respectively) as additional resources are being applied to these programs. There are four projects where the construction phase is

being delayed beyond 2024 (42879, 41752, 41750, and 42884) resulting in decreased TIP funding for these projects however total project funding increases for each. These delays are reflecting the current project schedules, funding availability, and the timing in the Ten Year Plan.

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 #3. The report also includes statewide fiscal constraint documentation for the revision.

Recommendation

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

- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation (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:

Recommend that the MPO Transportation Advisory Committee endorse TIP Amendment #3 and approval by the MPO Policy Committee.

Table 1: Summary of Amendment #1 Revisions

Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
42879	NEWINGTON	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	-\$425,592	\$24,167	Move PE funds from FY21 to FY22. CON moved to 2025 (out of TIP) due to project readiness and to be consistent with Ten Year Plan
41752	PORTSMOUTH	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	-\$847,495	\$108,033	Increase in PE funds due to additional need. CON delayed to 2026-2027 (out of TIP) to better reflect project schedule and by consistent with Ten Year Plan
15731	PORTSMOUTH, NH - KITTERY, ME	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	\$18,741,248	\$18,741,248	Moved ROW from FY21 to FY22-FY24 and added state/other funding to align with current project schedule. Changed funding source to match Ten Year Plan.
MOBRR	PROGRAM	Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)	\$6,400,000	\$41,250,000	Increase in ROW and CON funds to accommodate necessary changes in expected children project fund amounts.
CRDR	PROGRAM	Culvert Replacement/ Rehabilitation & Drainage Repairs (Annual Project)	\$4,598,970	\$6,000,000	Increase in OTHER funds to add American Rescue Plan (ARP) and carryover moved from 21 to 22
FTA5307	PROGRAM	Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.	\$10,742,267	\$27,763,298	Increase in PE, ROW, and CON funds to accommodate necessary changes in expected children project fund amounts
41750	SALEM	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	-\$655,000	\$56,575	CON delayed to 2025 (Out of TIP) to reflect project readiness & Ten Year Plan.
42884	SALEM	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	-\$1,334,720	\$213,595	Increased PE and moved funding from FY21 to FY22 & add FY23. CON delayed to 2028-2029 (out of TIP) to reflect project readiness & Ten Year Plan
42885	SALEM	Construct Rail Trail along NH 28 for approximately 1 mile.	-\$1,056,784	\$156,470	CON delayed to 2029 (out of TIP) to reflect current project schedule and Ten Year Plan
15904	SEABROOK - HAMPTON	Reconstruction of Red List bridge carrying NH 1A over Hampton River (Br#235/025) Debt Serv. Proj #42710	\$31,642,448	\$4,871,587	Increase in CON funds & change funding type from "Other" to "Federal". Removed GARVEE funds due to formula funds being available by IJA
Total Net Change			\$67,805,342	\$99,184,973	
Scope Only Changes					
41756	Statewide	Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.	\$0	\$0	Scope changed from "Evaluate 61+ traffic control signals..." to "Evaluate signalized intersections..."
40759	Statewide CBI	Statewide Complex Bridge Inspections child project for FY 17-21	\$0	\$0	Scope updated for current FY range

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

10

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: A03Y21
 Docket Detail: 2021 TIP Amendment 3
 Approval Date: 2/9/2022

NEWINGTON (42879)

APPROVED

Project Route/Location: **New Hampshire Ave/Arboretum Dr/Pease Blvd**

Scope: Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$30,000	\$10,000			\$32,000		\$8,000	\$40,000	CMAQ, Towns
CON			\$425,592		\$340,474		\$85,118	\$425,592	
	\$30,000	\$10,000	\$425,592		\$372,474		\$93,118	\$465,592	

Regionally Significant: N CAA Code: E-51 Managed By: Muni/Local RPCS: RPC Total Project Cost: \$465,592

NEWINGTON (42879)

PENDING

Project Route/Location: **New Hampshire Ave/Arboretum Dr/Pease Blvd**

Scope: Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$40,000			\$32,000		\$8,000	\$40,000	CMAQ, Towns
		\$40,000			\$32,000		\$8,000	\$40,000	

Regionally Significant: N CAA Code: E-51 Managed By: Muni/Local RPCS: RPC Total Project Cost: \$489,759

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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$37,000			\$29,600		\$7,400	\$37,000	CMAQ, Towns
ROW		\$75,000			\$60,000		\$15,000	\$75,000	CMAQ, Towns
CON		\$850,000			\$680,000		\$170,000	\$850,000	CMAQ, Towns
		\$962,000			\$769,600		\$192,400	\$962,000	
Regionally Significant:	N	CAA Code:	E-33	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$1,069,000

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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$39,505			\$31,604		\$7,901	\$39,505	CMAQ, Towns
ROW		\$75,000			\$60,000		\$15,000	\$75,000	CMAQ, Towns
		\$114,505			\$91,604		\$22,901	\$114,505	
Regionally Significant:	N	CAA Code:	E-33	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$1,177,033

PORTSMOUTH, NH - KITTERY, ME (15731)**APPROVED**Project Route/Location: **US 1 Bypass****Scope:** Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
ROW	\$3,050,000	\$12,500,000			\$15,550,000			\$15,550,000	NHPP, Toll Credit
	\$3,050,000	\$12,500,000			\$15,550,000			\$15,550,000	
Regionally Significant:	N	CAA Code: E-19	Managed By: DOT		RPCS: RPC			Total Project Cost:	\$225,665,087

PORTSMOUTH, NH - KITTERY, ME (15731)**PENDING**Project Route/Location: **US 1 Bypass****Scope:** Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
ROW		\$17,105,000	\$14,803,200	\$2,383,048	\$19,488,048	\$4,112,000	\$10,691,200	\$34,291,248	Toll Credit, NHPP
		\$17,105,000	\$14,803,200	\$2,383,048	\$19,488,048	\$4,112,000	\$10,691,200	\$34,291,248	
Regionally Significant:	N	CAA Code: E-19	Managed By: DOT		RPCS: RPC			Total Project Cost:	\$244,406,335

PROGRAM (CRDR)**APPROVED**Project Route/Location: **Various****Scope:** CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$760,000	\$400,000	\$100,000	\$100,000	\$1,360,000			\$1,360,000	STBG-FLEX, Toll Credit, NHPP
ROW	\$5,500	\$106,700	\$25,000	\$25,000	\$162,200			\$162,200	STBG-FLEX, Toll Credit, NHPP
CON	\$1,459,500	\$1,870,000	\$1,243,300	\$1,190,000	\$5,762,800			\$5,762,800	STBG-FLEX, Toll Credit, NHPP
OTHER		\$5,000	\$5,000	\$5,000	\$15,000			\$15,000	NHPP, STBG-FLEX, Toll Credit
	\$2,225,000	\$2,381,700	\$1,373,300	\$1,320,000	\$7,300,000			\$7,300,000	

Regionally Significant: N CAA Code: ALL Managed By: DOT RPCS: Statewide Total Project Cost: \$56,096,666

PROGRAM (CRDR)**PENDING**Project Route/Location: **Various****Scope:** CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$760,000	\$400,000	\$100,000	\$100,000	\$1,360,000			\$1,360,000	STBG-FLEX, Toll Credit, NHPP
ROW	\$5,500	\$106,700	\$54,100	\$25,000	\$191,300			\$191,300	STBG-FLEX, Toll Credit, NHPP
CON	\$1,459,500	\$1,870,000	\$5,408,270	\$1,594,900	\$10,332,670			\$10,332,670	STBG-FLEX, Toll Credit, NHPP
OTHER		\$5,000	\$5,000	\$5,000	\$15,000			\$15,000	NHPP, STBG-FLEX, Toll Credit
	\$2,225,000	\$2,381,700	\$5,567,370	\$1,724,900	\$11,898,970			\$11,898,970	

Regionally Significant: N CAA Code: ALL Managed By: DOT RPCS: Statewide Total Project Cost: \$62,096,666

PROGRAM (FTA5307)**APPROVED**Project Route/Location: **Boston Urbanized Area (UZA)****Scope:** Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$7,712,216	\$5,326,641	\$2,942,198	\$3,001,042	\$18,982,097			\$18,982,097	FTA5307, Toll Credit
	\$7,712,216	\$5,326,641	\$2,942,198	\$3,001,042	\$18,982,097			\$18,982,097	

Regionally Significant: N CAA Code: E-21 Managed By: DOT RPCS: CNHRPC, NRPC, RPC, SNHPC, S Total Project Cost: \$65,761,878

PROGRAM (FTA5307)**PENDING**Project Route/Location: **Boston Urbanized Area (UZA)****Scope:** Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$7,712,216	\$10,210,908	\$5,842,198	\$5,959,042	\$29,724,364			\$29,724,364	FTA5307, Toll Credit
	\$7,712,216	\$10,210,908	\$5,842,198	\$5,959,042	\$29,724,364			\$29,724,364	

Regionally Significant: N CAA Code: E-21 Managed By: DOT RPCS: CNHRPC, NRPC, RPC, SNHPC, S Total Project Cost: \$93,525,176

PROGRAM (MOBRR)**APPROVED**Project Route/Location: **Various****Scope:** MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$200,000	\$100,000	\$100,000	\$100,000	\$400,000		\$100,000	\$500,000	Other, STBG-FLEX
ROW	\$25,000	\$55,000	\$25,000	\$25,000	\$104,000		\$26,000	\$130,000	Other, STBG-FLEX
CON	\$4,400,000	\$4,470,000	\$4,500,000	\$4,500,000	\$14,296,000		\$3,574,000	\$17,870,000	Other, STBG-FLEX
	\$4,625,000	\$4,625,000	\$4,625,000	\$4,625,000	\$14,800,000		\$3,700,000	\$18,500,000	
Regionally Significant:	N	CAA Code: ALL	Managed By: Muni/Local	RPCS: Statewide	Total Project Cost: \$60,675,200				

PROGRAM (MOBRR)**PENDING**Project Route/Location: **Various****Scope:** MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$200,000	\$100,000	\$500,000	\$500,000	\$1,040,000		\$260,000	\$1,300,000	Other, STBG-FLEX
ROW	\$25,000	\$55,000	\$100,000	\$100,000	\$224,000		\$56,000	\$280,000	Other, STBG-FLEX
CON	\$4,400,000	\$4,470,000	\$7,225,000	\$7,225,000	\$18,656,000		\$4,664,000	\$23,320,000	Other, STBG-FLEX
	\$4,625,000	\$4,625,000	\$7,825,000	\$7,825,000	\$19,920,000		\$4,980,000	\$24,900,000	
Regionally Significant:	N	CAA Code: ALL	Managed By: Muni/Local	RPCS: Statewide	Total Project Cost: \$101,925,200				

SALEM (41750)**APPROVED**Project Route/Location: **Manchester & Lawrence Rail Line****Scope:** 0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$6,354	\$44,522			\$40,701		\$10,175	\$50,876	CMAQ, Towns
ROW		\$51,000			\$40,800		\$10,200	\$51,000	CMAQ, Towns
CON		\$655,000			\$524,000		\$131,000	\$655,000	CMAQ, Towns
	\$6,354	\$750,522			\$605,501		\$151,375	\$756,876	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost:				\$875,843

SALEM (41750)**PENDING**Project Route/Location: **Manchester & Lawrence Rail Line****Scope:** 0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$6,354	\$44,522			\$40,701		\$10,175	\$50,876	CMAQ, Towns
ROW		\$51,000			\$40,800		\$10,200	\$51,000	CMAQ, Towns
	\$6,354	\$95,522			\$81,501		\$20,375	\$101,876	
Regionally Significant:	N	CAA Code: E-33	Managed By: Muni/Local	RPCS: RPC	Total Project Cost:				\$932,418

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$50,000	\$150,000			\$160,000		\$40,000	\$200,000	CMAQ, Towns
CON			\$1,336,400		\$1,069,120		\$267,280	\$1,336,400	
	\$50,000	\$150,000	\$1,336,400		\$1,229,120		\$307,280	\$1,536,400	
Regionally Significant:	N	CAA Code: E-52		Managed By: Muni/Local		RPCS: RPC		Total Project Cost:	\$1,536,400

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$140,000	\$61,680		\$161,344		\$40,336	\$201,680	CMAQ, Towns
		\$140,000	\$61,680		\$161,344		\$40,336	\$201,680	
Regionally Significant:	N	CAA Code: E-52		Managed By: Muni/Local		RPCS: RPC		Total Project Cost:	\$1,749,995

SALEM (42885)**APPROVED**Project Route/Location: **Rte 28****Scope:** Construct Rail Trail along NH 28 for approximately 1 mile.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
CON			\$1,056,784		\$845,427		\$211,357	\$1,056,784	
			\$1,056,784		\$845,427		\$211,357	\$1,056,784	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$1,056,784

SALEM (42885)**PENDING**Project Route/Location: **Rte 28****Scope:** Construct Rail Trail along NH 28 for approximately 1 mile.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
CON			\$0		\$0		\$0	\$0	
CON			\$0		\$0		\$0	\$0	
			\$0		\$0		\$0	\$0	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	Muni/Local	RPCS:	RPC	Total Project Cost:	\$1,213,254

SEABROOK - HAMPTON (15904)**APPROVED**Project Route/Location: **NH 1A****Scope:** Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$633,136	\$1,192,105	\$1,130,800		\$2,956,041			\$2,956,041	STBG5-200K, STBG<200K, Toll Credit
ROW		\$594,603			\$594,603			\$594,603	STBG5-200K, Toll Credit
CON			\$17,195,781	\$568,177			\$17,763,957	\$17,763,957	
	\$633,136	\$1,786,708	\$18,326,581	\$568,177	\$3,550,644		\$17,763,957	\$21,314,601	
Regionally Significant:	N	CAA Code: E-19	Managed By: DOT		RPCS: RPC			Total Project Cost:	\$63,726,465

SEABROOK - HAMPTON (15904)**PENDING**Project Route/Location: **NH 1A****Scope:** Reconstruction of Red List bridge carrying NH 1A over Hampton River(Br#235/025)Debt Serv.Proj#42710

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$633,136	\$1,192,105	\$1,130,800		\$2,956,041			\$2,956,041	Toll Credit, STBG5-200K, STBG<200K
ROW		\$594,603			\$594,603			\$594,603	Toll Credit, STBG5-200K
CON			\$18,915,359	\$30,491,047	\$49,406,406			\$49,406,406	
	\$633,136	\$1,786,708	\$20,046,159	\$30,491,047	\$52,957,050			\$52,957,050	
Regionally Significant:	N	CAA Code: E-19	Managed By: DOT		RPCS: RPC			Total Project Cost:	\$68,598,052

FUNDING SOURCES	2021					2022				
	Federal Resources Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated (2)	Federal Resources Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
FHWA (Federal-Aid Formula)⁽¹⁾										
Congestion Mitigation and Air Quality Program	\$ 18,673,830	\$ -	\$ 1,205,065	\$ 19,878,895	\$ 7,430,423	\$ 4,204,075	\$ -	\$ 759,172	\$ 4,963,247	\$ 4,851,877
Highway Safety Improvement Program (HSIP) ⁽⁷⁾	\$ 14,898,943	\$ -	\$ -	\$ 14,898,943	\$ 7,731,232	\$ 9,049,081	\$ -	\$ -	\$ 9,049,081	\$ 9,049,081
National Highway Performance & Freight ⁽⁸⁾	\$ 101,975,762	\$ -	\$ 69,625	\$ 102,045,387	\$ 93,771,375	\$ 68,275,577	\$ -	\$ 128,300	\$ 68,403,877	\$ 68,403,877
Recreational Trails	\$ 4,200,034	\$ -	\$ 312,500	\$ 4,512,534	\$ 1,562,500	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655
RL - Rail Highway	\$ 4,824,999	\$ -	\$ -	\$ 4,824,999	\$ 1,761,540	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200k ⁽⁵⁾	\$ 8,575,653	\$ -	\$ 621,165	\$ 9,196,818	\$ 6,712,370	\$ 8,464,164	\$ -	\$ 195,130	\$ 8,659,294	\$ 4,331,043
STBG-Areas over 200K	\$ 8,917,525	\$ -	\$ 32,355	\$ 8,949,880	\$ 8,949,880	\$ 5,922,002	\$ -	\$ 102,800	\$ 6,024,802	\$ 5,946,600
STB-Non Urban Areas Under 5K ⁽⁹⁾	\$ 12,469,115	\$ -	\$ 7,749	\$ 12,476,864	\$ 8,223,637	\$ 15,991,050	\$ -	\$ 25,539	\$ 16,016,589	\$ 16,016,588
STBG-Off System Bridge	\$ 10,611,927	\$ -	\$ -	\$ 10,611,927	\$ 2,588,802	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 3,576,250
STBG-State Flexible ⁽⁶⁾⁽¹⁰⁾	\$ 42,546,940	\$ -	\$ 2,219,565	\$ 44,766,505	\$ 44,766,505	\$ 55,047,610	\$ -	\$ 2,565,000	\$ 57,612,610	\$ 57,612,610
TAP - Transportation Alternatives ⁽¹¹⁾	\$ 4,937,500	\$ -	\$ 630,870	\$ 5,568,370	\$ 3,217,000	\$ 2,553,600	\$ -	\$ 638,400	\$ 3,192,000	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 &2)	\$ 7,847,172	\$ 1,250	\$ 390,000	\$ 8,238,422	\$ 5,438,538	\$ 4,806,436	\$ -	\$ 390,000	\$ 5,196,436	\$ 5,196,436
GRAND TOTAL	\$ 241,689,055	\$ 1,250	\$ 5,488,894	\$ 247,179,199	\$ 193,363,457	\$ 181,676,357	\$ -	\$ 5,116,841	\$ 186,793,198	\$ 182,133,517

FHWA (Non-Formula Funds/Other)										
Bridge Special	\$ 240,000			\$ 240,000	\$ 240,000	\$ -			\$ -	\$ -
DBE	\$ 65,000			\$ 65,000	\$ 65,000	\$ 65,000			\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 160,000		\$ 40,000	\$ 200,000	\$ 200,000	\$ 2,973,971		\$ 742,933	\$ 3,716,904	\$ 3,714,664
Forest Highways				\$ -	\$ -	\$ 350,000			\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 39,187,835		\$ 219,470	\$ 39,407,305	\$ 39,407,305	\$ 12,927,339			\$ 12,927,339	\$ 12,927,339
Local Tech Assistance Program	\$ 150,000			\$ 150,000	\$ 150,000	\$ 150,000			\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ 69,625		\$ 2,569,625	\$ 2,569,625	\$ 2,500,000		\$ 128,300	\$ 2,628,300	\$ 2,628,300
NSTI National Summer Transportation Inst.	\$ 50,000			\$ 50,000	\$ 50,000	\$ 50,000			\$ 50,000	\$ 50,000
Repurposed Earmarks Non-Fed-Aid	\$ 181,827			\$ 181,827	\$ 181,827	\$ -			\$ -	\$ -
SPR Exempt (FTA to FHWA Transfer)	\$ 457,912			\$ 457,912	\$ 457,912	\$ (693,764)			\$ (693,764)	\$ (693,764)
STIC Funding	\$ 100,000	\$ 25,000		\$ 125,000	\$ 125,000	\$ 100,000	\$ -	\$ 25,000	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 451,851		\$ 112,963	\$ 564,814	\$ 564,814
Training (OJT)	\$ 30,000			\$ 30,000	\$ 30,000	\$ 30,000			\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 43,122,574	\$ 94,625	\$ 259,470	\$ 43,476,669	\$ 43,476,669	\$ 18,904,397	\$ -	\$ 1,009,196	\$ 19,913,593	\$ 19,911,353

All FHWA FUNDS TOTAL	\$ 284,811,629	\$ 95,875	\$ 5,748,364	\$ 290,655,868	\$ 236,840,126	\$ 200,580,754	\$ -	\$ 6,126,037	\$ 206,706,791	\$ 202,044,870
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FEDERAL TRANSIT ADMINISTRATION⁽³⁾										
FTA5307	\$ 15,811,564	\$ -	\$ 3,763,760	\$ 19,575,324	\$ 19,575,324	\$ 17,078,071		\$ 3,499,342	\$ 20,577,413	\$ 20,577,413
FTA5310	\$ 2,728,160	\$ -	\$ 682,039	\$ 3,410,199	\$ 3,410,199	\$ 2,397,782		\$ 599,445	\$ 2,997,227	\$ 2,997,227
FTA5311	\$ 6,877,689	\$ -	\$ 6,877,689	\$ 13,755,378	\$ 13,755,377	\$ 6,970,183		\$ 6,970,183	\$ 13,940,366	\$ 13,940,366
FTA5339	\$ 8,009,828	\$ -	\$ 2,006,085	\$ 10,015,913	\$ 10,012,285	\$ 7,859,006	\$ -	\$ 1,964,752	\$ 9,823,758	\$ 9,823,758
FTA-Other	\$ 1,299,040	\$ 47,016	\$ 236,562	\$ 1,582,618	\$ 1,579,418	\$ 95,916		\$ 23,979	\$ 119,895	\$ 119,895
GRAND TOTAL	\$ 34,726,281	\$ 47,016	\$ 13,566,135	\$ 48,339,432	\$ 48,332,603	\$ 34,400,958	\$ -	\$ 13,057,701	\$ 47,458,659	\$ 47,458,659

FHWA/FTA FUNDS TOTAL	\$ 319,537,910	\$ 142,891	\$ 19,314,499	\$ 338,995,300	\$ 285,172,729	\$ 234,981,712	\$ -	\$ 19,183,738	\$ 254,165,450	\$ 249,503,529
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INNOVATIVE & TURNPIKE FINANCING⁽⁴⁾										
BETTERMENT	\$ -	\$ 6,162,332		\$ 6,162,332	\$ 6,162,332	\$ -	\$ 6,007,110	\$ -	\$ 6,007,110	\$ 6,007,110
GARVEE	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RZED	\$ -	\$ -	\$ 1,409,496	\$ 1,409,496	\$ 1,409,496	\$ -	\$ -	\$ 1,021,657	\$ 1,021,657	\$ 1,021,657
SB367-4 Cents	\$ -	\$ 11,328,885		\$ 11,328,885	\$ 11,328,885	\$ -	\$ 3,120,000	\$ -	\$ 3,120,000	\$ 3,120,000
Turnpike Capital	\$ -	\$ 33,882,908		\$ 33,882,908	\$ 33,882,908	\$ -	\$ 28,510,850	\$ -	\$ 28,510,850	\$ 28,510,850
Turnpike Renewal & Replacement	\$ -	\$ 11,296,123		\$ 11,296,123	\$ 11,296,123	\$ -	\$ 6,490,378	\$ -	\$ 6,490,378	\$ 6,490,378
GRAND TOTAL	\$ -	\$ 62,670,248	\$ 1,409,496	\$ 64,079,744	\$ 64,079,744	\$ -	\$ 44,128,338	\$ 1,021,657	\$ 45,149,995	\$ 45,149,995

ALL FUNDING SOURCES TOTAL	\$ 319,537,910	\$ 62,813,139	\$ 20,723,995	\$ 403,075,044	\$ 349,252,473	\$ 215,389,694	\$ 84,494,656	\$ 12,038,923	\$ 306,177,450	\$ 297,316,174
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(1) - Federal Available for 2021 is based on 7/15/2021 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.

(5) - Includes \$2,646,729 in transferred funds in FY21

(6) - Includes \$20,250,738 in transfer and redistribution funds in FY21

(7) - Includes \$4,256,313 available in Status of Funds in FY22

(8) - 9,664,298 transferred to other STBG Categories in FY22

(9) - Includes \$5,399,200 transfer from NHPP for FY22

(10) - Includes \$3,051,162 transfer from NHPP for FY22

(11) - Includes \$860,205 available in Status of Funds for FY22

(12) - Federal Funds available are based on Expectations rather than Apportionments for FY23 and FY24

FUNDING SOURCES	2023					2024				
	Federal Resources Available ⁽¹²⁾	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources Available ⁽¹²⁾	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
FHWA (Federal-Aid Formula)⁽¹⁾										
Congestion Mitigation and Air Quality Program	\$ 5,279,910		\$ 548,554	\$ 5,828,464	\$ 5,927,693	\$ 5,385,515		\$ 492,558	\$ 5,878,073	\$ 3,162,790
Highway Safety Improvement Program (HSIP) ⁽⁷⁾	\$ 6,019,252		\$ -	\$ 6,019,252	\$ 9,909,081	\$ 6,139,645		\$ -	\$ 6,139,645	\$ 10,264,081
National Highway Performance & Freight ⁽⁸⁾	\$ 97,884,922		\$ -	\$ 97,884,922	\$ 114,237,887	\$ 99,842,748		\$ 42,430	\$ 99,885,178	\$ 89,963,993
Recreational Trails	\$ 1,576,491		\$ 312,500	\$ 1,888,991	\$ 1,562,500	\$ 1,608,023		\$ 312,500	\$ 1,920,523	\$ 1,562,500
Redistribution Auth FAST	\$ 1,519,209		\$ -	\$ 1,519,209	\$ -	\$ 1,549,595		\$ -	\$ 1,549,595	\$ -
RL - Rail Highway	\$ 1,538,481		\$ -	\$ 1,538,481	\$ 1,180,000	\$ 1,569,253		\$ -	\$ 1,569,253	\$ 1,185,000
STBG-5 to 200k ⁽⁵⁾	\$ 10,630,169		\$ 77,650	\$ 10,707,819	\$ 26,688,113	\$ 10,842,786		\$ 102,458	\$ 10,945,244	\$ 48,932,879
STBG-Areas over 200K	\$ 7,437,460		\$ 721,354	\$ 8,158,814	\$ 8,966,952	\$ 7,586,219		\$ -	\$ 7,586,219	\$ 3,499,137
STB-Non Urban Areas Under 5K ⁽⁹⁾	\$ 13,302,336	\$ 299,139	\$ 12,893	\$ 13,614,368	\$ 22,695,179	\$ 13,568,400		\$ 2,173	\$ 13,570,573	\$ 19,974,213
STBG-Off System Bridge	\$ 4,612,733		\$ -	\$ 4,612,733	\$ 626,756	\$ 4,704,994		\$ -	\$ 4,704,994	\$ 1,133,401
STBG-State Flexible ⁽⁶⁾⁽¹⁰⁾	\$ 65,302,495		\$ 2,893,761	\$ 68,196,256	\$ 28,344,664	\$ 66,608,630		\$ 2,315,000	\$ 68,923,630	\$ 35,806,301
TAP - Transportation Alternatives ⁽¹¹⁾	\$ 2,126,740		\$ 638,400	\$ 2,765,140	\$ 3,192,000	\$ 2,169,277		\$ 638,400	\$ 2,807,677	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 &2)	\$ 6,036,417		\$ 390,000	\$ 6,426,417	\$ 5,432,288	\$ 6,157,154		\$ 390,000	\$ 6,547,154	\$ 5,432,288
GRAND TOTAL	\$ 223,266,615	\$ 299,139	\$ 5,595,112	\$ 229,160,866	\$ 228,763,113	\$ 227,732,239	\$ -	\$ 4,295,519	\$ 232,027,758	\$ 224,108,583

FHWA (Non-Formula Funds/Other)										
Bridge Special				\$ -	\$ -				\$ -	\$ -
DBE	\$ 65,000			\$ 65,000	\$ 65,000	\$ 65,000			\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 1,448,453		\$ 362,113	\$ 1,810,566	\$ 1,810,566	\$ -			\$ -	\$ -
Forest Highways	\$ 350,000			\$ 350,000	\$ 350,000	\$ 350,000			\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 15,256,020			\$ 15,256,020	\$ 15,256,020	\$ 1,418,204			\$ 1,418,204	\$ 1,418,204
Local Tech Assistance Program	\$ 150,000			\$ 150,000	\$ 150,000	\$ 150,000			\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000			\$ 2,500,000	\$ 2,500,000	\$ 2,500,000		\$ 42,430	\$ 2,542,430	\$ 2,542,430
NSTI National Summer Transportation Inst.	\$ 50,000			\$ 50,000	\$ 50,000	\$ 50,000			\$ 50,000	\$ 50,000
Repurposed Earmarks Non-Fed-Aid										
SPR Exempt (FTA to FHWA Transfer)	\$ 457,912			\$ 457,912	\$ 457,912	\$ 457,912			\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000		\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000		\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509										
Training (OJT)	\$ 30,000	\$ -		\$ 30,000	\$ 30,000	\$ 30,000			\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 20,407,385	\$ 25,000	\$ 362,113	\$ 20,794,498	\$ 20,794,498	\$ 5,121,116	\$ 25,000	\$ 42,430	\$ 5,188,546	\$ 5,188,546

All FHWA FUNDS TOTAL	\$ 243,674,000	\$ 324,139	\$ 5,957,225	\$ 249,955,364	\$ 249,557,611	\$ 232,853,355	\$ 25,000	\$ 4,337,949	\$ 237,216,304	\$ 229,297,129
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FEDERAL TRANSIT ADMINISTRATION⁽³⁾										
FTA5307	\$ 12,774,874	\$ -	\$ 3,530,689	\$ 16,305,563	\$ 16,305,563	\$ 13,035,164		\$ 3,602,104	\$ 16,637,268	\$ 16,637,268
FTA5310	\$ 2,012,864	\$ -	\$ 503,216	\$ 2,516,080	\$ 2,516,080	\$ 2,069,122		\$ 517,280	\$ 2,586,402	\$ 2,586,402
FTA5311	\$ 4,811,564	\$ -	\$ 4,811,564	\$ 9,623,128	\$ 9,623,128	\$ 4,907,795		\$ 4,907,795	\$ 9,815,590	\$ 9,815,590
FTA5339	\$ 7,946,186	\$ -	\$ 1,986,574	\$ 9,932,760	\$ 9,932,733	\$ 4,535,111		\$ 1,133,778	\$ 5,668,889	\$ 5,668,889
FTA-Other				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 27,545,488	\$ -	\$ 10,832,043	\$ 38,377,531	\$ 38,377,504	\$ 24,547,192	\$ -	\$ 10,160,957	\$ 34,708,149	\$ 34,708,149

FHWA/FTA FUNDS TOTAL	\$ 271,219,488	\$ 324,139	\$ 16,789,268	\$ 288,332,895	\$ 287,935,115	\$ 257,400,547	\$ 25,000	\$ 14,498,906	\$ 271,924,453	\$ 264,005,278
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INNOVATIVE & TURNPIKE FINANCING⁽⁴⁾										
BETTERMENT		\$ 6,024,364	\$ -	\$ 6,024,364	\$ 6,024,364		\$ 6,000,000		\$ 6,000,000	\$ 6,000,000
GARVEE		\$ -	\$ 13,295,124	\$ 13,295,124	\$ 13,295,124		\$ -	\$ -	\$ -	\$ -
RZED		\$ -	\$ 931,834	\$ 931,834	\$ 931,834		\$ -	\$ 691,720	\$ 691,720	\$ 691,720
SB367-4 Cents		\$ 4,148,200	\$ -	\$ 4,148,200	\$ 4,148,200		\$ 2,197,986		\$ 2,197,986	\$ 2,197,986
Turnpike Capital		\$ 48,083,125	\$ -	\$ 48,083,125	\$ 48,083,125		\$ 39,832,263		\$ 39,832,263	\$ 39,832,263
Turnpike Renewal & Replacement		\$ 4,307,553	\$ -	\$ 4,307,553	\$ 4,307,553		\$ 686,910		\$ 686,910	\$ 686,910
GRAND TOTAL	\$ -	\$ 62,563,242	\$ 14,226,958	\$ 76,790,200	\$ 76,790,200	\$ -	\$ 48,717,159	\$ 691,720	\$ 49,408,879	\$ 49,408,879

ALL FUNDING SOURCES TOTAL	\$ 222,957,501	\$ 71,450,269	\$ 10,866,056	\$ 305,273,825	\$ 288,465,545	\$ 211,916,906	\$ 56,906,187	\$ 8,170,820	\$ 276,993,914	\$ 262,711,895
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(1) - Federal Available for 2021 is based on 7/15/2021 Status of Fu
(2) - Additional Federal Resources used to constrain funding cate
(3) - Federal Transit Administration Apportionment funds include
(4) - Innovative & Turnpike Financing includes STIP projects only.
(5) - Includes \$2,646,729 in transferred funds in FY21
(6) - Includes \$20,250,738 in transfer and redistribution funds in F

(7) - Includes \$4,256,313 available in Status of Funds in FY22
(8) - \$9,664,298 transferred to other STBG Categories in FY22
(9) - Includes \$5,399,200 transfer from NHPP for FY22
(10) - Includes \$3,051,162 transfer from NHPP for FY22
(11) - Includes \$860,205 available in Status of Funds for FY22
(12) - Federal Funds available are based on Expectations rather than Apportionments for FY23 and FY24

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

Rockingham Planning Commission

2022 Transportation Safety (HSIP) Performance Targets

DRAFT

Rockingham Planning Commission
Scheduled for Adoption: 2-9-2022

2022 Transportation Safety Performance Targets (HSIP)

Background

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

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

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

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

Target Development

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

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

coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well as the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2010-2020 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2022.

State Targets

Figure 1 below shows the New Hampshire HSIP targets for 2022. The figures in the “Supporting Data and Analysis” section of this document show state and regional data supporting the targets for the five required measures as well as charts showing historic values, 5-year averages, and projected 2022 values for each measure.

Figure 1: State of NH 2022 HSIP Targets

Measure	2020 Values		2022 Targets			
	Yearly	Five-Year Average	Trend Based Target	Current Trend	Desired Trend	2022 Target
Number of Fatalities	104	117.8	119.6			117.8
Fatality Rate per 100 Million VMT	0.870	0.883	0.874			0.874
Number of Serious Injuries	512	467.0	439.4			439.4
Serious Injury Rate per 100 Million VMT	4.28	3.519	3.220			3.220
Non-Motorized Fatalities and Serious Injuries	34	42.6	38.6			38.6

MPO Targets

For 2022, the MPO is agreeing to support the State of New Hampshire HSIP Targets in all five mandated areas. In doing so, the MPO is agreeing to:

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

Motorcycle Fatalities

The four New Hampshire MPOs have mutually agreed to track motorcycle fatalities as a performance measure and Fatality Analysis Reporting System (FARS) data is utilized for this purpose. As the State and MPO are not required to establish targets by FHWA, the state is not establishing targets in this area and so the MPO must establish its own. Since 2010, the MPO region has generally experienced between 2 and 5 motorcycle fatalities and this has kept the 5-year average nearly flat at around 2.7 since 2015. In 2019, there was a single fatality which caused a dip in the 5-year average. In 2020 there were 3 motorcycle fatalities in the region and this has resulted in the 5-year average moving back upward. Statewide, motorcycle fatalities were almost 50% lower in 2020 than in 2019. to continue and sets the **2022 target for the 5-year average Motorcycle fatalities at 1.0**. Additional supporting data is included in the “Supporting Data and Analysis” section of this document.

Figure 2: Rockingham Planning Commission Additional 2022 Safety Performance Targets

Measure	2020 Values		Trend Based Target	2022 Targets		
	Yearly	5-Year Average		Current Trend	Desired Trend	2022 Target
Number of Motorcycle Fatalities	3	2.72	2.72			1.0

Supporting Data and Analysis

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

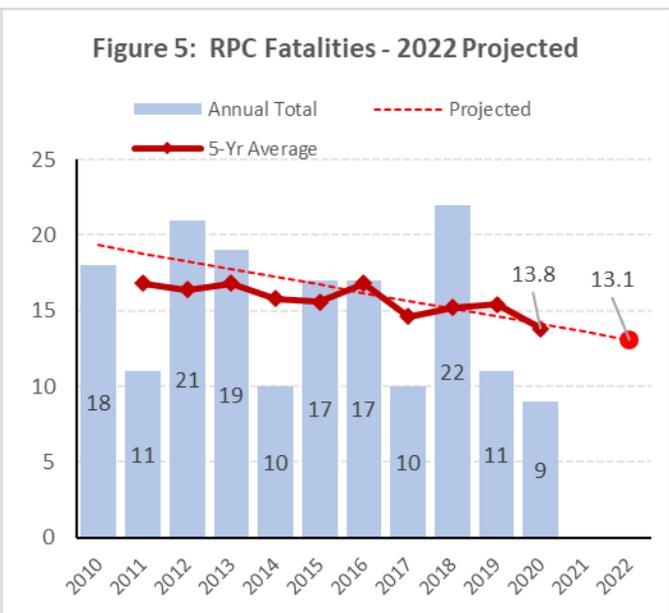
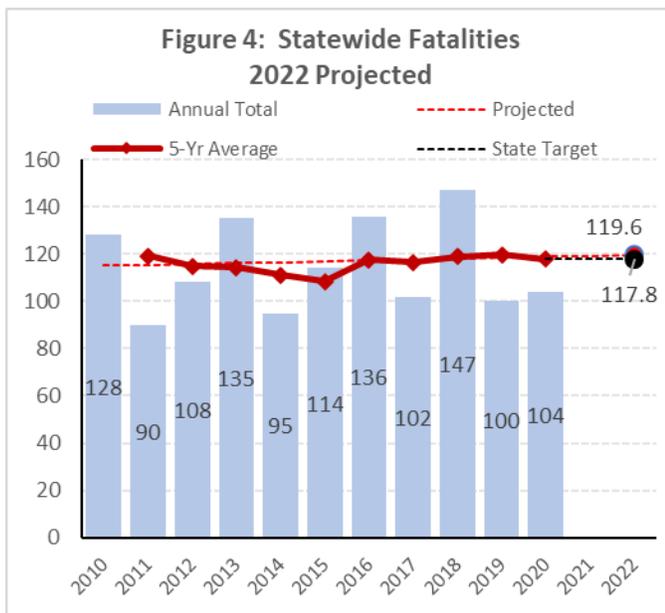
- **Fatality Analysis Reporting System (FARS):** FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state and to identify those that have occurred within the MPO region. Five-year rolling averages are computed to provide a better understanding of the overall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

Number of Fatalities

Despite a 13.6% decrease in Vehicle Miles of Travel between 2019 and 2020, New Hampshire experienced a 4% increase in the number of motor vehicle crash related fatalities in 2020. The number of fatalities in the state has varied substantially since 2010 averaging a $\pm 26\%$ change from year to year (± 28 deaths) (**Figures 3 & 4**). Since the low in 2015, the five-year rolling average has been flat or increasing, illustrating a return to a generally higher numbers of fatalities. Developing a linear trend line based on the five-year averages shows an expected increase in the five-year rolling average number of fatalities from the current 118.8 to 119.6 in 2022 however the state has set the target to be equivalent to the most recent 5-year average (117.8). Fatalities in the RPC region continued to decrease from the 2018 peak of 22 with only 9 during 2020 (**Figures 3 & 5**). After increasing to 15.4 in 2019, the five-year average fatalities decreased to 13.8. The overall trend is expected to result in declining fatalities over time with a five-year average for the 2018-2022 period expected to be at 13.1 deaths.

Figure 3: Fatalities

Year	Annual Crash Fatalities		5-Year Period	5-Year Rolling Average Crash Fatalities	
	New Hampshire	MPO Region		New Hampshire	MPO Region
2010	128	18			
2011	90	11			
2012	108	21			
2013	135	19	2009-2013	114.2	16.8
2014	95	10	2010-2014	111.2	15.8
2015	114	17	2011-2015	108.4	15.6
2016	136	17	2012-2016	117.6	16.8
2017	102	10	2013-2017	116.4	14.6
2018	147	22	2014-2018	118.8	15.2
2019	101	11	2015-2019	120.0	15.4
2020	104	9	2016-2020	117.8	13.8

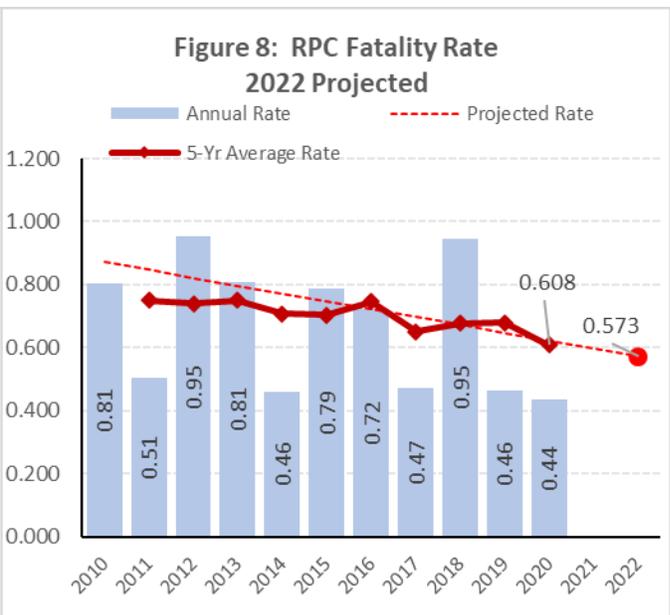
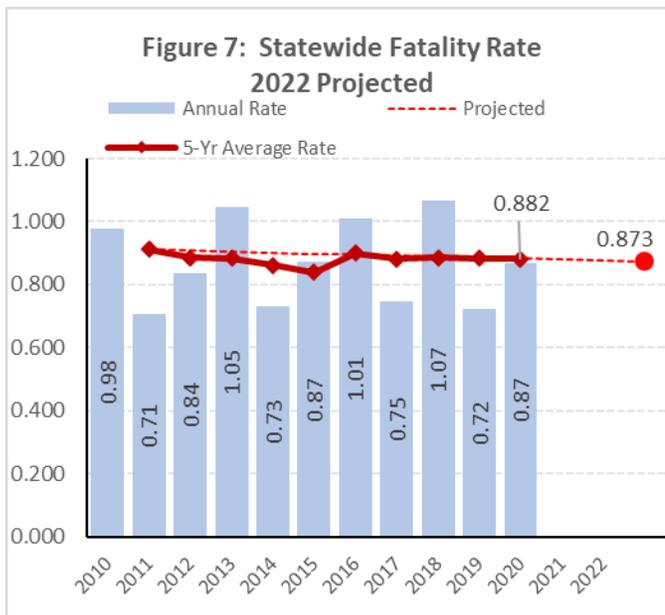


Rate of Fatalities

The increase in fatalities combined with the decline in auto travel during 2020 resulted in an increase in the annual Fatality Rate for the state from 0.729 to 0.869 fatalities per 100 Million VMT. While generally declining over time, the statewide five-year average rate of fatalities has varied little from the 0.884 fatalities per 100 million VMT seen during the 2009-2013 timeframe (**Figures 6 & 7**). Because the current trend continues to show a slight decrease, the projected fatality rate for the 2018-2022 timeframe (0.873) is lower than the current 2016-2020 average (0.882). The MPO five-year average fatality rates are consistently lower than the Statewide rate and show a steeper decline over time (**Figures 6 & 8**). The rate of fatalities per 100 million VMT in the region continues to decline. The five-year average rate for the 2016-2020 period is substantially lower than previous two periods but reflects the longer term trend of declining rates. This results in a projected rate for the 2017-2021 timeframe of 0.573 deaths per 100 million VMT.

Figure 6: Fatality Rates

Year	100 Million Vehicle Miles of Travel (VMT)		Fatality Rate per 100 Million VMT		5-Year Average Fatality Rates per 100 Million VMT		
	New	MPO	New	MPO	5-Year Period	New Hampshire	MPO Region
	Hampshire	Region	Hampshire	Region			
2010	130.65	22.34	0.980	0.806			
2011	127.20	21.75	0.715	0.506			
2012	128.94	22.05	0.838	0.952			
2013	129.03	23.48	1.046	0.809	2009-2013	0.884	0.750
2014	129.70	21.65	0.732	0.462	2010-2014	0.861	0.707
2015	130.94	21.61	0.871	0.787	2011-2015	0.839	0.703
2016	134.76	23.53	1.009	0.723	2012-2016	0.899	0.747
2017	136.81	21.18	0.753	0.472	2013-2017	0.881	0.650
2018	137.76	23.24	1.074	0.947	2014-2018	0.885	0.678
2019	138.57	23.69	0.729	0.464	2015-2019	0.884	0.679
2020	119.70	20.66	0.869	0.436	2016-2020	0.882	0.608



Serious Injuries

The state injury data shows some variation from year to year but indicates overall declines in serious injuries from motor vehicle crashes at both the State (**Figures 9 & 10**) and MPO level (**Figures 9 & 11**) over time. 2020 shows a continued up-tick in injuries statewide but numbers are still far below those of 2016 and earlier. Some of this decrease is due to a change in the definition of a “Serious Injury” to better identify them in comparison to less serious injuries, more consistent application of the label by police, and safer motor vehicles. The five-year averages show a declining trend over time and the projected five-year average is expected to continue to decrease from 467.0 (2016-2020) to 439.4 for the 2018-2022 period. For the RPC region, the number of serious injuries in 2020 declined from the peak seen in 2019. This contributes to the long-term trend of declining numbers of serious injury crashes and injuries with the five-year average dropping from 71.8 for the 2015-2019 period to 65.2 for the 2016-2012 period. This trend is expected to continue with the projected 2018-2022 average further declining to 39.76 serious injuries.

Figure 9: Serious Injuries

Year	New Hampshire	MPO Region	5-Year Period	5-Year Rolling Average Serious Injuries	
	Serious Injuries	Serious Injuries		New Hampshire	MPO Region
2010	724	112			
2011	727	105			
2012	819	120			
2013	761	147	2009-2013	784.4	117.8
2014	638	86	2010-2014	733.8	114.0
2015	607	93	2011-2015	710.4	110.2
2016	669	95	2012-2016	698.8	108.2
2017	415	47	2013-2017	618.0	93.6
2018	481	57	2014-2018	562.0	75.6
2019	490	67	2015-2019	532.4	71.8
2020	512	60	2016-2020	467	65.2

Figure 10: Statewide Serious Injuries 2022 Projected

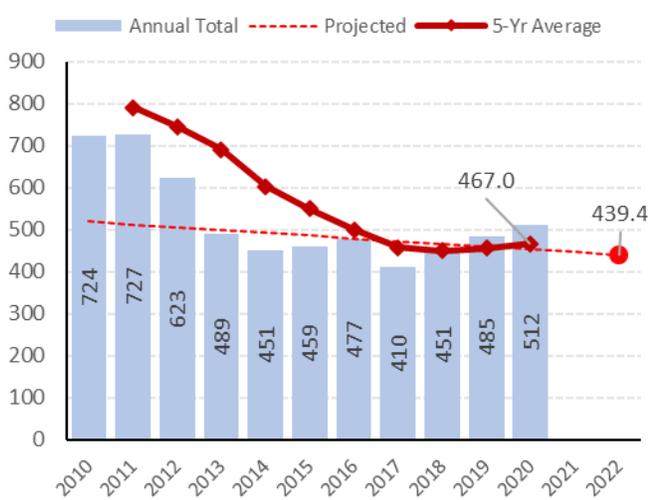
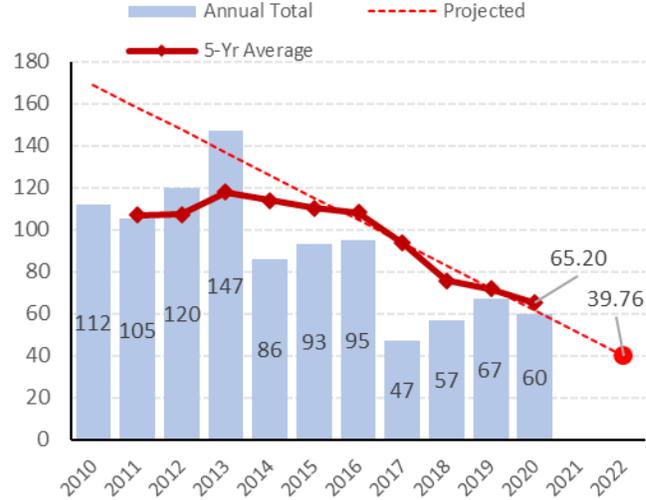


Figure 11: RPC Serious Injuries 2022 Projected

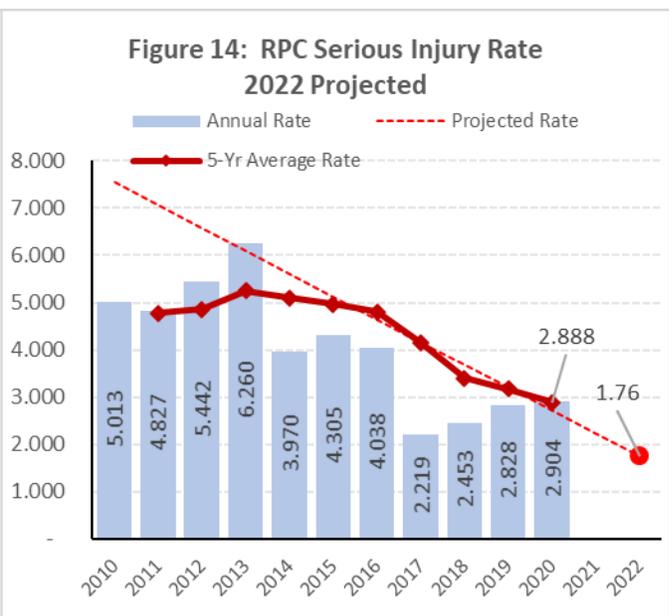
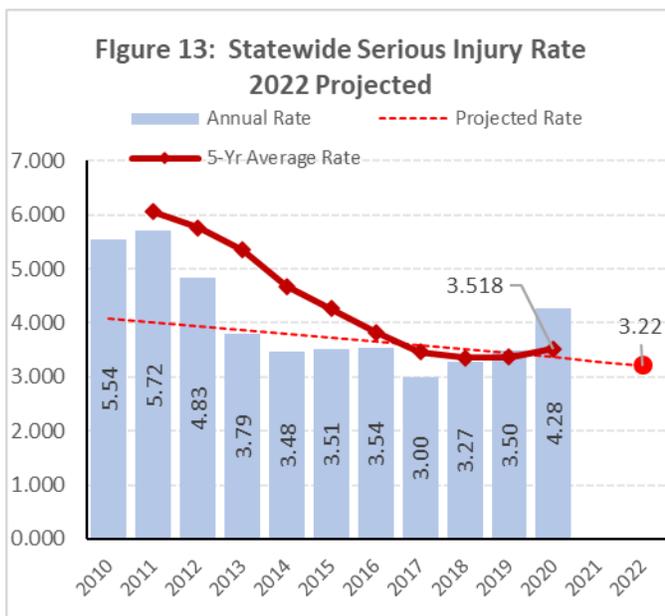


Rate of Serious Injuries

The rate of serious injuries increased for the third straight year statewide and the 2020 rate went over 4 serious injuries per 100 million VMT for the first time since 2016. The five-year average continues the declining trend however (**Figures 12 & 13**) as overall numbers of serious injuries remain much lower than 2016 and earlier and this results in a projected statewide 2018-2022 five-year average of 3.22 serious injuries per 100 million VMT. Regionally (**Figures 12 & 14**), the yearly serious injury rate has shown increases in both 2019 and 2020 however the five-year average continues to decline as the overall number of serious injuries remains about a third lower than 2016 and earlier. The five-year average rate for the region continues to drop and the 2016-2020 rate is under 3 serious injuries per 100 million VMT for the first time. Projecting the five-year average for the 2018-2022 period results in a serious injury rate of 1.76 per 100 million VMT for the region.

Figure 12: Serious Injury Rate

Year	100 Million Vehicle Miles of Travel (VMT)		Serious Injury Rate per 100 Million VMT		5-Year Period	5-Year Average Serious Injury Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2010	130.65	22.34	5.542	5.013			
2011	127.20	21.75	5.715	4.827			
2012	128.94	22.05	6.352	5.442			
2013	129.03	23.48	5.898	6.260	2009-2013	6.075	5.255
2014	129.70	21.65	4.919	3.970	2010-2014	5.685	5.103
2015	130.94	21.61	4.636	4.305	2011-2015	5.504	4.961
2016	134.76	23.53	4.964	4.038	2012-2016	5.354	4.803
2017	136.81	21.18	3.033	2.219	2013-2017	4.690	4.158
2018	137.76	23.24	3.492	2.453	2014-2018	4.209	3.397
2019	138.57	23.69	3.536	2.828	2015-2019	3.932	3.168
2020	119.70	20.66	4.280	2.904	2016-2020	3.518	2.888



Non-motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA’s FARS database and the State Crash Records Database with each dataset queried for non-motorized crashes. Rates are not established for non-motorized crashes as the overall volume of bicycle and pedestrian travel is unknown. Statewide, non-motorized fatalities and serious injuries continued to decline from the peaks seen in 2015 and 2017 (**Figures 15 & 16**). Regionally, non-motorized fatalities and serious injury totals were the same for 2019 and 2020 with the difference that a single fatality was recorded in 2020 versus none in 2019 (**Figures 15 & 17**). The five-year average for 2016-2012 declined for both statewide and the MPO region. The projected five-year average for the 2018-2022 period is expected to continue the downward trend to 38.6 non-motorized fatalities and serious injuries per year for the state and 6.8 for the region.

Figure 15: Non-Motorized Fatalities & Serious Injuries

Year	New Hampshire Non-Motorized Crashes			MPO Region Non-Motorized Crashes			5-Year Rolling Average Non-Motorized Fatalities & Serious Injuries		
	Fatalities	Serious Injuries	Total	Fatalities	Serious Injuries	Total	5-Year Period	New Hampshire	MPO Region
2010	9	36	45	0	4	4			
2011	10	49	59	1	6	6			
2012	10	48	58	3	11	14			
2013	20	36	56	5	7	12	2009-2013	56.0	8.8
2014	16	36	52	0	6	6	2010-2014	57.6	8.4
2015	14	50	64	2	9	11	2011-2015	62.2	9.8
2016	21	20	41	1	10	11	2012-2016	64.0	10.8
2017	15	47	62	0	4	4	2013-2017	62.0	8.8
2018	14	25	39	5	2	7	2014-2018	59.0	7.8
2019	10	27	37	0	6	6	2015-2019	56.0	7.8
2020	14	20	34	1	5	6	2016-2020	42.6	6.8

Figure 16: Statewide Non-Motorized Fatalities & Serious Injuries - 2022 Projected

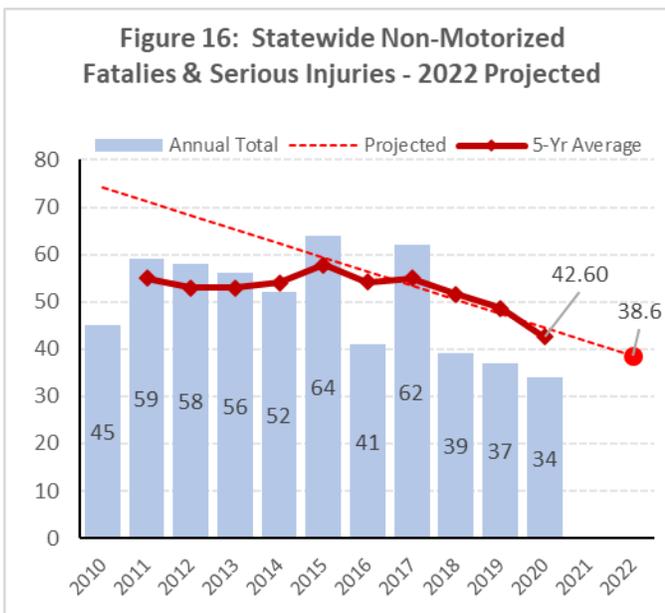
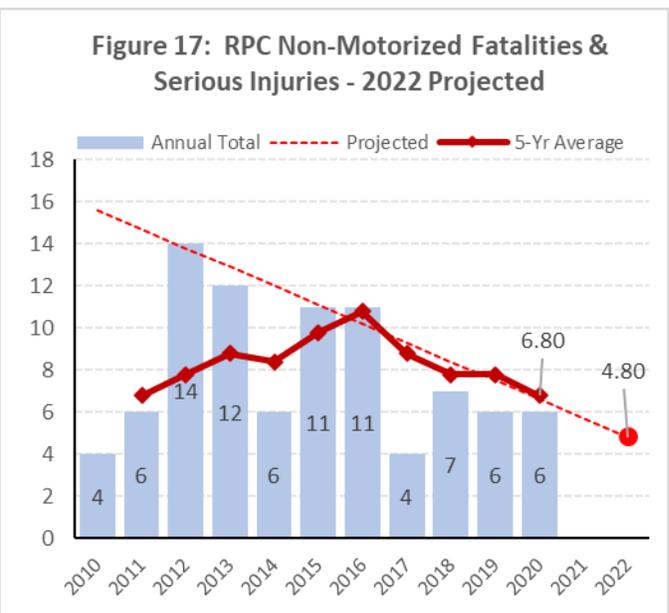


Figure 17: RPC Non-Motorized Fatalities & Serious Injuries - 2022 Projected

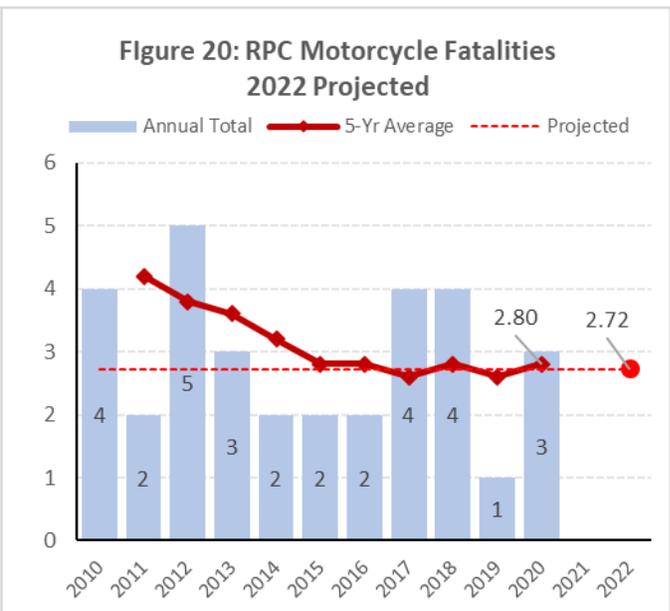
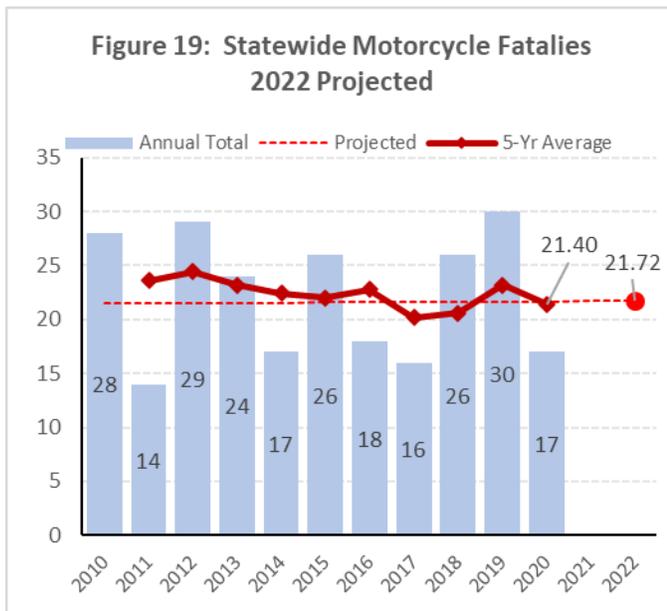


Motorcycle Fatalities

The FARS provides the data necessary for identifying the total number of motorcycle crash fatalities in New Hampshire (*Figures 18 & 19*) and for the MPO region (*Figures 18 & 20*). No fatalities rates are set as information on motorcycle-specific VMT is not available. The State does not set performance targets for motorcycle fatalities and that data is included for context only. Overall, motorcycle fatalities decreased statewide in 2020 after two years of increases. There were three motorcycle fatalities in the MPO region which is up from the single fatality in 2019. The five-year average number of fatalities decreased for the state to 21.4 and increased for the region to 2.8. The projected value for the 2018-2022 five-year period anticipates a decline in fatalities statewide with an expected 21.8 average. At the regional level, fatalities are expected to stay steady at 2.72 for the MPO region.

Figure 18: Motorcycle Fatalities

Annual Motorcycle Crash Fatalities			5-Year Rolling Average Crash Fatalities		
2010	28	4			
2011	14	2			
2012	29	5			
2013	24	3	2009-2013	23.20	3.60
2014	17	2	2010-2014	22.40	3.20
2015	26	2	2011-2015	22.00	2.80
2016	18	2	2012-2016	22.80	2.80
2017	16	4	2013-2017	20.20	2.60
2018	26	4	2014-2018	20.60	2.80
2019	30	1	2015-2019	23.20	2.60
2020	17	3	2016-2020	21.40	2.8



MEMORANDUM

TO: MPO Technical Advisory Committee
FROM: Scott Bogle, RPC Senior Transportation Planner
DATE: January 21, 2022
RE: Regional Transit Coordination Plan Updates

The new Federal Infrastructure Investment and Jobs Act, the FAST Act and their predecessors back to SAFETEA-LU require all MPOs and rural planning regions around the country to develop *Coordinated Public Transit Human Service Transportation Plans* as a prerequisite for transit agencies in MPO planning regions to access funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities program. The purpose of this planning requirement is to improve access to transportation for the elderly, individuals with disabilities, and those with low incomes, while also improving the efficiency with which those services are provided.

Core requirements of these *Coordinated Plans* include:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available transportation services identifying gaps in service;
- Recommendations to address the identified gaps in service, expand coordination to eliminate or reduce duplication in services, and improve the efficient use of resources

While these plans must be adopted by MPOs, in New Hampshire they follow the boundaries of the nine Regional Coordination Councils for Community Transportation (RCCs) established by the state. Membership in the RCCs includes municipalities; public, private non-for-profit and private for-profit transportation providers; health and human service agencies purchasing transportation services; regional planning commissions, and members of the public.

The RPC provides technical assistance to two RCCs, each of which has adopted plans to address the Federal requirement. One covers the Greater Manchester-Derry-Salem RCC region, and is developed jointly with Southern NH Planning Commission (SNHPC). It was originally developed in 2003, with the most recent update adopted in late 2016.

The other plan covers the Southeast NH RCC/ACT region, and is developed jointly with Strafford Regional Planning Commission (SRPC). Originally adopted in late 2007, it was also last updated in 2017. The Southeast NH Regional Coordinating Council for Community Transportation (RCC) covers all of the SRPC region and the eastern portion of the RPC MPO region, with Route 125 serving as a rough dividing line. This RCC is also referred to as the Alliance for Community Transportation (ACT).

The twenty RPC communities in the ACT region include: Brentwood, East Kingston, Epping, Exeter, Fremont, Greenland, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton, North Hampton, Portsmouth, Rye, Seabrook, South Hampton, and Stratham.

The seven RPC communities in the Manchester-Derry-Salem RCC include: Atkinson, Danville, Hampstead, Plaistow, Raymond, Salem and Sandown.

The FAST Act calls for these plans be updated every five years, and staff are currently working on updates to Coordination Public Transit/Human Services Transportation Plans for both RCC regions.

Greater Manchester-Derry-Salem RCC Region

Work has been underway with SNHPC since last summer on the update for the Manchester-Derry-Salem RCC region. The RCCs for the Greater Manchester region and the Greater Derry-Salem region merged in 2020 following the merger of the Derry-Salem CART transit system with the Manchester Transit Authority. The update includes broadening the analysis from both former plans to cover the new larger region. This work is being conducted within the UPWP.

Alliance for Community Transportation (ACT)/Southeast NH RCC Region

Staff are just getting going on an update to the Coordinated Plan for the ACT region in collaboration with SRPC and COAST. RPC and SRPC have secured a separate FTA planning grant for the Plan update for the ACT region such that this will be somewhat more extensive from a public input standpoint. Key elements of the Plan updates include:

Elements common to both regions:

- A survey of transportation providers to update the transportation service profile for the region
- A survey of local welfare directors asking for their observations of local transportation needs
- An analysis of demographic data from the Census Bureau's American Community Survey, the NH Office of Energy and Planning and the NH Department of Health and Human Service
- Analysis of COVID-19 impacts on existing transit service and anticipated long term impacts

Additional elements specific to the ACT region:

- A survey of other human service agencies that don't provide transportation but work with client populations likely to have unmet transportation needs
- Analysis of regional coordination efforts piloting an assessment tool developed by the National Center for Mobility Management
- Focus group meetings with older adults, individuals with disabilities and health care providers
- Additional outreach to consumers through partner agencies such as CAP agencies, Meals on Wheels and others.

At the TAC meeting on January 27th we will provide additional information on the two regions, the strategies in the current plans and elements of the plan update processes. This is an information item for now. We plan to bring the completed Manchester-Derry-Salem plan to the TAC for review later this spring, and the plan for the ACT region this time next year.
