

RPC Transportation Advisory Committee  
April 27, 2023  
9:00-11:00 AM

**RPC Offices**

**156 Water Street, Exeter, NH**

Location: <https://goo.gl/maps/X9AvHrcfy2SivYDx7>

***Virtual Participation via Zoom***

<https://us02web.zoom.us/j/81357139301?pwd=dzFYRStuNy9FZSs1U1hWZ0xYMWVNTQT09>

***The full zoom invitation is on page 2***

Agenda

1. Introductions
2. Minutes of 1/26/2022 and 02/23/23 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. 2023-2026 TIP Amendment #1 (**Attachment #2**) — **[Motion Required]** – Scott Bogle (20 Minutes)
4. Ten Year Plan project Priorities Submitted to NHDOT (**Attachment #3**) – Tim Roache (20 Minutes)
5. COAST & NH Transit Coalition Update – (**Attachment #4**) – Rad Nichols (20 minutes)
6. Project Updates – Scott (10 minutes)
7. Open discussion/Comments

**TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)**

January 26	April 27	July 27	October 26
February 23	<b>May 25</b>	August 24	December 7***
March 23	June 22	September 28	

\*\*\*Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: RPC Transportation Advisory Committee

Time: Apr 27, 2023 09:00 AM Eastern Time (US and Canada)

Every month on the Fourth Thu, until Oct 26, 2023, 7 more occurrence(s)

May 25, 2023 09:00 AM

Jun 22, 2023 09:00 AM

Jul 27, 2023 09:00 AM

Aug 24, 2023 09:00 AM

Sep 28, 2023 09:00 AM

Oct 26, 2023 09:00 AM

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

Monthly:

[https://us02web.zoom.us/meeting/tZUucu6prTlpGtXcLbxfFBWqoOrbNE\\_4btbK/ics?icsToken=98tyKuGprT4tG9ecsxmGRpwcA4\\_4KOvztIhejbdlnzPnGyZ1QDTnOc1QMjxaL4zS](https://us02web.zoom.us/meeting/tZUucu6prTlpGtXcLbxfFBWqoOrbNE_4btbK/ics?icsToken=98tyKuGprT4tG9ecsxmGRpwcA4_4KOvztIhejbdlnzPnGyZ1QDTnOc1QMjxaL4zS)

Join Zoom Meeting

<https://us02web.zoom.us/j/81357139301?pwd=dzFYRStuNy9FZSs1U1hWZ0xYMVNTQT09>

Meeting ID: 813 5713 9301

Passcode: 422574

One tap mobile

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Dial by your location

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 646 931 3860 US

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

Meeting ID: 813 5713 9301

Passcode: 422574

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

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**MINUTES**  
**Rockingham Planning Commission**  
**MPO Technical Advisory Committee**  
**January 26, 2023**

**Virtual participation via Zoom**

**Recording Available Here: [https://www.youtube.com/watch?v=SBoTO\\_YWc8M](https://www.youtube.com/watch?v=SBoTO_YWc8M)**

**Members Present:** T. Moore (Plaistow); B. Dion (Greenland); P. Coffin (Kingston); D. Sharples (Exeter); J. Hale (Hampton); E. Eby (Portsmouth); M. Connors (Stratham); R. Nichols (COAST); J. Wilcox (NHDES); R. DiCillo, (NHDES); B. Watson, NHDOT; L. St. John, NHDOT;

**Non-voting Members:** L. Levine (FHWA)

**Staff:** D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr); S. Tatarczuk (Regional Planner); T. Roach (Executive Director)

**1. Introductions [0:06-2:48]:** Walker welcomed those in attendance and Roll Call Attendance was taken.

**2. Minutes of 10/27/22 TAC Meeting [2:48-5:10]**

*Coffin moved to approve the Minutes of the October 27, 2022 meeting as submitted; Sharples Seconded. Roll Call Vote was taken. Dion and Moore Abstained. **SO VOTED.***

**3. 2023-2026 Transportation Improvement Program and 2045 Long Range Transportation Plan Update – D. Walker [5:10 – 1:01:42]**

Walker presented the draft 2023-2026 Transportation Improvement Program and updated Long Range Transportation Plan project list and fiscal constraint. Walker covered background process information, new projects in the TIP, progress on existing projects, fiscal constraint, project costs, and comments received that require changes to the draft. Questions from TAC members were answered and discussed. Moore *moved to recommend adoption of the 2023-2026 TIP and updated 2045 Long Range Transportation Plan to the MPO Policy Committee, including changes discussed during the presentation; Coffin seconded.* St. John abstained. **SO VOTED.**

**4. Regional Housing Needs Assessment – S. Tatarczuk [1:01:43 – 1:40:07]**

Tatarczuk provided an overview of the Regional Housing Needs Assessment. She covered the methodology used for the study and the public outreach that was conducted. Population and

demographic projections were covered and shifts in migration patterns in the state. The limitations of the current housing stock were identified and how that impacts the housing market was illustrated. Future housing needs have been estimated and understanding how that impacts transportation and other infrastructure is critical to ensuring sustainable and equitable growth patterns. Questions from the TAC were discussed.

**5. 2024-2025 Unified Planning Work Program (UPWP) – D. Walker [1:40:07 – 1:41:12]**

Walker stated the purpose of the UPWP and that if TAC members had any thoughts on specific planning work to be included to please contact him with that information.

**6. Review of submitted CMAQ Proposals: Bogle [1:41:13-1:56:45]**

Bogle provided an overview of the ten applications received for the Congestion Mitigation and Air Quality (CMAQ) Program within the RPC region. Staff is starting work on the air quality analyses that each of these requires. Staff requested forming a subcommittee of TAC members to evaluate the projects for regional ranking. Sharples, Coffin, and Moore volunteered to serve on the subcommittee as members from communities that have not submitted a CMAQ project proposal. Note: After the meeting an eleventh project was identified as being partially within the RPC region and that will be included in the work that staff does to quantify emissions benefits. In addition, NHDOT recommended that all EV charging projects be deferred for the time being as guidance from FHWA regarding that type of project is still forthcoming as well as concerns regarding public funds for private development.

**7. Project Updates: Walker/Bogle [1:56:45-1:58:17]**

- Walker shared intent to follow up the TAC meeting with a link to the recording, as well as some additional materials.
- Project Updates memorandum will be sent to TAC members after the meeting.

*Meeting adjourned at approximately 11:02 a.m.*

Respectfully submitted,  
David Walker, Recording Secretary

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**MINUTES**  
**Rockingham Planning Commission**  
**MPO Technical Advisory Committee**  
**February 23, 2023**

**Virtual participation via Zoom**  
**Recording Available Here: <https://youtu.be/sIUZhplj4ms>**

**Due to weather conditions, the meeting was held entirely virtually via Zoom**

**Members Present:** T. Moore (Plaistow); C. Cross (Newington); B. Dion (Greenland); P. Coffin (Kingston); D. Sharples (Exeter); E. Eby (Portsmouth); M. Connors (Stratham); R. Nichols (COAST); J. Wilcox (NHDES); R. DiCillo, (NHDES); B. Watson, NHDOT; L. St. John, NHDOT;

**Non-voting Members:** P. Maloney (FHWA)

**Staff:** D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr); T. Roach (Executive Director)

NOTE: Recording of the meeting was not started until agenda just before item #2 discussing the minutes of the January meeting.

**1. Introductions [0:00-0:36]:** Roll call attendance was taken. Recording of the meeting was not started until after the introductions were completed. Walker indicated that the chair was not attending and that the vice-chair would be late and that he would run the meeting.

**2. Minutes of 1/26/22 TAC Meeting [0:36-0:56]**

*As no quorum was present minutes were tabled until the next TAC meeting.*

**3. Project Priorities for the State Ten Year Plan – D. Walker [0:56 – 37:32]**

Walker presented a short overview of the project solicitation and prioritization process for the State Ten Year Plan and covered the guidance from NHDOT regarding that process. Walker indicated that the formal comments from NHDOT regarding the project proposals were not available however some indications of NHDOT's position on the projects was available as NHDOT recommended a higher inflation rate and that one project was not ready for the Ten Year Plan (Hampton High Street). Options were discussed for prioritization with higher assumed costs and four projects still in contention. With the inflated costs, the top priority project is greater than the regional share and so options were discussed as to whether NHDOT would support paying the additional amount beyond the regional share or if the MPO should plan to use multiple cycles to pay for the project, or select other, less expensive projects. The change in inflation rate was discussed as was NHDOT's receptiveness to contributing to the Portsmouth

Circle project. The communications from New Castle residents regarding the NH 1B causeway that flooded during the December 23, 2022 storm was also discussed as there were many calls for the improvements to the causeway to be added to the Ten Year Plan. Consensus was reached that the TAC would recommend to the MPO Policy Committee that the Portsmouth Circle project be added to the Ten Year Plan. No vote was taken.

**4. CMAQ Project discussion/prioritization – S. Bogle [37:33 – 1:03:30]**

Bogle discussed the projects from the region submitted to the latest CMAQ funding round and an overview of the air quality analyses and benefits of the projects. Bogle noted that NHDOT had set aside the electric vehicle charging facilities waiting for additional guidance from the USDOT. With the removal of these projects from consideration, the remaining projects can be accommodated via available CMAQ funding and so a ranking is not required. There were 5 remaining projects in the region that were not EV charging related and analyses were completed to demonstrate air quality benefits for each. A draft regional ranking was assigned utilizing the scoring criteria developed by NHDOT and discussion by a TAC subcommittee. A final TAC ranking was tabled based on discussion with NHDOT and a revised timeline. No action.

**5. 2024-2025 Unified Planning Work Program (UPWP) – D. Walker [1:03:30 – 1:20:35]**

Walker discussed the purpose and organization of the UPWP, MPO planning priorities, as well as those of FHWA and FTA. Contents of the draft 2024-25 UPWP were discussed and broad changes from the current program identified. Distribution of time and level of effort amongst the six task areas were covered as well as an overview of the proposed budget. Timeline for finalizing the UPWP and getting it approved were noted as well as the process for that approval.

**6. Project Updates: Walker/Bogle [1:20:36-1:35:37]**

- Walker shared information on an upcoming workshop on the Hampton Ocean Boulevard project that will cover intersection and other improvements.
- DiCillo provided some information on the NHDES Clean Diesel (DERA) Program current grant round. <https://www.des.nh.gov/business-and-community/loans-and-grants/dera>
- Nichols provided some information on the Statewide Public Transportation Coalition and the work that they are doing to advocate for state public transportation funding to support operations.
- Bogle provided an update on working with NH Seacoast Greenway communities on submitting a proposal to New Hampshire's congressional delegation for trailhead facilities and connections.
- Moore noted the need for additional funding to address coastal resiliency in New Hampshire is needed.
- Efforts to bolster attendance at TAC meetings were discussed.

*Meeting adjourned at approximately 10:36 a.m.*

Respectfully submitted,  
David Walker, Recording Secretary

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## MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 04/18/2023

**RE: 2023 TIP Amendment #1**

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Attached is a report that lists the changes that Amendment #1 proposes to make to the 2023 Transportation Improvement Program (TIP) (covering fiscal years 2023-2026) within the Rockingham Planning Commission region. This information is also available on the RPC website ([www.therpc.org](http://www.therpc.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 three requested changes (1 Regional and 2 Statewide projects) that the RPC must address as part of Amendment #1, and these take the form of two projects added to the TIP and a scope change. 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 April 28, 2023 and May 9, 2023 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 **May 10, 2023 RPC Commission Meeting**. The MPO will take action on the amendment at the conclusion of the public hearing.

### Comments Received

The public comment will not start until after the TAC meeting and so no comments regarding the proposed changes have been received to date.

### Analysis

This amendment consists of changes to 1 regional project and 2 statewide projects and results in a net increase in cost during the TIP years (2023-2026) of \$3,034,726. The two new projects include funding to facilitate the functional replacement of the NH State Pier as part of the Sarah Long Bridge replacement, and for NHDOT to develop a "Resiliency Improvement Plan" in accordance with the requirements of the Bipartisan Infrastructure Law. The third change is in scope only and broadens the PAVE-T1-RESURF program from a scope of "Resurface Tier 1 Highways" to one of "Preservation of Tier 1 Highways."

**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 (2023-2026) while the second shows how the total project cost has changed, including years before and after the current TIP. Attached is the full report that provides the year-by-year cost and schedule details of each project within the TIP time frame and compares the existing status with the changes

proposed in Amendment #1. The report also includes statewide fiscal constraint documentation for the revision.

**Table 1: Summary of Amendment #1 Revisions**

Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
15731	PORTSMOUTH, NH - KITTERY, ME	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	\$2,869,726	\$0	This funding is going towards replacement of the functionality of the State Pier which was limited by the bridge replacement
PAVE-T1-RESURF	STATEWIDE	Preservation of Tier 1 Highways	\$0	\$0	Scope only adjustment to better reflect purpose of the program. Switched out the word "Resurface" for "Preservation of" in scope.
44196	STATEWIDE	Development of a Resilience Improvement Plan	\$165,000	\$0	State Resiliency Improvement Plans are a new planning document allowed by the Bipartisan Infrastructure Law.
<b>Total Net Change</b>			<b>\$3,034,726</b>	<b>\$0</b>	

### 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 TAC endorse the changes included in TIP Amendment 1 and recommend approval by the MPO Policy Committee as presented.*

# Reading the TIP Revision Report

1. Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
2. Description of Revision
3. Approval Date
4. Project Location – Will list “Program”, “Statewide”, or the community name(s)
5. State Project Number
6. Project Route/Location – specific roadway or facility where the project is occurring
7. Project Scope – Short description of project
8. Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
9. Total Project Cost. Includes costs for years before and after TIP years.
10. Currently approved version of project
11. Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
12. Cost and phase breakout by TIP year
13. Cost and phase breakout by general source of funds
14. TIP Total – Total funding for project in the TIP by phase
15. Funding Programs – Specific Federal, state, and other funding programs used
16. Regionally Significant – Is project considered “Regionally Significant”
17. CAA Code – Clean Air Act Exemption Code



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

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

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

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

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

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

Project Route/Location: **Various**

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

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

**10**

**11**

**12**

**13**



Revision: A01Y23  
 Docket Detail: 2023 TIP Amendment 1  
 Approval Date: 5/10/2023

**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
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
CON	\$2,869,726				\$1,570,195		\$1,299,531	\$2,869,726	Toll Credit, STBG-FLEX, Maine
	\$2,869,726				\$1,570,195		\$1,299,531	\$2,869,726	
Regionally Significant:	N	CAA Code:	E-19	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$188,872,085

**PROGRAM (PAVE-T1-RESURF)****APPROVED**Project Route/Location: **Tier 1 Highways****Scope:** Resurface Tier 1 Highways

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$450,000	\$300,000	\$300,000	\$300,000	\$1,350,000			\$1,350,000	NHPP, STBG-FLEX, Toll Credit
CON	\$13,000,000	\$13,000,000	\$8,000,000	\$7,000,000	\$41,000,000			\$41,000,000	NHPP, STBG-FLEX, Toll Credit
	\$13,450,000	\$13,300,000	\$8,300,000	\$13,300,000	\$42,350,000			\$42,350,000	
Regionally Significant:	N	CAA Code: E-10	Managed By: DOT			RPCS: Statewide		Total Project Cost:	\$217,382,690

**PROGRAM (PAVE-T1-RESURF)****PENDING**Project Route/Location: **Tier 1 Highways****Scope:** Preservation of Tier 1 Highways

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
PE	\$450,000	\$300,000	\$300,000	\$300,000	\$1,350,000			\$1,350,000	NHPP, Toll Credit, STBG-FLEX
CON	\$13,000,000	\$13,000,000	\$8,000,000	\$7,000,000	\$41,000,000			\$41,000,000	NHPP, Toll Credit, STBG-FLEX
	\$13,450,000	\$13,300,000	\$8,300,000	\$13,300,000	\$42,350,000			\$42,350,000	
Regionally Significant:	N	CAA Code: E-10	Managed By: DOT			RPCS: Statewide		Total Project Cost:	\$217,382,690

**STATEWIDE (44196)**

**PENDING**

Project Route/Location: **Various**

**Scope:** Development of a Resilience Improvement Plan

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2023	2024	2025	2026	FEDERAL	STATE	OTHER		
OTHER	\$165,000				\$165,000			\$165,000	Other Fed, Toll Credit
	\$165,000				\$165,000			\$165,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$165,000

## 2023 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 348,283	\$ -	\$ -	\$ 348,283	\$ -
Carbon Reduction Program Under 5k	\$ 1,439,594	\$ -	\$ -	\$ 1,439,594	\$ -
Carbon Reduction Program>200k	\$ 804,890	\$ -	\$ -	\$ 804,890	\$ -
Carbon Reduction 50k- 200K	\$ 802,126	\$ -	\$ -	\$ 802,126	\$ -
Carbon Reduction Flex	\$ 1,828,020	\$ -	\$ -	\$ 1,828,020	\$ 1,828,000
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 907,628	\$ 12,179,437	\$ 5,431,063
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -	\$ 12,179,350	\$ 9,436,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -	\$ 5,727,735	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ -	\$ 115,343,246	\$ 58,886,764
PROTECT Program	\$ 5,820,049	\$ -	\$ -	\$ 5,820,049	\$ 6,000,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 18,707
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 456,029	\$ 3,323,892	\$ 2,000,116
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 107,000	\$ 6,711,937	\$ 7,132,646
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 1,002,131	\$ 7,629,831	\$ 4,977,578
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ -	\$ 11,854,032	\$ 9,581,511
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631	\$ 5,109,754	\$ 1,574,035
STBG-State Flexible	\$ 20,506,101	\$ -	\$ 618,619	\$ 21,124,720	\$ 83,267,750
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000	\$ 905,065	\$ 660,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000	\$ 381,336	\$ 240,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000	\$ 907,616	\$ 660,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,318	\$ 2,369,952	\$ 775,392
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ -	\$ 1,328,213	\$ 900,000
State Planning and Research & Metro Planning	\$ 6,302,230	\$ -	\$ 390,000	\$ 6,692,230	\$ 6,058,614
<b>Total</b>	<b>\$ 223,014,217</b>	<b>\$ -</b>	<b>\$ 4,591,172</b>	<b>\$ 227,605,389</b>	<b>\$ 207,592,163</b>
<b>Surplus/Deficit</b>					<b>\$ 20,013,226</b>

## 2024 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 355,249	\$ -	\$ -	\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -	\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -	\$ 820,988	\$ -
Carbon Reduction 50k- 200K	\$ 818,169	\$ -	\$ -	\$ 818,169	\$ -
Carbon Reduction Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 669,987	\$ 12,167,232	\$ 4,929,947
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -	\$ 12,422,937	\$ 12,521,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -	\$ 5,842,290	\$ 1,760,831
National Highway Performance	\$ 117,650,111	\$ -	\$ 40,000	\$ 117,690,111	\$ 97,099,088
PROTECT Program	\$ 5,936,450	\$ -	\$ -	\$ 5,936,450	\$ 3,250,000
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,186	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 1,185,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 402,818	\$ 3,328,038	\$ 1,611,273
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 175,388	\$ 6,912,424	\$ 4,852,684
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 585,200	\$ 7,345,454	\$ 2,358,006
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 14,997	\$ 12,106,110	\$ 19,214,175
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -	\$ 4,995,065	\$ 3,275,796
STBG-State Flexible	\$ 20,916,223	\$ -	\$ 709,033	\$ 21,625,256	\$ 62,903,764
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000	\$ 899,866	\$ 580,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000	\$ 382,763	\$ 220,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000	\$ 902,468	\$ 580,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,848	\$ 2,429,015	\$ 835,392
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,000	\$ 1,579,777	\$ 900,000
State Planning and Research & Metro Planning	\$ 6,428,275	\$ -	\$ 390,000	\$ 6,818,275	\$ 6,043,865
<b>Total</b>	<b>\$ 227,474,502</b>	<b>\$ -</b>	<b>\$ 4,080,087</b>	<b>\$ 231,554,589</b>	<b>\$ 225,376,343</b>
<b>Surplus/Deficit</b>					<b>\$ 6,178,246</b>

## 2025 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 362,354	\$ -	\$ -	\$ 362,354	\$ -
Carbon Reduction Program Under 5k	\$ 1,497,754	\$ -	\$ -	\$ 1,497,754	\$ -
Carbon Reduction Program>200k	\$ 837,408	\$ -	\$ -	\$ 837,408	\$ -
Carbon Reduction 50k- 200K	\$ 834,532	\$ -	\$ -	\$ 834,532	\$ -
Carbon Reduction Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,851,757	\$ 13,578,947	\$ 6,279,150
Highway Safety Improvement Program (HSIP)	\$ 12,671,396	\$ -	\$ -	\$ 12,671,396	\$ 12,670,072
National Highway Freight	\$ 5,959,136	\$ -	\$ -	\$ 5,959,136	\$ 1,726,792
National Highway Performance	\$ 120,003,113	\$ -	\$ 77,153	\$ 120,080,266	\$ 76,403,130
PROTECT Program	\$ 6,055,179	\$ -	\$ -	\$ 6,055,179	\$ 2,460,589
Recreational Trails	\$ 1,305,977	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 1,185,000
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 1,371,969	\$ 4,355,694	\$ 5,487,875
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 772,267	\$ 7,644,043	\$ 9,044,212
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -	\$ 6,895,459	\$ 9,976,540
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 56,253	\$ 12,389,188	\$ 11,552,936
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ -	\$ 5,094,967	\$ 537,755
STBG-State Flexible	\$ 21,334,547	\$ -	\$ 2,220,852	\$ 23,555,399	\$ 90,271,866
TAP-50K to 200K	\$ 769,964	\$ -	\$ 145,000	\$ 914,964	\$ 580,000
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000	\$ 389,318	\$ 220,000
TAP-Areas Over 200K	\$ 772,617	\$ -	\$ 145,000	\$ 917,617	\$ 580,000
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,848	\$ 2,473,418	\$ 835,392
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 225,000	\$ 1,606,873	\$ 900,000
State Planning and Research & Metro Planning	\$ 6,556,840	\$ -	\$ 390,000	\$ 6,946,840.00	\$ 6,028,821
<b>Total</b>	<b>\$ 232,023,993</b>	<b>\$ -</b>	<b>\$ 7,832,915</b>	<b>\$ 239,856,908</b>	<b>\$ 237,995,395</b>
<b>Surplus/Deficit</b>					<b>\$ 1,861,513</b>

## 2026 Federal Highway Formula and Match Funding

Funding Category	Federal Apportionment	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 369,601	\$ -	\$ -	\$ 369,601	\$ -
Carbon Reduction Program Under 5k	\$ 1,527,709	\$ -	\$ -	\$ 1,527,709	\$ -
Carbon Reduction Program>200k	\$ 854,156	\$ -	\$ -	\$ 854,156	\$ -
Carbon Reduction 50k- 200K	\$ 851,223	\$ -	\$ -	\$ 851,223	\$ -
Carbon Reduction Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 132,098	\$ 12,093,832	\$ 6,279,150
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -	\$ 12,924,824	\$ 12,670,072
National Highway Freight	\$ 6,078,319	\$ -	\$ -	\$ 6,078,319	\$ 1,726,792
National Highway Performance	\$ 122,403,175	\$ -	\$ 667,963	\$ 123,071,138	\$ 76,403,130
Protect Program	\$ 6,176,283	\$ -	\$ -	\$ 6,176,283	\$ 2,460,589
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816	\$ 1,645,913	\$ 1,255,265
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -	\$ 1,299,980	\$ 1,185,000
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -	\$ 3,043,399	\$ 5,487,875
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 393,961	\$ 7,403,173	\$ 9,044,212
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -	\$ 7,033,368	\$ 9,976,540
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 254,201	\$ 12,833,795	\$ 11,552,936
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -	\$ 5,196,866	\$ 537,755
STBG-State Flexible	\$ 21,761,238	\$ -	\$ 858,624	\$ 22,619,863	\$ 90,271,866
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000	\$ 922,363	\$ 580,000
TAP-5K to 49,999	\$ 341,005	\$ -	\$ 47,000	\$ 388,005	\$ 220,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000	\$ 925,070	\$ 580,000
TAP-Flex	\$ 2,309,861	\$ -	\$ 237,658	\$ 2,547,519	\$ 835,392
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,190	\$ 1,629,700	\$ 900,000
State Planning and Research & Metro Planning	\$ 6,687,977	\$ -	\$ 460,813	\$ 7,148,790	\$ 6,028,821
<b>Total</b>	<b>\$ 236,664,471</b>	<b>\$ -</b>	<b>\$ 3,860,324</b>	<b>\$ 240,524,796</b>	<b>\$ 237,995,395</b>
<b>Surplus/Deficit</b>					<b>\$ 2,529,401</b>

**General Notes**

- \* Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report and includes available prior year funding & anticipated transfers, future years show percentage.
- Redistribution funds (\$2.4M) and Other Fed Funds (\$118k) are included in the STBG State Flexible Available funding category based on like eligibilities
- 2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.
- Anticipated return 1% funding has been added to STBG Flex.
- Overprogramming in Freight 2026 will use 2025 carryover.
- Overprogramming in Flex will be addressed by deobligations , year end redistributions and year end transfers.

## Federal Highway Non-Formula Funds

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 6,889,913.00	\$ -	\$ -	\$ 6,889,913	\$ 6,889,913
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 28,902,675	\$ -	\$ -	\$ 28,902,675	\$ 28,902,675
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 6,235,210	\$ -	\$ 1,338,802	\$ 7,574,012	\$ 7,574,012
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
<b>TOTAL</b>	<b>\$ 62,372,398</b>	<b>\$ 25,000</b>	<b>\$ 2,679,163</b>	<b>\$ 65,076,561</b>	<b>\$ 65,076,561</b>
<b>2024</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 32,494,150.00	\$ -	\$ 2,954,712.00	\$ 35,448,862	\$ 35,448,861
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 6,750,776	\$ -	\$ 1,687,694	\$ 8,438,470	\$ 8,438,470
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 11,329,353	\$ -	\$ -	\$ 11,329,353	\$ 11,329,353
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874	\$ -	\$ 40,000	\$ 3,883,874	\$ 3,883,874
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
<b>TOTAL</b>	<b>\$ 66,267,233</b>	<b>\$ 25,000</b>	<b>\$ 5,097,406</b>	<b>\$ 71,389,639</b>	<b>\$ 71,389,637</b>
<b>2025</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 52,762,500.00	\$ -	\$ 4,799,286	\$ 57,561,786	\$ 57,561,786
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 4,098,115	\$ -	\$ 1,024,529	\$ 5,122,644	\$ 5,122,643
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 20,471,600	\$ -	\$ -	\$ 20,471,600	\$ 20,471,600
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000.00	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,859,152	\$ -	\$ 77,153	\$ 3,936,305	\$ 3,936,304
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
<b>TOTAL</b>	<b>\$ 93,055,490</b>	<b>\$ 25,000</b>	<b>\$ 6,315,968</b>	<b>\$ 99,396,458</b>	<b>\$ 99,396,456</b>
<b>2026</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 33,953,014.00	\$ -	\$ 4,048,005	\$ 38,001,019	\$ 38,001,019
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950	\$ 667,963	\$ 4,553,648	\$ 4,553,648
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 460,813	\$ 1,111,603	\$ 1,111,603
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ 150,000
<b>TOTAL</b>	<b>\$ 49,575,438</b>	<b>\$ 35,950</b>	<b>\$ 5,201,781</b>	<b>\$ 54,813,169</b>	<b>\$ 54,813,170</b>

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$44,516	\$0	\$44,516	\$89,032	\$89,031
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$3,138,558	\$0	\$3,138,558	\$6,277,116	\$6,277,115
FTA5311-Nonurbanized Area (Rural) formula program	\$6,426,068	\$0	\$6,426,068	\$12,852,136	\$12,852,136
FTA5339- Capital bus and bus facilities for statewide public transportation	\$8,030,479	\$0	\$8,030,479	\$16,060,958	\$16,060,958
<b>TOTAL</b>	<b>\$17,639,621</b>	<b>\$0</b>	<b>\$17,639,621</b>	<b>\$35,279,242</b>	<b>\$35,279,240</b>
<b>2024</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$45,651	\$0	\$45,651	\$91,302	\$91,302
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$2,709,458	\$0	\$2,709,458	\$5,418,916	\$5,418,916
FTA5311-Nonurbanized Area (Rural) formula program	\$6,089,700	\$0	\$6,089,700	\$12,179,399	\$12,179,399
FTA5339- Capital bus and bus facilities for statewide public transportation	\$4,440,434	\$0	\$4,440,434	\$8,880,868	\$8,880,867
<b>TOTAL</b>	<b>\$13,285,243</b>	<b>\$0</b>	<b>\$13,285,243</b>	<b>\$26,570,485</b>	<b>\$26,570,484</b>
<b>2025</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$46,815	\$0	\$46,815	\$93,630	\$93,630
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$2,763,648	\$0	\$2,763,648	\$5,527,296	\$5,527,296
FTA5311-Nonurbanized Area (Rural) formula program	\$6,211,494	\$0	\$6,211,494	\$12,422,987	\$12,422,987
FTA5339- Capital bus and bus facilities for statewide public transportation	\$4,529,242	\$0	\$4,529,242	\$9,058,484	\$9,058,485
<b>TOTAL</b>	<b>\$13,551,199</b>	<b>\$0</b>	<b>\$13,551,199</b>	<b>\$27,102,397</b>	<b>\$27,102,398</b>
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$48,009	\$0	\$48,009	\$96,018	\$96,018
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$2,818,921	\$0	\$2,818,921	\$5,637,842	\$5,637,842
FTA5311-Nonurbanized Area (Rural) formula program	\$6,335,724	\$0	\$6,335,724	\$12,671,448	\$12,671,447
FTA5339- Capital bus and bus facilities for statewide public transportation	\$4,619,827	\$0	\$4,619,827	\$9,239,654	\$9,239,654
<b>TOTAL</b>	<b>\$13,822,481</b>	<b>\$0</b>	<b>\$13,822,481</b>	<b>\$27,644,962</b>	<b>\$27,644,961</b>

## Innovative and State Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
BETTERMENT-State Funded	\$ -	\$ -	\$ -	\$ -	\$ -
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ -	\$ -	\$ -	\$ -	\$ -
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 350,000	\$ -	\$ 350,000	\$ 350,000
Turnpike Capital	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 3,350,000</b>	<b>\$ -</b>	<b>\$ 3,350,000</b>	<b>\$ 3,350,000</b>
<b>2024</b>					
BETTERMENT-State Funded	\$ -	\$ -	\$ -	\$ -	\$ -
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ -	\$ -	\$ -	\$ -	\$ -
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 1,233,331	\$ -	\$ 1,233,331	\$ 1,233,331
Turnpike Capital	\$ -	\$ 14,720,637	\$ -	\$ 14,720,637	\$ 14,720,637
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 15,953,968</b>	<b>\$ -</b>	<b>\$ 15,953,968</b>	<b>\$ 15,953,968</b>
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ -	\$ -	\$ -	\$ -
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ -	\$ -	\$ -	\$ -	\$ -
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 872,878	\$ -	\$ 872,878	\$ 872,878
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 43,711,378	\$ -	\$ 43,711,378	\$ 43,711,378
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 44,584,256</b>	<b>\$ -</b>	<b>\$ 44,584,256</b>	<b>\$ 44,584,256</b>
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ -	\$ -	\$ -	\$ -
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant) (43826)	\$ -	\$ -	\$ -	\$ -	\$ -
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 224,323	\$ -	\$ 224,323	\$ 224,323
Turnpike Capital Program	\$ -	\$ 49,156,924	\$ -	\$ 49,156,924	\$ 49,156,924
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 49,381,247</b>	<b>\$ -</b>	<b>\$ 49,381,247</b>	<b>\$ 49,381,247</b>

## Federal Highway Formula and Match Funding for 2023

### Financially Constrained by Funding Category

Funding Category	Federal Apportionment (A)	Proposed	Federal Available Balance from Prior Years (B)*	Federal Total (C)** = (A)+(B)	State Match (D)	Local/Other Match (E)	Total Resources Available by Funding Category (C)+(D)+(E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$348,283		\$1,759,157	\$2,107,440	\$0	\$0	\$2,107,440	\$0	\$2,107,440
Carbon Reduction Program Under 5k	\$1,439,594		\$3,395,536	\$4,835,130	\$0	\$0	\$4,835,130	\$0	\$4,835,130
Carbon Reduction Program>200k	\$804,890		\$1,088,617	\$1,893,507	\$0	\$0	\$1,893,507	\$0	\$1,893,507
Carbon Reduction 50k- 200K	\$802,126		\$0	\$802,126	\$0	\$0	\$802,126	\$0	\$802,126
Carbon Reduction Flex	\$1,828,020		\$786,398	\$2,614,418	\$0	\$0	\$2,614,418	\$1,828,000	\$786,418
Congestion Mitigation and Air Quality Program	\$11,271,809	-\$5,000,000	\$7,833,224	\$14,105,033	\$0	\$907,628	\$15,012,661	\$5,431,063	\$9,581,598
Highway Safety Improvement Program (HSIP)	\$12,179,350	-\$2,000,000	\$5,215,963	\$15,395,313	\$0	\$0	\$15,395,313	\$9,436,989	\$5,958,324
National Highway Freight	\$5,727,735		\$1,411,367	\$7,139,102	\$0	\$0	\$7,139,102	\$5,727,733	\$1,411,369
National Highway Performance	\$115,343,246	-\$54,000,000	\$2,969,612	\$64,312,858	\$0	\$0	\$64,312,858	\$58,886,764	\$5,426,094
PROTECT Program	\$5,820,049		\$0	\$5,820,049	\$0	\$0	\$5,820,049	\$5,820,000	\$49
Recreational Trails	\$1,255,265		\$0	\$1,255,265	\$0	\$313,816	\$1,569,081	\$1,255,265	\$313,816
RL - Rail Highway	\$1,225,000		\$789,108	\$2,014,108	\$0	\$0	\$2,014,108	\$1,180,000	\$834,108
Safe Routes to School	\$0		\$18,707	\$18,707	\$0	\$0	\$18,707	\$18,707	\$0
STBG-5 to 49,999	\$2,867,863		\$0	\$2,867,863	\$0	\$456,029	\$3,323,892	\$2,000,116	\$1,323,776
STBG-50 to 200K	\$6,604,937		\$1,718,219	\$8,323,156	\$0	\$107,000	\$5,652,385	\$5,632,646	\$19,739
STBG-Areas Over 200K	\$6,627,700		\$141,552	\$6,769,252	\$0	\$1,002,131	\$7,771,383	\$4,997,578	\$2,773,805
STBG-Non Urban Areas Under 5K	\$11,854,032		\$0	\$11,854,032	\$0	\$0	\$11,854,032	\$9,581,511	\$2,272,521
STBG-Off System Bridge	\$4,897,123		\$5,487,192	\$10,384,315	\$0	\$212,631	\$10,596,946	\$1,574,035	\$9,022,911
STBG-State Flexible	\$20,506,101	\$61,000,000	\$3,137,604	\$84,643,705	\$0	\$618,619	\$85,262,324	\$84,947,750	\$314,574
TAP-50K to 200K	\$740,065		\$750,443	\$1,490,508	\$0	\$165,000	\$1,655,508	\$660,000	\$995,508
TAP-5K to 49,999	\$321,336		\$0	\$321,336	\$0	\$60,000	\$381,336	\$240,000	\$141,336
TAP-Areas Over 200K	\$742,616		\$341,454	\$1,084,070	\$0	\$165,000	\$1,249,070	\$660,000	\$589,070
TAP-Flex	\$2,176,634		\$2,911,189	\$5,087,823	\$0	\$193,848	\$5,281,671	\$775,392	\$4,506,279
TAP-Non Urban Areas Under 5K	\$1,328,213		\$11,223,519	\$12,551,732	\$0	\$225,000	\$12,776,732	\$900,000	\$11,876,732
State Planning and Research & Metro Planning	\$6,302,230		\$3,031	\$6,305,261	\$0	\$390,000	\$6,695,261	\$6,058,614	\$636,647
<b>Total</b>	<b>\$223,014,217</b>		<b>\$50,981,892</b>	<b>\$273,996,109</b>	<b>\$0</b>	<b>\$4,816,702</b>	<b>\$276,035,041</b>	<b>\$207,612,163</b>	<b>\$68,422,878</b>

\*Federal Available Balance from Prior Years is taken from the Status of Funds and shows unobligated balances in that Funding Category.

\*\* Include Proposed Transfers

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>
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

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>
BRGBIL	BIL-BRG				
STBG-5 to 49,999	STBG<50K				
STBG-50 to 200K	STBG50to200K				
TAP-Flex	TAP-Flex				
TAP-Non Urban Areas Under 5K	TAP<5K				
TAP-Transportation Alternatives	TAP				
MOBIL	MOBIL				
State Aid Bridge	SAB				
National Highway Freight	NHF				
RAISE GRANT	RAISE				
TAP-50K to 200K	TAP50-200K				
TAP-Areas Over 200K	TAP200K+				
TAP-5K to 49,999	TAP5-50K				
Carbon Reduction Program Flex	CARBON-FLEX				
PROTECT Program	PROTECT				
NEVI	NEVI				
Federal Transit Administration	FTA				
State Aid Hwy	SAH				

March 31, 2023

William Cass  
Commissioner  
NH Department of Transportation  
7 Hazen Drive  
Concord, New Hampshire 03302-0483

**RE: Rockingham Planning Commission Prioritized list of Projects for the 2025-2034 Ten Year Plan**

Dear Commissioner Cass:

The Rockingham MPO has completed the regional project ranking process with respect to the 10 Year Plan update (per RSA 228:99) and is pleased to submit to you two project priorities for this cycle:

- **Portsmouth Circle Engineering and Feasibility:** The reconfiguration of the Portsmouth Traffic Circle is the top ranked project in the RPC region and the operational and safety issues at the location are of great concern to the MPO. Based on feedback from NHDOT's project review committee, consensus was reached by the MPO that additional study is necessary to better understand workable options for improvements at the site. In that regard, the MPO recommends that an update to the (circa 2000) Portsmouth Circle feasibility study is the necessary step for this project and requests including \$1,100,000 for design engineering in the 2025-2034 Ten Year Plan. NHDOT's review indicated engineering programmed for 2029 however the MPO would request earlier funding to allow for a full operational assessment and alternatives analysis and a solid basis from which make decisions regarding programming construction funding. The cost estimate for this project as scoped by RPC for the Ten Year Plan process and NHDOT's review are attached.
- **Ashworth Avenue Complete Streets (\$6,904,497 inflated cost):** This project was highly ranked in the region, will continue to enhance the safety and function of the bicycle and pedestrian network in Hampton Beach, and will complement the work occurring on Ocean Boulevard as part of Hampton 40797. The full scope and cost estimate for this project and NHDOT review are attached.

This new set of RPC project priorities is based on the assumption that any projects currently in the Ten Year Plan remain so and that new projects will be programmed for construction in fiscal years 2033 and 2034. The process that the MPO followed to develop our priorities is detailed below.

**Project Solicitation & Selection Process**

The development of regional Ten Year Plan recommendations began in April 2022 with the scoping of the overall process, the setting of project selection criteria, and a request to our stakeholders to identify transportation needs in the region. The need to send projects to engineers for scope and cost development required an earlier start on the solicitation process and setting selection criteria weights.

**Solicitation for Projects (April-July, 2022):** The scope and schedule for the process began in April 2022 and was set in May 2022. The weights for selection criteria were set in June 2022. The project solicitation resulted in several new projects proposals received from communities and nearly thirty other projects added from other studies. This brought the total number of identified transportation improvement projects in the region to nearly 170, including those currently in the TIP and Ten Year Plan.

**Project Development and Classification (June-July, 2022):** Staff reviewed the projects in the Long Range Transportation Plan and updated details as necessary. After removing projects that have been completed or are already in the Ten Year Plan or Transportation Improvement Program, this left **100 potentially eligible projects** for prioritization (estimated current cost of greater than \$200 million).

**Initial Project Scoring and Development of Short List:** Eligible projects were scored against the selection criteria and a short list of 15 projects was presented to the MPO TAC at the July 2022 meeting. Based on budget limitations for engineering services, the TAC reduced the list to 8 projects to be sent to the engineering consultants for scope and cost development.

**Scope and Cost Development (August-October, 2022):** Hoyle Tanner Associates (HTA), the RPC's on-call engineering consultants, developed scope and cost estimates for each of the 8 projects after discussions with RPC staff regarding expected scopes.

**Selecting Candidate Projects (October-November, 2022):** The scope and cost estimates were reviewed at the October TAC meeting and that committee recommended a list of 5 projects to be sent to NHDOT for scope and Cost review. Those five projects were approved by the MPO Policy Committee at the November 9, 2022 meeting and submitted to NHDOT on November 10, 2022 for scope and cost review.

**Finalize list of Ten Year Plan Priorities (February-March, 2023):** NHDOT reviewed four of the five candidate projects and forwarded the results to the MPO on February 27, 2023. Prior to receiving the feedback from NHDOT, the MPO TAC met and recommended that the MPO prioritize the top ranked regional project (Portsmouth Circle) for the Ten Year Plan with the understanding that final estimated costs were unknown at the time. At the March 8, 2023 meeting, the MPO Policy Committee reviewed NHDOT comments on the scope and cost of the Portsmouth Traffic Circle and determined that additional analysis and study was needed prior to moving forward with that project. The result of this was the current priority of

- **Portsmouth Circle Engineering and Feasibility:** The operational and safety issues at the Portsmouth Circle remain of great concern to the MPO and this project remains the top priority of the region. There was consensus that the scope for this project was uncertain and that an update to the feasibility study conducted in the early 2000s is necessary to make progress and determine the best approach for resolving the problems at the site. *The MPO requests including \$1,100,000 in engineering funds in the Ten Year Plan (programmed as soon*

*as is feasible) for this project to move forward a full operational assessment and alternatives analysis.* The cost estimate for this project and NHDOT review are attached.

- **Ashworth Avenue Complete Streets (\$6,904,497 inflated cost):** This project will complement the work occurring on Ocean Boulevard in Hampton (40797) and continue to enhance the safety and function of the bicycle and pedestrian network in Hampton Beach. The cost estimate for this project and NHDOT review are attached.

### Additional Comments

In addition to the projects proposed for the Ten Year Plan, the MPO has some comments and recommendations regarding the process:

**The project engineering and cost review continues to be a valuable addition to the Ten Year Plan process.** MPO staff, TAC members, and Policy Committee members all appreciated the time and effort that NHDOT spent reviewing our projects and found the feedback extremely beneficial in the decision-making process. This is something that RPC would like to see continue (and expanded if possible) as they provided a critical perspective on timing, need, and cost, and that furthers our goal of providing quality projects for the Ten Year Plan. The addition of utilizing consulting engineers to develop project estimates was extremely helpful to our process. One additional step that RPC staff feels would be beneficial would be some early input from NHDOT's project review committee prior to the consulting engineers spending time developing cost estimates. Some early consultation and coordination on scopes would have resolved much of the cost difference between the RPC estimates and the NHDOT review estimates.

**Implementing the corridor study program.** RPC is anticipating the start of the corridor study program and, as previously expressed, has the need for a comprehensive analysis of several corridors in the region. The corridor that the RPC has identified as in need of study are the following (in route number order):

- **NH 1A:** The RPC is currently conducting a vulnerability assessment for NH1A (and other coastal corridors) to assess the areas potentially impacted by Sea-level rise and attempting to identify mitigating improvements. A comprehensive look at the coastal corridors with detailed improvements is needed to understand the true scope and cost of maintaining the transportation network on the coast in the face of climate change.
  - **NH33:** Development at Pease Tradeport and along NH 33 in Portsmouth, Greenland, and Stratham has resulted in growing safety and congestion issues along the corridor. Recently, there have been serious crashes that have prompted calls from the community and elected officials for safety improvements as well as a thorough examination of the corridor.
  - **NH 101:** The NH 101 expansion was completed 20 years ago and many of the unsignalized interchanges were experiencing significant congestion during peak periods Pre-COVID. The RPC would like to conduct a comprehensive analysis of the unsignalized interchanges to determine if improvements are needed to facilitate improved traffic flow and safety, particularly at exits 6,8,9,10, 12, as well as the NH 101/I-95 interchange.
  - **NH 111:** The segment of NH 111 from NH 125 in Kingston to the Shadow Lake Bypass in Salem has experienced substantial growth and development over the last 20 years and the
-

corridor regularly experiences serious motor vehicle crashes and requests for traffic signals and other improvements. In addition, some areas have been subject to flooding during severe storms. A comprehensive examination of the corridor is needed to develop a comprehensive set of safety and traffic flow improvements and mitigate stormwater and related flooding issues.

- **NH 125:** In Kingston and Brentwood, there is a short section of NH 125 not incorporated in the 1999 Plaistow-Kingston Study or the 2008 Epping-Rochester Study. Growth and development on that portion of the corridor has increased in recent years, including the recent approval of an approximately one million square foot warehouse facility. High travel speeds, the lack of turn lanes, and other factors have resulted in multiple serious crashes, including a fatality at South Road in 2022. The development of a comprehensive plan focused on corridor-wide safety improvements is warranted to determine the needs for this section of this critical state roadway.

**Coastal Resilience Planning:** RPC is acutely aware of the threats to our coastal roads both in the long term from sea level rise, and the short term from storms like the one that occurred on December 23, 2022. The December 2022 storm tides correlated closely with anticipated sea level rise of three to four feet (See the [story map](#) documenting the impacts). The impacts to the NH 1B Causeway and NH 1A corridor warrant a comprehensive strategy to minimize the imminent impacts to the built and natural environments. The scale of the effort that will be required to mitigate the impacts of sea-level rise and coastal storms on the coastal transportation system is well beyond what we can hope to manage solely via RPC's \$8 million target programming for each cycle, especially given competing interests of the region. The RPC would welcome the opportunity to collaborate on a comprehensive sea level rise strategy to address infrastructure resilience on the Seacoast.

The MPO supports continued efforts to refine the project identification and selection process and improve transparency in transportation project programming. We look forward to working with the Department and the other RPCs/MPOs on the continued evolution of the Ten Year Plan.

Sincerely,



Tim Roache  
Executive Director

cc: Executive Councilor Janet Stevens  
Peter Stamnas, NHDOT Director of Project Development  
Bill Watson, Administrator, NHDOT Planning and Community Assistance  
City Council/Select Boards  
RPC Policy Committee Members  
RPC TAC Members

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**HOYLE  
TANNER**

Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimates  
 Project No. 22.144401.01  
 Location: 04 US 1 Bypass Traffic Circle, Portsmouth NH  
 Task: Conceptual Estimate - Replace Traffic Circle with Multi-Lane Roundabout  
 Calculated By: NAE Date: 9/27/2022  
 Checked By: JFMS Date: 10/7/2022

**CONCEPTUAL ESTIMATE**

**US 1 Bypass Replace Traffic Circle with Multi-Lane Roundabout**

**SECTION A - MAJOR ITEMS**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	26200	\$ 15.00	\$ 393,000.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	2300	\$ 15.00	\$ 34,500.00
304.1	SAND (F)	CY	6400	\$ 30.00	\$ 192,000.00
304.2	GRAVEL (F)	CY	6400	\$ 30.00	\$ 192,000.00
304.3	CRUSHED GRAVEL (F)	CY	6600	\$ 35.00	\$ 231,000.00
403.11XXX	HBP-VARIOUS, MACHINE METHOD, HIGH STRENGTH, QC/QA TIER 2	TON	5750	\$ 105.00	\$ 603,750.00
403.16	PAVEMENT JOINT ADHESIVE	LF	16600	\$ 2.00	\$ 33,200.00
410.22	ASPHALT EMULSION FOR TACK COAT	GAL	975	\$ 7.50	\$ 7,312.50
417	COLD PLANING BITUMINOUS SURFACES	SY	5600	\$ 4.00	\$ 22,400.00
606.1257	MEDIAN GUARDRAIL TERMINAL UNIT	U	2	\$ 17,000.00	\$ 34,000.00
606.28001	31" DOUBLE FACED W-BEAM GUARDRAIL WITH 8" OFFSET BLOCK (STEEL POST)	LF	475	\$ 40.00	\$ 19,000.00
606.413	SINGLE SLOPE CONCRETE MEDIAN BARRIER, PRECAST	LF	660	\$ 150.00	\$ 99,000.00
608.26	6" CONCRETE SIDEWALK (F)	SY	4400	\$ 65.00	\$ 286,000.00
608.38	8" REINFORCED CONCRETE SIDEWALK	SY	450	\$ 90.00	\$ 40,500.00
609.01	STRAIGHT GRANITE CURB	LF	2900	\$ 37.00	\$ 107,300.00
609.01187	STRAIGHT GRANITE CURB, 18" HIGH WITH 3" ROUNDED EDGE	LF	600	\$ 40.00	\$ 24,000.00
609.216	STRAIGHT GRANITE SLOPE CURB 6" HIGH	LF	5150	\$ 37.00	\$ 190,550.00
	MISCELLANEOUS ROADWAY				
				10% OF ABOVE TOTAL	\$ 250,951.25
				<b>SUBTOTAL A</b>	<b>\$ 2,760,463.75</b>

**SECTION B - MISCELLANEOUS ITEMS**

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	8%	\$ 220,837.10
	<b>SUBTOTAL B</b>	<b>\$ 2,981,300.85</b>

**SECTION C - DRAINAGE ITEMS**

PIPES, UNDERDRAIN, CB's, MH's, ETC.	12%	\$ 357,756.10
	<b>SUBTOTAL C</b>	<b>\$ 3,339,056.95</b>

**SECTION D - TRAFFIC CONTROL**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.61	UNIFORMED OFFICERS WITH VEHICLE	\$	48000	\$ 1.00	\$ 48,000.00
618.7	FLAGGERS	HR	1800	\$ 45.00	\$ 81,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$ 120,000.00	\$ 120,000.00
	MISCELLANEOUS TRAFFIC CONTROL			10% OF ABOVE TOTAL	\$ 24,900.00
				<b>SUBTOTAL D</b>	<b>\$ 3,612,956.95</b>

**SECTION E - EROSION AND SEDIMENT CONTROL**

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	30% OF DRAINAGE	\$ 107,326.83
	<b>SUBTOTAL E</b>	<b>\$ 3,720,283.78</b>



**HOYLE  
TANNER**

Project: Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimates  
 Project No. 22.144401.01  
 Location: 04 US 1 Bypass Traffic Circle, Portsmouth NH  
 Task: Conceptual Estimate - Replace Traffic Circle with Multi-Lane Roundabout  
 Calculated By: NAE Date: 9/27/2022  
 Checked By: JFMS Date: 10/7/2022

**CONCEPTUAL ESTIMATE**

**US 1 Bypass Replace Traffic Circle with Multi-Lane Roundabout**

**SECTION F - ADDITIONAL ITEMS**

Landscaping (Roundabout Center)		\$	25,000.00
Overhead Sign Structure Relocation		\$	90,000.00
Roadway Lighting		\$	75,000.00
	<b>SUBTOTAL F</b>	\$	3,910,283.78

**SECTION G - MOBILIZATION AND CONTINGENCIES**

ROADWAY MOBILIZATION	10%	\$	391,028.38
	<b>SUBTOTAL G</b>	\$	<b>4,301,312.16</b>
	ROUNDED CONSTRUCTION SUBTOTAL:	\$	4,302,000.00
	CONTINGENCY	15%	\$ 646,000.00
	<b>ROUNDED CONSTRUCTION TOTAL</b>	\$	<b>4,950,000.00</b>
	<b>CONSTRUCTION ENGINEERING</b>	10%	\$ <b>495,000.00</b>
	<b>DESIGN ENGINEERING</b>	15%	\$ <b>743,000.00</b>
	<b>RIGHT OF WAY ACQUISITION</b>	\$	-
	<b>INFLATION (11 YEARS)</b>	2.8%	\$ <b>2,196,449.75</b>
	<b>ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)</b>	\$	<b>8,390,000.00</b>



## CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Estimate based on 2-Lane Roundabout from 2000 Portsmouth Traffic Circle Feasibility study by NHDOT
2. Full depth construction anticipated for new roundabout and for approaches from roundabout to where existing splitter islands begin flaring (~280' from roundabout EP)
3. Minimal change in profile grade
4. Typical section for circulatory roadway and approaches will be:
  - 1.5" High Strength Surface, QC/QA Tier 2
  - 3.0" High Strength Binder, QC/QA Tier 2
  - 3.5" Base, QC/QA Tier 2
  - 12" Crushed Gravel, 12" Gravel, 12" Sand
5. Truck apron will be 10 ft wide and surfaced with 8" Reinforced Concrete Sidewalk
6. Center island will be landscaped
7. Center island and approach curbing will be straight granite curb;  
Circulatory roadway curbing will have rounded edge
8. Splitter islands will be raised using 6" high slope curb and will be surfaced with 6" Concrete Sidewalk  
No pedestrian cut throughs will be incorporated
9. Existing asphalt not already being excavated for roundabout construction will be removed, and revegetated with loam and turf establishment
10. Existing select materials will not be excavated except where needed for roundabout construction
11. Major reconfiguration of closed drainage system is anticipated
12. No R.O.W. impacts are anticipated; No costs have been included
13. No utility adjustments or relocations are anticipated; No costs have been included
14. Traffic cannot be detoured; Construction will be phased to maintain traffic through duration
15. Topographic survey of the project limits will be required
16. No wetlands / environmental resources will be impacted
17. Existing single slope concrete barrier on Spaulding Turnpike approach will be extended
18. Existing guardrail on NE approach will be extended and new median guardrail terminal installed
19. Overhead sign structures will require replacement
20. Existing overhead lighting will be removed and new roadway lighting installed



**CONCEPTUAL ESTIMATE**

**NH 1A Southbound (Ashworth Avenue) Complete Streets Upgrades**

**SECTION A - MAJOR ITEMS**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
203.1	COMMON EXCAVATION	CY	2100	\$ 35.00	\$ 73,500.00
304.3	CRUSHED GRAVEL (F)	CY	1300	\$ 35.00	\$ 45,500.00
403.11XXX	HBP-VARIOUS, MACHINE METHOD	TON	1650	\$ 100.00	\$ 165,000.00
403.12	HBP-HAND METHOD	TON	865	\$ 175.00	\$ 151,375.00
403.16	PAVEMENT JOINT ADHESIVE	LF	7600	\$ 2.00	\$ 15,200.00
410.22	ASPHALT EMULSION FOR TACK COAT	GAL	1100	\$ 7.50	\$ 8,250.00
417	COLD PLANING BITUMINOUS SURFACES	SY	22000	\$ 4.00	\$ 88,000.00
608.24	4" CONCRETE SIDEWALK (F)	SY	7100	\$ 60.00	\$ 426,000.00
608.54	DETECTABLE WARNING DEVICES, CAST IRON	SY	170	\$ 500.00	\$ 85,000.00
609.01	STRAIGHT GRANITE CURB	LF	7900	\$ 37.00	\$ 292,300.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	8000	\$ 4.00	\$ 32,000.00
	MISCELLANEOUS ROADWAY		10% OF ABOVE TOTAL	\$	\$ 138,212.50
			<b>SUBTOTAL A</b>		<b>\$ 1,520,337.50</b>

**SECTION B - MISCELLANEOUS ITEMS**

SIGNS, MARKINGS, LOAM/HUMUS, ETC.	7%	\$	106,423.63
	<b>SUBTOTAL B</b>	<b>\$</b>	<b>1,626,761.13</b>

**SECTION C - DRAINAGE ITEMS**

PIPES, UNDERDRAIN, CB's, MH's, ETC.	20%	\$	325,352.23
	<b>SUBTOTAL C</b>	<b>\$</b>	<b>1,952,113.35</b>

**SECTION D - TRAFFIC CONTROL**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
618.7	FLAGGERS	HR	1000	\$ 45.00	\$ 45,000.00
619.1	MAINTENANCE OF TRAFFIC	U	1	\$150,000.00	\$ 150,000.00
	MISCELLANEOUS TRAFFIC CONTROL		10% OF ABOVE TOTAL	\$	\$ 19,500.00
			<b>SUBTOTAL D</b>		<b>\$ 2,166,613.35</b>

**SECTION E - EROSION AND SEDIMENT CONTROL**

EROSION, SEDIMENT, AND POLLUTION CONTROL (HAY BALES, SILT FENCE, SWPPP, TEMP. WATER POLL. CONTROL, ETC.)	15% OF DRAINAGE	\$	48,802.83
	<b>SUBTOTAL E</b>	<b>\$</b>	<b>2,215,416.18</b>



**HOYLE  
TANNER**

Project:	Rockingham Planning Commission: NHDOT Ten Year Plan Conceptual Estimates		
Project No.	22.144401.01		
Location:	07 NH 1A SB (Ashworth Ave), Hampton NH		
Task:	Conceptual Estimate - Complete Streets Upgrades		
Calculated By:	CKC	Date:	10/11/2022
Checked By:	JFMS	Date:	10/12/2022

### CONCEPTUAL ESTIMATE

#### NH 1A Southbound (Ashworth Avenue) Complete Streets Upgrades

##### SECTION F - ADDITIONAL ITEMS

Street Trees (both sides x every 100')	100	\$	800.00	\$	80,000.00
	<b>SUBTOTAL F</b>			\$	2,295,416.18

##### SECTION G - MOBILIZATION AND CONTINGENCIES

ROADWAY MOBILIZATION	10%		\$	229,541.62
	<b>SUBTOTAL G</b>			<b>\$ 2,524,957.80</b>
	ROUNDED CONSTRUCTION SUBTOTAL:			\$ 2,525,000.00
		CONTINGENCY	15%	\$ 379,000.00
	<b>ROUNDED CONSTRUCTION TOTAL</b>			<b>\$ 2,905,000.00</b>
	<b>CONSTRUCTION ENGINEERING</b>		10%	<b>\$ 291,000.00</b>
	<b>DESIGN ENGINEERING</b>		15%	<b>\$ 436,000.00</b>
	<b>RIGHT OF WAY ACQUISITION</b>			<b>\$ 175,000.00</b>
	<b>INFLATION (11 YEARS)</b>		2.8%	<b>\$ 1,351,306.43</b>
	<b>ROUNDED PROJECT TOTAL COSTS (CON, ROW, PE)</b>			<b>\$ 5,160,000.00</b>



## CONCEPTUAL ESTIMATE - ASSUMPTIONS

This Conceptual Engineer's Estimate of Probable Construction Costs is based on the anticipated scope of work, as well as Hoyle Tanner's experience with similar projects and understanding of current industry trends. The estimate has not been based on a final design for this project, and as such, it is intended to be preliminary in nature. It should be noted that changes in material or labor costs in the construction industry could impact the project cost in either direction. Assumptions used for this estimate are listed below.

1. Project limits are from NH 1A diverge at Nudd Ave, south to Duston Ave
2. Anticipate Ashworth Ave typical section will be:
  - 8' wide (including curb & street trees) sidewalk both sides of road
  - 5'-6" bike lane on eastern side of road
  - Two 11'-0" southbound vehicle travel lanes
  - Shoulder on west side will be variable width (3' to 5') to maintain exist. back of sidewalk
3. Exist sidewalk concrete will need to be removed and reconstructed to provide 7" reveal with new typical Exist. sidewalk subbase can remain; remove concrete, shim with crushed gravel, repave Prop back of sidewalk will be 1.5" to 2.5" higher than exist to not reduce pavement depth
4. Existing Ashworth Ave asphalt will be cold planed 1.5" deep and overlaid a variable depth (1.5" min) Variable depth mill to shift crown line to new lane lane (2' shift)
5. Existing pavement area converted to proposed sidewalk will have existing pavement removed, be shimmed with crushed gravel, then new 4" concrete installed Anticipate removal of 4" existing pavement
6. Anticipate 20 midblock crosswalks on Ashworth Avenue with curb bumpout on western side (match exist) No bumpout on eastern side due to bike lane Anticipate signage & markings, no RRFB
7. Anticipate 30 side street crosswalks parallel to Ashworth Avenue
8. ADA curb ramps/landings will be installed at the anticipated 20 midblock and 30 side streets crosswalks
9. Temporary and permanent R.O.W. impacts are anticipated; Anticipated costs are included Existing sidewalk extends beyond R.O.W.
10. Existing closed drainage system will require significant modification as a result of new gutter line
11. All manholes, water gates, and gas shutoffs in Ashworth Ave pavement will require adjustment
12. Utility pole relocations are not anticipated
13. Disruption to vehicle traffic will be minimal; Daily shoulder/lane closures with flaggers, reopened nightly
14. Temporary pedestrian accommodations will be required to maintain access during construction Anticipate closing one sidewalk at a time and detouring pedestrians
15. No impacts to natural or cultural resources
16. Anticipate 12' of driveway mill and overlay for all driveways
17. Topographic survey of the project limits will be required
18. Grade adjustments to accommodate sea level rise are not proposed
19. ROW Impacts have the following costs: Takings = \$10/SF, Perm Ease = \$5/SF, Temp Ease = \$3/SF

**NHDOT PROJECT REVIEW COMMITTEE  
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY  
ROCKINGHAM PLANNING COMMISSION  
FOR THE 2023-2032 NH TEN YEAR TRANSPORTATION PLAN**

**Initial Priority #1: Traffic Circle Reconfiguration (Portsmouth)**

**Project summary:** The proposed scope would reconfigure the existing traffic circle (interchange of NH 16 with the US 1 Bypass and Interstate 95 Exit 4) as a two-lane modern roundabout based on one of the alternatives developed as part of the early-2000 NHDOT US 1 Bypass Study. It is expected that this project would require a full design process to establish a preferred alternative and this scope was utilized for planning and budgeting purposes.

**Review Comments**

- The NHDOT review committee noted that the project materials that were submitted used the NHDOT’s 2000-vintage study as the basis for roundabout recommendations, however that study considered both a single point diamond interchange and an at-grade signalized intersection, not the multi-lane roundabout estimated.
- The committee did not note any traffic analysis as part of the submittal. It is unclear that any traffic analysis was completed that shows a 2-lane roundabout would work at this location.
- NHDOT estimated costs were based on other similar efforts elsewhere in NH and include an additional 15% for the development of a traffic control plan at this complex interchange.

**Review Summary**

- The project is recommended to commence with PE in 2029, ROW planned in 2032 and CON beginning in 2034.
- The proposed project would use **\$12,895,542** of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation and 10% to account for indirect costs.
- The project will be funded at 100% Turnpike funds.

**Funding**

<b>Phase</b>	<b>2022 RPC Estimate</b>	<b>2022 NHDOT Estimate</b>	<b>YoE</b>
PE	\$ 743,000	\$ 750,000	\$ 989,345
ROW	\$ 0	\$ 50,000	\$ 73,552
CON	\$ 4,950,000	\$ 6,800,000	\$ 10,756,950
CE	\$ 495,000	\$ 680,000	\$ 1,075,695
<b>Totals</b>	<b>\$ 6,188,000</b>	<b>\$ 8,280,000</b>	<b>\$ 12,895,542</b>

**Initial Priority #2: NH102/Blueberry Hill Road Intersection improvements (Raymond)**

**Project summary:** The proposed scope would reconstruct 500’ of NH 102 to lower the vertical crest by an average of 1 foot (2 feet maximum near the crest). Blueberry Hill Road would be reconstructed for 120’ and the intersection with NH 102 aligned to a 90-degree angle.

**Review Comments**

- The review committee expressed concurrence with the proposed intersection improvement.
- Review comments were generally focused on adjusting the RPC’s estimated costs to better align with historical costs of similar projects elsewhere in NH.

**Review Summary**

- The project is recommended to commence with PE in 2030; ROW in 2032 and CON in 2034.
- The proposed project would use **\$2,052,854** of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- Project would be 100% federal funds.
- The Year-of-Expenditure (YoE) values include inflation of 3.7%/year and indirect cost rate of 10%.

**Funding**

Phase	2022 RPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 66,000	\$ 300,000	\$ 410,380
ROW	\$ 15,000	\$ 50,000	\$ 73,552
CON	\$ 435,000	\$ 1,000,000	\$ 1,581,904
CE	\$ 44,000	\$ 100,000	\$158,190
<b>Totals</b>	<b>\$ 560,000</b>	<b>\$ 1,450,000</b>	<b>\$ 2,052,854</b>

**Initial Priority #3 Bicycle & Pedestrian Improvements to Ashworth Avenue (Hampton)**

**Project summary:** Ashworth Avenue is heavily utilized by pedestrians and cyclists. The Ocean Blvd project (40797) will make substantial improvements to that roadway but the segment on Ashworth Avenue is not included. This will make improvements consistent with Hampton 40797 and provide for safer travel for non-motorized users along and across the roadway. Project would construct 8’ wide sidewalks on both sides of Ashworth Avenue, 5–6-foot bike lane on eastern side, two 11’ southbound travel lanes, and a 3–5-foot west side shoulder. Includes reconstruction of existing sidewalk, 20 midblock crosswalks, 30 side street crosswalks, repaving of roadway, and adjustments to drainage system.

**Review Comments**

- NHDOT reviewers understood the proposed project would consist of Complete Streets improvements to include landscaping that would result in a final product consisting of a tree lined street featuring an 8’ sidewalk, 5-6’ bike lane and 11’ travel lanes.
- NHDOT cost details assume that no drainage improvements are called for. If drainage is intended to be addressed as part of this project, cost impacts will be significant.
- The NHDOT review committee noted that Traffic Control related to this project will be complex given the highest demand for this route occurs during prime construction season.
- NHDOT review comments included the note that the project would require execution of a Municipal Agreement to govern the maintenance responsibilities of the sidewalks once the project is completed.

**Review Summary**

- Values presented below represent the project commencing with PE in 2030; ROW in 2032 and CON in 2034.
- The Year-of-Expenditure (YoE) values include inflation of 3.7%/year and indirect costs of 10%.
- Project would be 100% federal funds with Turnpike Toll Credit (TTC) match.
- The project would utilize **\$6,904,497** of RPC’s 2025-2034 Ten Year Transportation Plan funding allocation.

**Funding**

Phase	2022 RPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 436,000	\$ 500,000	\$ 683,967
ROW	\$ 175,000	\$ 200,000	\$ 294,207
CON	\$ 2,905,000	\$ 3,400,000	\$ 5,378,475
CE	\$ 291,000	\$ 340,000	\$ 537,848
<b>Totals</b>	<b>\$ 3,807,000</b>	<b>\$ 4,440,000</b>	<b>\$ 6,904,497</b>

**Initial Priority #4: Bicycle and Pedestrian Improvements to Portsmouth Avenue (Stratham)**

**Project summary:** NH 108 through the Stratham Gateway district is wide with limited facilities for non-motorized travel creating an unsafe environment for cyclists and pedestrians with high traffic volume and speed and limited crossing locations. This project would add 3,050’ of sidewalk along NH 108 SB and 5,600’ of side path along NH 108 NB. Also, sidewalk/path along Bunker Hill Road to connect to the town hall. Existing stretches of sidewalk/path would be reconstructed to match in areas where they do not meet current design requirements.

**Review Comments**

- The NHDOT review committee noted that closed drainage would need to be added in areas where new curb and sidewalk is proposed to be constructed.
- The review committee updated estimated costs to align with similar project costs elsewhere in NH.
- NHDOT review comments included the note that the project would require execution of a Municipal Agreement to govern the maintenance responsibilities of the sidewalks and side path following project completion.

**Review Summary**

- Values presented below represent the project commencing with PE in 2030; ROW in 2032 and CON in 2034.
- The Year-of-Expenditure (YoE) values include inflation of 3.7%/year and indirect costs of 10%.
- Project would be 100% federal funds with Turnpike Toll Credit (TTC) match.
- The project would utilize **\$4,339,146** of RPC’s 2025-2034 Ten Year Transportation Plan funding allocation.

**Funding**

Phase	2022 RPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 210,000	\$ 300,000	\$ 410,380
ROW	\$ 50,000	\$ 50,000	\$ 73,552
CON	\$ 1,395,000	\$ 2,250,000	\$ 3,559,285
CE	\$ 140,000	\$ 225,000	\$ 355,929
<b>Total</b>	<b>\$ 1,795,000</b>	<b>\$ 2,825,000</b>	<b>\$ 4,339,146</b>

**Initial Priority #5: Raise profile of High St. by 3’ (Hampton)**

**Project summary:** The proposed scope would raise the profile of approximately 1200’ of High Street by 3 feet. Includes reconstruction of existing sidewalk and driveways as well as replacement of existing culverts.

**Review Comments**

- The NHDOT review committee identified numerous private residences (homes and condominiums) within the proposed project limits. All the involved private drives to access these properties would be significantly impacted by the proposed improvement – with several members of the committee voicing concerns re: the ability to maintain access and accomplish the proposed improvement.
  - Reviewers questioned whether the intent of the project was to acquire the properties to be impacted outright – this would have a significant impact on the ROW budget for the project is that is the intent.
- The committee questioned whether any analysis regarding the effects of raising the road to water elevations in other neighborhoods nearby, and whether that will have any impacts for those properties.
- The NHDOT review committee voiced unanimous support for the VHB comment “A full alternatives analysis will likely be needed to ensure that the appropriate solution is implemented.” And recommends that this proposed project be studies further before being considered as a TYP candidate in the future.

**Review Summary**

- The project was determined to not be ready for inclusion in the Ten-Year plan
- No costs were estimated nor phases proposed to be programmed at this stage in project development.

<b>Phase</b>	<b>2022 RPC Estimate</b>	<b>2022 NHDOT Estimate</b>	<b>YoE</b>
PE	\$ 285,000	Not estimated	Not Ten Year Plan ready
ROW	\$ 65,000	Not estimated	Not Ten Year Plan ready
CON	\$ 1,895,000	Not estimated	Not Ten Year Plan ready
CE	\$ 190,000	Not estimated	Not Ten Year Plan ready
<b>Total</b>	<b>\$ 2,500,000</b>	Not estimated	Not Ten Year Plan ready

# NEW HAMPSHIRE PUBLIC TRANSPORTATION COALITION



## New Hampshire Public Transportation Funding

**1:1 Federal Match**  
MAXIMIZE IMPACT

Increased state funds will unlock at least a 1:1 federal match available through the bipartisan Infrastructure Investment and Jobs Act and ensure those funds are put to use in New Hampshire.

**Partners**  
DOING THEIR PART

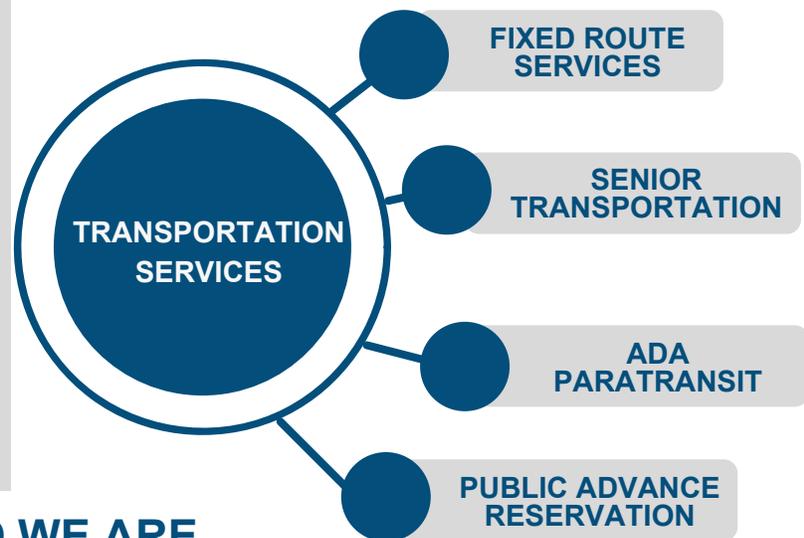
Local municipalities are investing \$4.7 million dollars a year in regional and local public transit services across New Hampshire.

**110,000**  
RIDERS PER MONTH

We support New Hampshire's workforce, students, older adults, and disabled residents through our fixed route and advance reservation services.

### FY 24 - 25 STATE BUDGET

The New Hampshire Transit Coalition seeks \$2.75 million in state operating funds annually. This will stabilize our services to keep up with increased costs. That is approximately \$2.00 per capita in New Hampshire.



### WHO WE ARE

The New Hampshire Public Transportation Coalition is a statewide alliance of public transportation and community-based transportation providers, communities, organizations, and businesses from across New Hampshire. We support expanded state funding of public transit and community-based transportation in New Hampshire.

Contact: Steve Workman, TransportNH, [steve@transportNH.org](mailto:steve@transportNH.org)

# NEW HAMPSHIRE PUBLIC TRANSPORTATION COALITION



## Public Transit Funding in New England States (2020)

State	2020 Total State Funding (Capital & Operations)	2020 Population	2020 Total State Funding Per Capita	2020 State Funding for Operations	State Funding for Operations Per Capita
Massachusetts	\$ 2,333,718,671	7,022,220	\$ 332.33	\$ 1,567,711,731	\$ 223.25
Connecticut	\$ 708,350,572	3,600,260	\$ 196.75	\$ 472,350,572	\$ 131.20
Rhode Island	\$ 63,383,734	1,096,229	\$ 57.82	\$ 54,649,134	\$ 49.85
Vermont	\$ 8,156,111	642,495	\$ 12.69	\$ 7,087,000	\$ 11.03
Maine	\$ 14,732,041	1,362,280	\$ 10.81	\$ 4,061,833	\$ 2.98
<b>New Hampshire</b>	<b>\$ 815,387 *</b>	<b>1,377,848</b>	<b>\$ 0.59</b>	<b>\$ 200,000 **</b>	<b>\$ 0.15</b>

\* Includes \$161K of NH Turnpike Toll Revenues used for short-term Spaulding Turnpike construction mitigation projects.

\*\* For the first time in over a decade, the 2020-21 NH State Budget allocated \$200k/yr. to support public transit operations. State funding before that had been \$0 for the previous decade.

Source: AASHTO 2022 Survey of State Funding for Public Transportation

## Room to Improve LARGE HUMAN IMPACT

While \$2.75M annually (approx. \$2.00 per capita) would represent a significant increase in state support, New Hampshire would remain at the lowest per capita funding level in New England. Maine is the second lowest at \$2.98 (\$4.06M) in 2020 (the last year for which there is currently data).

It would also leverage between \$2.75M - \$4.125M of FTA funds already allocated and ready to be put to use in NH.



# NEW HAMPSHIRE'S HIGHWAY SAFETY MATTERS!



## NH Office of Highway Safety Public Survey

Your thoughts and recommendations are important, so we are offering this survey to provide the opportunity for interested parties in New Hampshire to participate.

The State of New Hampshire faces the unfortunate reality that fatal motor vehicle crashes are once again on the rise. Traffic safety professionals nationwide are experiencing this same trend, and we all must work harder than ever as we search for new and innovative ways to reduce crashes and resulting fatalities.

The New Hampshire Office of Highway Safety will use the information gathered from the public through this survey to help shape the development of the 2024 Annual Highway Safety Plan (HSP) and to implement countermeasures to save lives on NH roads.

<https://www.surveymonkey.com/r/OHS-LISTENING-SESSIONS>



# Virtual Listening Sessions

## The State of New Hampshire 2024 Annual Highway Safety Plan

The State of New Hampshire faces the unfortunate reality that fatal motor vehicle crashes are once again on the rise. Traffic safety professionals nationwide are experiencing this same trend; however, it is now that we must work harder than ever as we search for new and innovative ways to reduce crashes and the loss of life that results.

The [New Hampshire Office of Highway Safety](#) will host **three (3)** virtual listening sessions to gather public input to shape the development of **the 2024 Annual Highway Safety Plan (HSP)**.

The listening sessions will address the rise in vehicular fatalities and serious bodily injuries, including:

- How should the Office of Highway Safety respond to the rising rate of crash fatalities?
- How should the Office of Highway Safety respond to the rising rate of unbelted fatalities?
- What are the barriers to people safely traveling from point A to point B on New Hampshire roadways? What strategies can be implemented by the Office of Highway Safety to overcome these barriers?
- How can the New Hampshire Office of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?
- What strategies can be implemented by the New Hampshire Office of Highway Safety to improve the efficiency, effectiveness, accountability, and impact of our response to the increasing rates of crash fatalities?

We are also interested in hearing your input on any Highway Safety related issues that are important to you.

### Register for Listening Sessions

Your thoughts and recommendations are important, and we value inclusion and access for all meeting participants. Please consider joining one of these listening sessions. Registration is required. All sessions will follow the same format and will provide the same opportunity for stakeholders to share their input.

**Please register for one (1) session:**

**Monday, May 22, 2023:** 9:30am to 11:30 am. Click here to register:

[https://us02web.zoom.us/webinar/register/WN\\_tt4JH1A7RxSQhG\\_0-aGfQg](https://us02web.zoom.us/webinar/register/WN_tt4JH1A7RxSQhG_0-aGfQg)

**Wednesday, May 24, 2023:** 12:30pm to 2:30 pm. Click here to register:

[https://us02web.zoom.us/webinar/register/WN\\_AhKxOv92S62qmZ3vrpTwQA](https://us02web.zoom.us/webinar/register/WN_AhKxOv92S62qmZ3vrpTwQA)

**Friday, May 26, 2023:** 1:30 to 3:30 pm. Click here to register:

[https://us02web.zoom.us/webinar/register/WN\\_VGNBoayeRMqUnIsftuVRMw](https://us02web.zoom.us/webinar/register/WN_VGNBoayeRMqUnIsftuVRMw)

All the input gathered from the listening sessions and responses will be collected. We will use that information to inform the vision, goals, and strategies to assist in shaping our Annual Highway Safety Plan (HSP). We look forward to hearing your ideas and receiving your input!

If you require accommodations, please contact us at least 48 hours prior to the meeting at [hwysafetymail@dos.nh.gov](mailto:hwysafetymail@dos.nh.gov) or telephone number: (603) 271-2131

# NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY

## 2024 Annual State Highway Safety Plan



### Request for Public Input on Roadway Safety Issues

The New Hampshire Office of Highway Safety Announces  
Three (3) Virtual Listening Sessions for Public Input on Shaping the  
2024 State Highway Safety Plan

Your thoughts and recommendations are important, and we value inclusion and access for all meeting participants. Please consider joining one of these online listening sessions to help shape the 2024 New Hampshire Highway Safety Plan. Registration is required. All sessions will follow the same format and will provide the same opportunity for the public to share their input or concerns.

Please scan **one** of the **QR codes** below to register for a session that is convenient for you:

**Monday, May 22, 2023: 9:30am to 11:30 am**



**Wednesday, May 24, 2023: 12:30pm to 2:30 pm**



**Friday, May 26, 2023: 1:30 to 3:30 pm**



If you require accommodations, please contact our office at least 48 hours prior to the meeting at 603-271-2131

