

RPC Technical Advisory Committee
 January 28th, 2016
 9:00-11:00 AM
RPC Office
156 Water Street, Exeter
 (Directions on reverse)

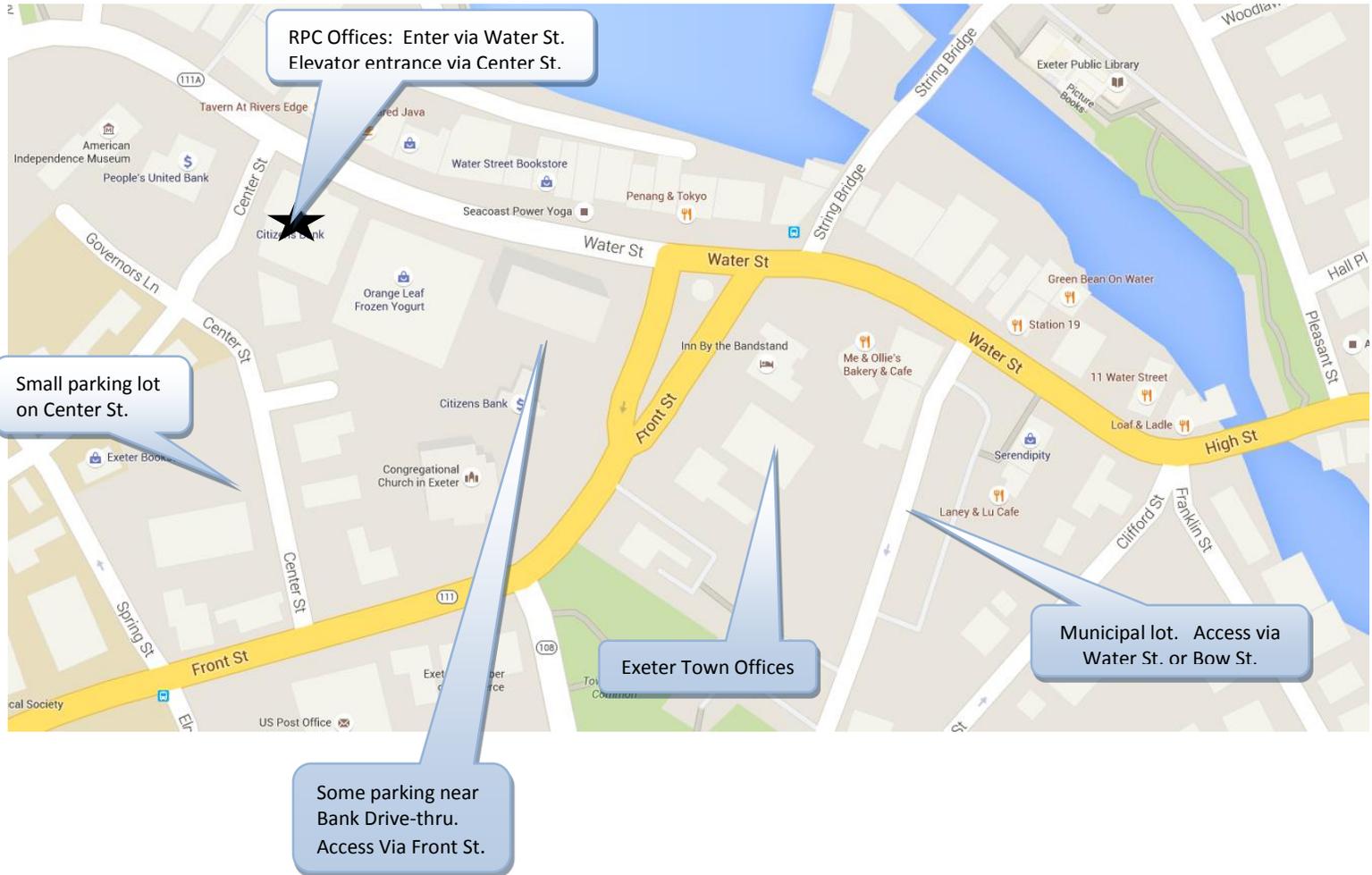
Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 10/22/15 TAC meeting (**Attachments #1**)— *[motion to approve]*
3. TASC Overview – Carol Gulla, Executive Director, TASC
4. TIP Amendment #2 (**Attachment #2**) — *[motion to approve]*
5. Ten Year Plan Update (**Attachment #3**)
6. Annual List of Obligated Projects (**Attachment #4**)
7. Long Range Transportation Plan Update
8. Project Updates (**handout to be distributed at meeting**)

TAC MEETING SCHEDULE For 2016 (Next meeting highlighted)

January 28th	May 26 th	September 22 nd
February 25th	June 23 rd	October 27 th
March 24 th	July 28 th	December 15 th
April, 28 th	August 25 th	

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



RPC TAC MEETING

**Minutes
October 22, 2015
RPC Conference Room**

Members Present: Don Woodward, Exeter Transportation Committee; Brian Deguzis, COAST; Paul Lockwood, NHDES; Richard McDermott, H. Falls; Robert Clark, Atkinson; Stephen Gerrato, Greenland; Leigh Levine, FHWA; Mark Mason, CART; Richard Hartung, Hampstead; Ken Christianson, Brentwood; Joan Whitney, Kensington

Staff Present: Dave Walker, Transportation Program Mgr; Cliff Sinnott, Executive Director; Julie LaBranche, Senior Planner; Annette Pettengill, Business Manager

Meeting convened at 9:00 a.m.; Walker noted he will be acting as Chairman

1. Introductions

Attendees introduced themselves

2. Minutes of September 24, 2015

*McDermott moved to approve the Minutes of September 24, 2015 as presented; Clark seconded.
SO VOTED (1 abstention)*

3. New Ozone Standard – Paul Lockwood, NHDES

Lockwood began his presentation by giving some background on the EPA Criteria for Pollutants standards and limits that protect people and the environment. He explained that the EPA determines if any State is in violation of any NAAQS (National Ambient Air Quality Standards), and the State has to develop a SIP (State Implementation Plan) which dictates the policies that will be used to get into “attainment” with whatever NAAQS were violated, in order to attain conformity. Transportation accounts for more than 50% of non-attainment issues. He noted that every five years the EPA reviews these NAAQ standards and he demonstrated the current ozone standards. He further explained that the EPA looks at the 4th highest levels over a 3 year average and that NH meets the ozone standard. Some other MPO’s remain in a Maintenance rating and still need to consider air quality when developing projects, however the RPC is in compliance. Lockwood continued to explain details in the NAAQ standards and SIP requirements. Discussion followed.

4. Tides to Storms – Coastal Vulnerability Assessment from Sea Level Rise & Other Coastal Flooding Hazards – Julie LaBranche, RPC

LaBranche explained that two and a half years ago the RPC received grant funding to assess & plan for projected future impacts to NH's coastal resources and assets from sea level rise and storm surge. The project finished in September and the RPC has been meeting with coastal towns to discuss the results of the study. She reviewed some sea level rise scenarios and discussed the impacts on state and local roadways, critical facilities, and natural resources. She discussed how the regional & municipal assessment and maps can be used to guide future policy both by the State and the towns when considering land development projects, roadways and buildings, and repair and restoration methods. Discussion followed.

5. Federal/State Transportation Legislation/Budgets

Walker distributed and explained the Surface Transportation Reauthorization & Reform Act of 2015 is a reauthorization Bill that proposes to shift STIP funds controlled locally to 55%. He also referred to the Federal Register on Controlling Criteria for Roadway and Bridge Design and discussed design exceptions and standards for under 50 mph.

6. 2016 Meeting Schedule – Distributed

7. Project Updates

- a) East Coast Greenway Update: Bogle distributed a memo of Project Updates and reviewed the Seacoast Greenway & Hampton Branch Acquisition status. Discussion followed over wetland crossings and design.
- b) RPC Comments 2017-2026 Ten Year Plan: Bogle distributed the Draft Ten Year Plan Comments letter and noted changes made at the last MPO meeting; two of those being NH financial support of Downeaster Train Service and support for turnpike toll increases to address turnpike system needs, provided it included a "retrofit" soundwall program to address noise impacts on existing development.

Clark asked that Attachment 2 from the MPO Policy meeting be reviewed in an effort to clarify one of items in the Draft Ten Year Plan comments regarding the Support of the Downeaster Train Service. Walker and Sinnott explained the item in question was added at the most recent MPO meeting in Hampton Falls and was not on the previous Draft comments that this TAC Committee previously approved. Walker further clarified the support in terms of 5307 funds which includes funds for train stations and supplemental funds for towns to use towards insurance and station maintenance costs, which is currently all funded by Maine. The MPO expressed that it's time NH provide some of that support for capital projects related to train service. Discussion followed regarding 5307 flex funds and the caution should be taken distributing those funds since they are not unlimited. Their use must also be consistent with public transportation uses such as CART and COAST's needs.

- c) Finalized UPWP Performance Report: Walker noted that the Performance Report is completed and copies are available. The Report is basically a synopsis of how the 16,000 hours of staff time was spent on transportation projects. McDermott asked what grade was on our report card and Walker replied that out of the 187 tasks identified, 9 didn't have to be completed and 128 were complete with 37 still in progress, and 13 we couldn't get; which left us with an A-/B+

Sinnott noted that we may see Phase III of CTAPP funding soon. This was the project to help manage the growth stimulated by the I93 highway project. Eligible criteria for CTAPP funds: \$150k project size; large communities; planning that encourages transit development; promote ridesharing; 20% cash match required.

Clark asked that a copy of the October 14th MPO Minutes be sent to him

Meeting adjourned at 11 a.m.

Respectfully submitted,

Annette Pettengill
Recording Secretary

MEMORANDUM

To: MPO Policy Committee
 From: Dave Walker, Senior Transportation Planner
 Date: 1/21/2016
 RE: **2015-2018 TIP Amendment #2**

Attached is a table that summarizes the changes that Amendment #2 proposes to make to the 2015-2018 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region. The full TIP/STIP revision report is available on the RPC website (www.rpc-nh.org) for those interested in additional detail regarding the proposed changes to each project. Overall, there are 23 Statewide and 26 regional project changes (49 total) proposed and these take the form of cost increases or decreases, projects being added or dropped from the TIP, and changes in scope as shown in the table below. The Long Range Transportation Plan (LRTP) is also being updated at this time to maintain consistency between the project lists in the two documents. The MPO is conducting a 10 day public comment period on Amendment 2 that will begin on January 26th, 2016 and concludes on February 9th, 2016. A final opportunity for comments will be during the public hearing at the **February 10th, 2016 RPC Meeting (7:00 PM) at a location to be determined** which will take place prior to MPO action on the amendment.

Change	# of Projects	Approved Cost	Proposed Cost	Net Change
Decreased Funding/Cost	20	\$ 405,906,836	\$ 373,285,503	\$ (32,605,939)
Increased Funding/Cost	12	\$ 114,298,752	\$ 141,385,345	\$ 27,086,593
New Projects	7	\$ 0	\$ 7,967,972	\$ 7,967,972
Scope Only	6	\$ 4994,546	\$ 4994,546	\$ 0
Removed Projects	4	\$ 8,777,668	\$ 0	\$ (8,777,668)
Totals	49	\$ 533,977,802	\$ 527,633,366	\$ (6,344,436)

Analysis

This amendment consists of the changes to forty-nine regional projects and statewide programs with a net decrease in cost of just over \$6.3 million. There are twenty projects that are decreasing in cost while another twelve show an increase. Seven new projects are being added to the TIP:

- **2016 STIC Incentive** which offers technical assistance and funds to support innovative practices in state transportation agencies.
- **Epping 29608** which will make improvements to NH 125 between NH 27 and NH 87.

- ***Plaistow-Kingston 10044E*** which was removed from the TIP in Amendment #1 but has returned with an (expected) reduced scope to make improvements to NH 125 between the Plaistow-Kingston town line and the Hunt Road/Newton Junction Road intersection.
- ***Portsmouth 29640*** which will make improvements to US Route 1 between Ocean Road and White Cedar Boulevard and between Constitution Avenue and Wilson Road.
- ***Salem to Manchester 14633P*** which funds Phase 3 of the CTAP Program.
- ***Salem to Manchester 14633R*** which funds a DES Land Grant Program related to the I-93 widening.
- ***Trapeze Software*** which purchases software for the State Rideshare Program.

While four others are being removed:

- ***TMC-MAINT*** which was set up as a programmatic project to fund maintenance of the Traffic Monitoring Center but was not used. Another project has been developed to hold this funding (Statewide 27022).
- ***Seabrook-Hampton 15904*** rehabilitation of the Neil Underwood Bridge on NH 1A project is being delayed beyond the timeframe of the TIP (2019).
- ***SBCM*** as part of MAP-21, the Scenic Byways program is being integrated into the Transportation Alternatives Program (TAP) and will not have separate funding any longer.
- ***Salem to Manchester 10418*** which has handled the programmatic mitigation (CTAP and DES Land Protection) funds for the I-93 widening project is closing out. Funds are being transferred to 14633P and 14633R which are being added to the TIP concurrently and serve the same purposes.

Other than the Seabrook-Hampton 15904 project, there are no substantial delays to projects incorporated into Amendment #2. There are several projects that show shifts in funding to earlier or later years and these changes are identified in the attached project listing as part of the description of the proposed amendment for each. Scope changes are identified with ~~striketroughs~~ marking the old text and exact changes in costs are identified. The full revision report provided by NHDOT includes additional detail on projects and proposed changes at that is available on the RPC website.

Additionally, listed in the full revision report are three projects that the MPO Amended as part of Amendment #1 in July, 2015 that are included for NHDOT database consistency purposes. No action will be taken on these projects as the proposed changes have already been made:

- The ***Federal Lands Access Program (FLAP)*** project was added to the TIP and remains consistent with the listing on page 20 of the full revision report.
 - ***Newington-Dover 11238S*** (page 62 of the revision report), which is handling the contract for the rehabilitation of the General Sullivan Bridge, was removed from the MPO TIP.
 - ***Portsmouth 29781*** (page 5 of 7 of the “Scope Only Changes” portion of the revision report) upgrades 5 signals on Woodbury Avenue, Market Street, and Granite Street.
-

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 according to the DOT fiscal constraint documentation which is included in the informational packet on the RPC 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.

Recommend that the TAC recommend approval of TIP Amendment #2 by the MPO Policy Committee.

Project Summary Table – Amendment #2

Location:	Hampton (p. 2 of 7)	Project ID:	23821	Facility:	Hampton Beach
<u>Description:</u>	Transportation and Community and System Preservation Grant to conduct update to Hampton Beach Master Plan. Update to Transportation Element of Hampton Beach Area Master Plan.				
<u>Proposed Amendment:</u>	Change in Scope.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$275,000				
Location:	Newington-Dover (p. 5 of 7)	Project ID:	11238	Facility:	Spaulding TPK
<u>Description:</u>	NH 16 Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll, PE and ROW Only.				
<u>Proposed Amendment:</u>	Scope Change to include Construction phase. No change in cost but \$485,618 shifted from PE and ROW to Construction.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,243,911				
Location:	Portsmouth (p. 5 of 7)	Project ID:	29781	Facility:	Woodbury Ave, Market St, Granite St
<u>Description:</u>	Upgrade 5 existing traffic controllers and interconnects on Woodbury Avenue, Market Street, and Granite Street				
<u>Proposed Amendment:</u>	New TIP/STIP listing that adds PE for 2015 (\$157,000) and Construction for 2016 (\$286,305).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$443,305				
Location:	Statewide (p. 6 of 7)	Project ID:	14744	Facility:	Statewide
<u>Description:</u>	Scour and Hydraulic analysis on 130 bridges and waterways; Foundation and Hydraulic analysis on 48 bridges with unknown foundations; develop scour manual and POA. Scour and Hydraulic Analysis on Various Bridges; POAs, Scour Manual & Water Surface Elevation Markers.				
<u>Proposed Amendment:</u>	Scope Change Only.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$283,800				
Location:	Statewide (p. 7 of 7)	Project ID:	15610	Facility:	Statewide
<u>Description:</u>	Install Road and Weather Information Systems (RWIS) stations around the state				
<u>Proposed Amendment:</u>	Scope Change Only.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$33,000				
Location:	Statewide (p. 7 of 7)	Project ID:	20248	Facility:	ITS
<u>Description:</u>	Implement several direct measures to reduce congestion in non-attainment areas of NH. Software & hardware for a transportation management system (ATMS) and traveler information system.				
<u>Proposed Amendment:</u>	Scope Change Only				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$2,715,530				
Location:	2016 STIC Incentive (p. 1 of 116)	Project ID:	40792	Facility:	None
<u>Description:</u>	2016 STIC Incentive for 1) Mobile Devices and 2) Design-build documentation.				
<u>Proposed Amendment:</u>	New Project. This program offers technical assistance and funds – up to \$100,000 per STIC year – to support the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$120,000				
Location:	CART-1 (p. 9 of 116)	Project ID:	2985	Facility:	CART Transit
<u>Description:</u>	CART Preventive Maintenance Program				

Proposed Amendment: Funding listed under the PE phase should have been removed during Amendment #1 but was not which roughly doubled the funding available for the project. The Amendment removes this PE funding as well as some inflation from "Other" phase.

Total Proposed 2015-2018 TIP Funding: \$463,247

Location:	COAST (p. 12 of 116)	Project ID:	68069	Facility:	COAST
<u>Description:</u>	Capital equipment purchases and operating support for COAST bus services on the Spaulding Turnpike.				
<u>Proposed Amendment:</u>	Decrease in FY 15 PE funds by \$71,267				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$2,766,631				
Location:	Statewide (p. 14 of 116)	Project ID:	40284	Facility:	Intercity Bus Transit
<u>Description:</u>	Replacement (and potential expansion) of state-owned coaches used for commuter and intercity bus. For FEE Turnpike, I-93, and I-95 intercity services.				
<u>Proposed Amendment:</u>	Change in Phase from PE to "Other". Decreased funding by \$5.36 Million.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$9,304,754				
Location:	Epping (p. 20 of 116)	Project ID:	29608	Facility:	NH 125
<u>Description:</u>	NH Route 125 Improvements from NH 27 to NH 87 – 1.7 miles.				
<u>Proposed Amendment:</u>	New Project in TIP.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$652,740				
Location:	Urbanized Areas (p. 21 of 116)	Project ID:	FTA5309	Facility:	Transit
<u>Description:</u>	FTA 5309 Funding program (Capital bus and bus facilities)				
<u>Proposed Amendment:</u>	Increased funding by \$2 million. Change phase from PE to "Other"				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$4,000,000				
Location:	Statewide (p. 24 of 116)	Project ID:	HAZMAT	Facility:	Various
<u>Description:</u>	Programmatic project for post construction haz mat obligations				
<u>Proposed Amendment:</u>	Removed inflation and indirects from programmatic listing				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$111,800				
Location:	New Castle-Rye (p. 58 of 116)	Project ID:	16127	Facility:	NH 1B Bridge over Little Harbor
<u>Description:</u>	Bridge rehab or replace, single leaf bascule moveable bridge, NH 1B over Little Harbor (Red List) Br No 066/071				
<u>Proposed Amendment:</u>	PE has been completed and removed from project listing (-\$634,350). Cost decrease of approximately \$2.1 million for construction based on fixed bridge alternative.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$5,199,851				
Location:	Newington (p. 59 of 116)	Project ID:	11238M	Facility:	Spaulding TPK
<u>Description:</u>	Spaulding Turnpike (NH Rte 16) Mainline Roadway Approach Reconstruction in Newington				
<u>Proposed Amendment:</u>	Additional construction funding (State funds) for FY16 of \$1,068,809				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$12,923,432				
Location:	Newington-Dover (p. 60 of 116)	Project ID:	11238O	Facility:	Spaulding TPK
<u>Description:</u>	NH 16/ US 4 SPLDG TPK, Rehabilitate the existing Little Bay Bridge				
<u>Proposed Amendment:</u>	Construction cost decreased by \$7,944,488				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$21,877,886				

Location:	UNH – Durham (p. 63 of 116)	Project ID:	NSTI	Facility:	None
<u>Description:</u>	Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire. National Summer Transportation Institute				
<u>Proposed Amendment:</u>	Inflation and Indirects removed from funding estimate (-\$18,472)				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$120,000				
Location:	Plaistow-Kingston (p. 66 of 116)	Project ID:	10044E	Facility:	NH 125
<u>Description:</u>	Reconstruct NH 125 anticipated 3 lanes with some sideroad realignment. from Town Line (Plaistow/Kingston) approximately 1.8 mile-				
<u>Proposed Amendment:</u>	PE Funds for project returned to TIP after being removed in Amendment #1. Change in project description.				
<u>Total Proposed 2013-2016 TIP Funding:</u>	\$2,758,354				
Location:	Portsmouth (p. 67 of 116)	Project ID:	20222B	Facility:	Portsmouth Trans Center
<u>Description:</u>	Re-stripe existing lot and minor widening to accommodate immediate need for East-West Express Service				
<u>Proposed Amendment:</u>	Increase in total construction cost by \$38,693. Bulk of construction took place during FY14 resulting in a decrease in FY15 funding to \$38,693.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$38,693				
Location:	Portsmouth (p. 68 of 116)	Project ID:	20258	Facility:	Peverly Hill Road
<u>Description:</u>	Construct new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.				
<u>Proposed Amendment:</u>	Increase in PE costs (+\$159,489) and shift from FY15 to FY16. Decreased ROW costs (-\$5,160). Increased Construction costs (+\$790,651). Large increase in Local funds for project (+\$836,972).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,449,854				
Location:	Portsmouth (p. 69 of 116)	Project ID:	29640	Facility:	US Route 1
<u>Description:</u>	US Route 1 improvements (1 mile) from Constitution Dr to Wilson Road and from Ocean Rd to White Cedar				
<u>Proposed Amendment:</u>	New TIP/STIP listing that adds PE for 2016 & 218 (\$476,225) and ROW for 2016 (\$56,760).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$532,985				
Location:	Portsmouth, NH – Kittery, ME (p. 70 of 116)	Project ID:	15731	Facility:	Sarah Mildred Long Bridge, US 1 Bypass
<u>Description:</u>	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)				
<u>Proposed Amendment:</u>	Decrease ROW funding by \$5,058,669; Shift of some construction funding from FY 15 and 16 to FY17. (Project is 50% funded by Maine & \$25,000,000 in TIGER funding). Total decrease of \$5,058,669				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$190,415,082				
Location:	Portsmouth – Manchester (p. 72 of 116)	Project ID:	68087	Facility:	TRANSIT
<u>Description:</u>	Bus Service between Portsmouth and Manchester. Connect Portsmouth, Downtown Manchester, and BR Airport.				
<u>Proposed Amendment:</u>	Funding correctly listed as “Federal” in source. Toll Credits applied as match. Inflation removed from FY16 funds (-\$16,000)				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,333,333				
Location:	Salem to Manchester (p. 75 of 116)	Project ID:	10418	Facility:	I-93

Description: Programmatic Mitigation (CTAP, NHDES Land Protection Program) (PE & ROW Only) [Section 117 – Designated Project; Demo ID NH032, See 13933K]

Proposed Amendment: **Project is being removed from TIP.** Funds transferred to 14633P and 14633R

Total Proposed 2015-2018 TIP Funding: \$0

Location:	Salem to Manchester (p. 76 of 116)	Project ID:	13933E	Facility:	I-93
<u>Description:</u>	Exit 2 Interchange Reconstruction, including I-93 mainline & NH97, includes BRS 068/078 & 070/079. (GARVEE Bond expenditure)				
<u>Proposed Amendment:</u>	Cost Increase for Construction (+\$1,430,511)				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$13,559,511				
Location:	Salem to Manchester (p. 77 of 116)	Project ID:	14633P	Facility:	I-93
<u>Description:</u>	CTAP Phase 3; to fund eligible TOD and TDM Planning projects within the CTAP RPC regions.				
<u>Proposed Amendment:</u>	New Project added to TIP				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,372,560				
Location:	Salem to Manchester (p. 77 of 116)	Project ID:	14633R	Facility:	I-93
<u>Description:</u>	DES Land Grant Program				
<u>Proposed Amendment:</u>	New Project added to TIP				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$2,395,178				
Location:	Salem to Manchester (p. 78 of 116)	Project ID:	14800A	Facility:	I-93
<u>Description:</u>	Mainline, Exit 1 to ST. 1130 & N38 (Salem). Includes bridges 073/063 and 077/063 (Both Red List)				
<u>Proposed Amendment:</u>	Increased construction cost (+\$58,752) and shift of some construction funds from FYs 16,17, & 18 to FY15.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$6,054,010				
Location:	Salem to Manchester (p. 82 of 116)	Project ID:	14800E	Facility:	I-93
<u>Description:</u>	I-93 Exit 2 interchange reconstruction & Pelham Rd – debt service project for 13933E (Salem)				
<u>Proposed Amendment:</u>	Addition of state funds (+\$3,699,594) to offset federal funding (-\$6,273,257) going to debt service. Overall decrease in debt service outlays (-\$2,573,663)				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$24,634,003				
Location:	Salem to Manchester (p. 84 of 116)	Project ID:	10418V	Facility:	I-93
<u>Description:</u>	Final design services for PE and ROW				
<u>Proposed Amendment:</u>	Shift in funding source from GARVEE-12 to Federal funds with toll credit match. Increase in PE funds (+\$975,665)				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$2,884,568				
Location:	Seabrook to Portsmouth (p. 85 of 116)	Project ID:	11151E	Facility:	I-95
<u>Description:</u>	ITS Deployment; Intelligent Transportation Systems (ITS) initiative allowing for deployment of ITS technologies and ITS field devices for transportation systems management & operations (CMAQ Program) [04-31CM] ITS Field Device Deployment for TMC Operations				
<u>Proposed Amendment:</u>	Change in Scope Description. Use of Turnpike funds as match. Decrease in PE (-\$440) and Construction Costs (-\$431,527).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$733,207				
Location:	Seabrook-Hampton (p. 86 of 116)	Project ID:	15904	Facility:	NH1A
<u>Description:</u>	Removal of lead based paint, rehab and recoat steel stringers over Hampton River – [BRPPI*6601]				
<u>Proposed Amendment:</u>	Project Removed from TIP – Construction delayed to FY19 due to fiscal constraints				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$0				

Location:	Statewide (p. 87 of 116)	Project ID:	CBI	Facility:	Statewide
<u>Description:</u>	Complex Bridge Inspection (CBI) (Parent)				
<u>Proposed Amendment:</u>	Removed ROW phase (not needed), inflation, and indirects. Funding decreased by \$176,338.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,095,000				
Location:	Statewide (p. 88 of 116)	Project ID:	CRDR	Facility:	Various
<u>Description:</u>	Culvert Replacement/Rehabilitation & Drainage Repairs (Annual Project)				
<u>Proposed Amendment:</u>	Increased funding for PE (+\$191,970). Decreased ROW (-\$10,000), Increased CON (+\$1,209,305). Addition of "Planning" Phase (\$32,000). Total increase in funding of \$1,423,275.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$6,028,970				
Location:	Statewide (p. 90 of 116)	Project ID:	FBRPI	Facility:	Various
<u>Description:</u>	Bridge Rehabilitation, Painting, Preservation & Improvement Projects (Federal Program)				
<u>Proposed Amendment:</u>	Removed inflation and indirects from project. Total decrease of \$4,864,359				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$32,800,000				
Location:	Statewide (p. 92 of 116)	Project ID:	HSIP	Facility:	Various
<u>Description:</u>	Highway Safety Improvement Program (HSIP)				
<u>Proposed Amendment:</u>	Inflation and Indirects removed from PE (-\$915,741) and ROW (-\$607,871). Added "Planning" phase (\$200,000 per year for 3 years). Increased CON by \$1,000,000. Total funding increase of \$76,388				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$36,000,000				
Location:	Statewide (p. 94 of 116)	Project ID:	IMPPP	Facility:	Various
<u>Description:</u>	Interstate Maintenance and Interstate Pavement Preservation Program (Annual Program)				
<u>Proposed Amendment:</u>	Increased Construction funding for FY16, 17, and 18. Total Increase of \$10,463,735				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$31,260,000				
Location:	Statewide (p. 95 of 116)	Project ID:	MOBRR	Facility:	Various
<u>Description:</u>	Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)				
<u>Proposed Amendment:</u>	Increased construction funding by \$6,750,000				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$20,700,000				
Location:	Statewide (p. 97 of 116)	Project ID:	PRRCS	Facility:	Various
<u>Description:</u>	Pavement Resurfacing, Rehabilitation & Crackseal program and related work (Annual Fed Res Prog)				
<u>Proposed Amendment:</u>	Indirects and Inflation were removed from the project cost (not reflected in approved or proposed listing). Small cost decrease for ROW (-\$15,393).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$68,350,00				
Location:	Statewide (p. 99 of 116)	Project ID:	RRRCS	Facility:	Various
<u>Description:</u>	Reconstruction of Crossings, Signals, and Related Work (Annual Project)				
<u>Proposed Amendment:</u>	Indirects and Inflation removed. Increased PE (+\$5,330), Decreased ROW (-\$72,315), Increased CON (\$1,800,000), and added "Planning" phase at \$5,000 per year for 3 years. Total Cost increase of \$1,748,055.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$5,225,000				
Location:	Statewide (p. 101 of 116)	Project ID:	SBCM	Facility:	Various
<u>Description:</u>	Scenic Byways, Corridor Management, Planning, and Development of Facilities, Conservation.				
<u>Proposed Amendment:</u>	Project is being removed from TIP. Funding rolled into TA program				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$0				

Location:	Statewide (p. 102 of 116)	Project ID:	SSRR	Facility:	Various
<u>Description:</u>	Secondary System Reclamation/ Rehab with various pavement treatments [Parent]				
<u>Proposed Amendment:</u>	Inflation and Indirect costs removed. PE decreased by \$61,575. ROW decreased by \$3,079. CON decreased by \$1,785,651. Total decrease of \$1,850,304.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$12, 020,000				
Location:	Statewide (p. 104 of 116)	Project ID:	TRAIN	Facility:	Statewide
<u>Description:</u>	Annual Training Program (Annual Project)				
<u>Proposed Amendment:</u>	Indirect and inflation charges removed for FY16-18. Total Decrease of \$193,798.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$729,350				
Location:	Statewide (p. 105 of 116)	Project ID:	TSMO	Facility:	Statewide
<u>Description:</u>	Statewide Transportation Systems Management and Operations, ITS Technologies, CARS-511, Traveler Info.				
<u>Proposed Amendment:</u>	Indirects and Inflation removed from PE (-\$73,936). Construction phase added (\$75,000 per year).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,300,000				
Location:	Statewide (p. 106 & 108 of 116)	Project ID:	UBI	Facility:	Statewide
<u>Description:</u>	Underwater Bridge Inspection (Annual Project)				
<u>Proposed Amendment:</u>	Inflation and indirect charges removed (-\$30,787).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$200,000				
Location:	Statewide (p. 107 of 116)	Project ID:	DBE	Facility:	Statewide
<u>Description:</u>	In house administration of the FHWA supportive Program: The "DBE Compliance monitoring				
<u>Proposed Amendment:</u>	Removed Indirect and inflation charges (-\$55,417)				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$360,000				
Location:	TMC Maint (p. 111 of 116)	Project ID:	TMC-Maint	Facility:	TMC
<u>Description:</u>	Statewide Maintenance for various ITS devices such as message boards and cameras				
<u>Proposed Amendment:</u>	Project is being removed from TIP				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$0				
Location:	Trapeze Software Group (p. 111 of 116)	Project ID:	68069B	Facility:	Rideshare
<u>Description:</u>	Statewide Rideshare database utilizing Trapezed Ridepro software				
<u>Proposed Amendment:</u>	New Project. Funding added for FY2016-2018				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$136,155				
Location:	UNH/Wildcat Transit (p. 112 of 116)	Project ID:	68070	Facility:	Transit
<u>Description:</u>	Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus Services				
<u>Proposed Amendment:</u>	Change in funding source program. Change phase from PE to "Other" except for state funds programmed for FY15. Decrease funding by \$35,010.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$732,666				



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MEMORANDUM

TO: RPC-MPO Members

FROM: Cliff Sinnott, Executive Director
 Dave Walker, Transportation Program Manager

DATE: January 21, 2016

SUBJECT: GACIT-Approved Draft 2017-2026 Ten Year Plan

The GACIT (Governor's Advisory Committee on Intermodal Transportation) approved a revised version of the Draft 2017-2026 Ten Year Plan on December 14th and subsequently forwarded the document to the Governor's Office for approval and submission to the Legislature which occurred on January 14, 2016. The Plan is expected to be acted on by the Legislature prior to June 30, the end of the current biennium.

The GACIT deliberated over the initial Draft Plan issued in August over several meetings and made a number of significant changes. The purpose of this memo is to summarize those changes relevant to this MPO and region, and to do so in the context of the specific comments the MPO submitted to NHDOT and GACIT in early November. I am pleased to say that a number of the comments that we, COAST and several of our communities made at the public hearing stage were addressed.

Projects Added

As discussed at the Policy Committee meeting in October, five of the RPC's top 6 projects as prioritized by the RPC TAC and Policy Committees were recommended as additions to the Ten Year Plan in the

Rank	Project #	Location	Roads	Scope	Score	Cost
1	6375001	Plaistow	NH 121A	Main Street Traffic Calming/safety Improvements	0.736	\$900,000
2	6379023	Portsmouth	Maplewood Ave	Complete Streets improvements	0.704	\$582,000
3	6147010	Epping	NH 125	Signal coordination and control along congested corridor.	0.701	\$626,400
4	6379007	Portsmouth	Maplewood Ave	Upgrade the railroad crossing between Vaughan and Deer Streets.	0.691	\$690,000
6	6375003	Plaistow	NH 125	Signal coordination and control along congested corridor.	0.685	\$806,400
						\$3,604,800

initial Draft. (We had recommended the addition of eleven projects.) This is a significantly better outcome for us than in previous 10 Year Plan update cycles and provides strong feedback to us and our communities that regional priorities are being taken seriously and that our input into the process is meaningful. **OUTCOME:** All five added projects have been carried through to the final Draft.

Since the completion of this process, the construction of the Maplewood Avenue railroad crossing in Portsmouth has been identified to be funded via the Railroad Crossing Reconstruction program and RPC staff is working with NHDOT and the City of Portsmouth to remove this project from the Ten Year Plan and replace it with the Woodbury Avenue Signalization project which was ranked 5th overall by the MPO last spring.

In the 1/14/2016 version of the Ten Year Plan sent to the Legislature, The Seabrook-Hampton (15904) project has been expanded in terms of both scope and cost:

TYP Version	Scope	Year of Construction	Cost	
12/14/15 & previous	Removal of lead based paint, rehab and recoat steel stringers over Hampton river	2019-2020	\$8,400,000	total
1/14/16	Reconstruction of the bridge over Hampton River	2025-2026	\$29,200,000 <u>\$15,200,000</u> \$44,400,000	In TYP Future funding total

Project Specific Comments

- Plaistow-Kingston 10044E (NH 125 between Old County Road and Hunt Road/Newton Junction Road):** RPC had requested that some funding, if only PE work on this project be restored to 2018 in order to keep the project in the STIP and to honor a commitment made to Kingston that we would not approve a further delay in the project if due to financial constraint. In addition, we suggested that a reassessment and possible rescoping of the project take place before the project goes forward into final design. The corridor study on which the conceptual design is based is now 20 year old and traffic volume projects used in that study are significantly higher than actual. The solution called for in the corridor study may be ‘overkill’; a reassessment may lead to a project with reduced scope, impact and cost. **OUTCOME:** Funding was been restored to 2018 keeping the project in the STIP; the 10 Year Plan calls for a re-scoping of the project from 5 lanes to 3 lanes, reducing the expected cost by \$5.9M.
- Newfields-Newmarket 28393 (NH 108 over B&M RR) bridge rehabilitations:** We recommended that the scope for the future rehabilitation of the two railroad bridge overpasses at Rockingham Junction include widening of shoulders on the bridge approaches to match the widening on 108 for the bicycle-on-shoulder project in Newmarket. **OUTCOME:** No specific change has been made in the project listing but the scope may already include the approach widening. This should be monitored in the project design phase.
- Epping 29608 (NH 125 from NH 27 to NH 87) & 40643 (Signal Coordination on NH 125):** Our comments were to consider combining these two projects (or align timeframes) to ensure that their construction is coordinated. Current they have different construction timeframes which may result

in duplicate paving work. **OUTCOME:** No change has been made; we will continue to suggest this change as project design gets underway.

- **General Sullivan Bridge (11238S):** Our comments noted the rising cost of rehabilitating the General Sullivan Bridge as part of the Newington-Dover project, as well as the higher cost of long term maintenance on the structure, and raised concerns about whether this is a cost-effective solution for maintaining bicycle/pedestrian access along the corridor. We indicated MPO support for considering other solutions to maintain the bicycle and pedestrian connection across the Bay. **OUTCOME:** No change is made in the Ten Year Plan at this point. NHDOT is presently waiting for a revised assessment of the bridge condition to determine the best course of action.
- **Hampton (40797) – Ocean Boulevard:** The MPO continues to support the Ocean Boulevard improvements project but did not include it as a project recommendation in this TYP round because the engineering study that will determine the project scope and cost is still underway. The Town and Hampton Beach Advisory Committee asked GACIT to include partial construction funding in the Ten Year Plan to allow the project to advance and to act as seed money for potential Federal grants. **OUTCOME:** The final Draft Plan adds \$5.0M (2015 dollars) to partially fund the construction phase of the project.

Comments on Funding Policies & Priorities in the Plan

- **Flexing HSIP:** The MPO recommended against flexing 25% of HSIP funds to general bridge and pavement maintenance as the draft Plan proposed. HSIP is a critical program that is highly data driven and allows a relatively fast track approach to fix critical safety problems. This comment was made by many others during the hearing process. **OUTCOME:** The revised Plan reestablishes HSIP funding to 100% of the set-aside allowed.
 - **Flexing CMAQ:** Similar to the HSIP program, the MPO recommended against flexing 50% of the funding from the CMAQ program to road and bridge maintenance and preservation as the draft Plan proposed. The loss of 50% of CMAQ funds, combined with the proposed set-aside of future CMAQ funds for commuter/intercity bus fleet replacement (Project number 40284 – see below), would have, for practical purposes, eliminated CMAQ funding for the foreseeable future. This program has become critical to transit agencies in recent years to supplement fleet replacement and also allows a fast track for small to mid-size projects focused on reducing traffic congestion and improving air quality. **OUTCOME:** The revised Plan reestablishes CMAQ funding to 75% of the set-aside allowed for the first three years of the Plan and 100% for the remaining 7 years.
 - **CMAQ Set-aside for Commuter/Intercity Bus Fleet Replacement (40284):** The Ten Year Plan sets aside \$23M of CMAQ funding over 7 years for replacement of State-owned motor coaches used on commuter service in the I-95, I-93 and Everett Turnpike corridors by C&J and Boston Express. While the MPO agrees that it is important to sustain these highly successful services, we believe these capital replacement needs are more appropriately funded through New Hampshire's share of FTA Section 5307 funds from the Boston Urbanized Area (UZA). New Hampshire's share of Boston UZA funds has grown from \$900K/year to over \$2.7M/year due primarily to the ridership generated by these intercity services. We believe it is appropriate, therefore, that these newly apportioned FTA funds be used to support the intercity fleet replacement rather than CMAQ funds. **OUTCOME:** No change has been made in the final draft Plan; we continue to urge that at least a portion of these CMAQ funds be replaced with FTA 5307 funds from the Boston Urbanized Area (UZA).
-

- **Transportation Alternatives Program (TAP):** Although the draft Plan did not propose flexing any funding away from the Transportation Alternatives Program (TAP) to other uses, the overall funding established by MAP-21 for Transportation Alternatives Program (a combination of the former Transportation Enhancements, Safe Routes to School, Recreational Trails and Scenic Byways programs) was 30% less than was previously allocated to these programs in aggregate. We recommended that funding for the combined programs be restored to previous levels. **OUTCOME:** No change was made in the final draft Plan.
- **Supporting the Downeaster Train Service:** The Downeaster train service from Portland, ME to Boston, MA has proven to be a highly beneficial transportation asset to this region. New Hampshire has three of the 12 station stops in the system and accounts for 40% of the total system ridership. New Hampshire's investment and State support for the service has been minimal, consisting of the construction of the three stations and a rail siding. The annual insurance and station maintenance costs are paid by the communities of Dover, Durham, and Exeter, and the service operating subsidy is paid by the State of Maine through their CMAQ program. The MPO recommended that New Hampshire provide funding through the CMAQ program or other appropriate means for future Downeaster capital projects to help offset service expenses. **OUTCOME:** No change was made in the final draft Plan, however, no specific funding or project requests have been made. Downeaster capital projects can potentially be brought forward in future CMAQ funding rounds. The restoration of CMAQ funds makes this more feasible.

Other Comments

We also made a number of other more general comments, consistent with our long standing transportation policies and concerns about funding. These were not aimed at specific projects but made as general recommendations about the future transportation priorities that we hope will be reflected in future state transportation plans and policies. We did not expect these to be directly addressed in the Ten Year Plan since that is a plan for capital projects. The comments were included in the hope that they will be reflected in future decisions regarding transportation investments. The comments called for moving to a **more balanced transportation system** to help meet the growing need of the non-driving public, especially among the elderly; adopting a '**complete streets**' policy and approach to transportation system design wherever possible, and **accounting for sea level rise and storm surge** in the design of projects in areas vulnerable to coastal flooding. **OUTCOME:** The transportation needs analysis that accompanies the Plan is limited to the highway system. We recommend that future Ten Year Plans include needs assessments that address other modes.

Funding and Revenue Assumptions

The MPO's comments included support for more realistic funding of the transportation system, including both gas tax and turnpike tolls. While the \$0.042 cent gas tax increase enacted last year was a positive step, it is insufficient in our judgement to meet the significant backlog of need that continues to grow. **OUTCOME:** The GACIT does not control the gas tax and made no recommendation about this. The Executive Council sets turnpike tolls and the GACIT evaluated a potential increase to allow the completion of unfunded turnpike projects within the ten year framework of the Plan as put forward by the NHDOT. It did not act on this but instead recommended the NHDOT convene discussions about turnpike revenues with the Executive Council and the Legislature.

Two positive changes in revenue did occur between the initial and final drafts of the Plan. The first was a decision to make additional use of GARVEE bonds to add \$67M in funding to the Ten Year Plan. The

second was the passage of a 5 year Federal Surface Transportation Bill (FAST) which increases federal funding by about \$73M over that which was assumed in the initial Draft Plan. These together made it possible to restore CMAQ and HSIP funding levels, add Ocean Boulevard construction funding, and add or advance projects in other regions of the state, including Exit 4A in Derry, Connecticut River bridge improvements (Hinsdale and Lebanon), Route 4 in Lebanon and Route 2 in Jefferson and Randolph.

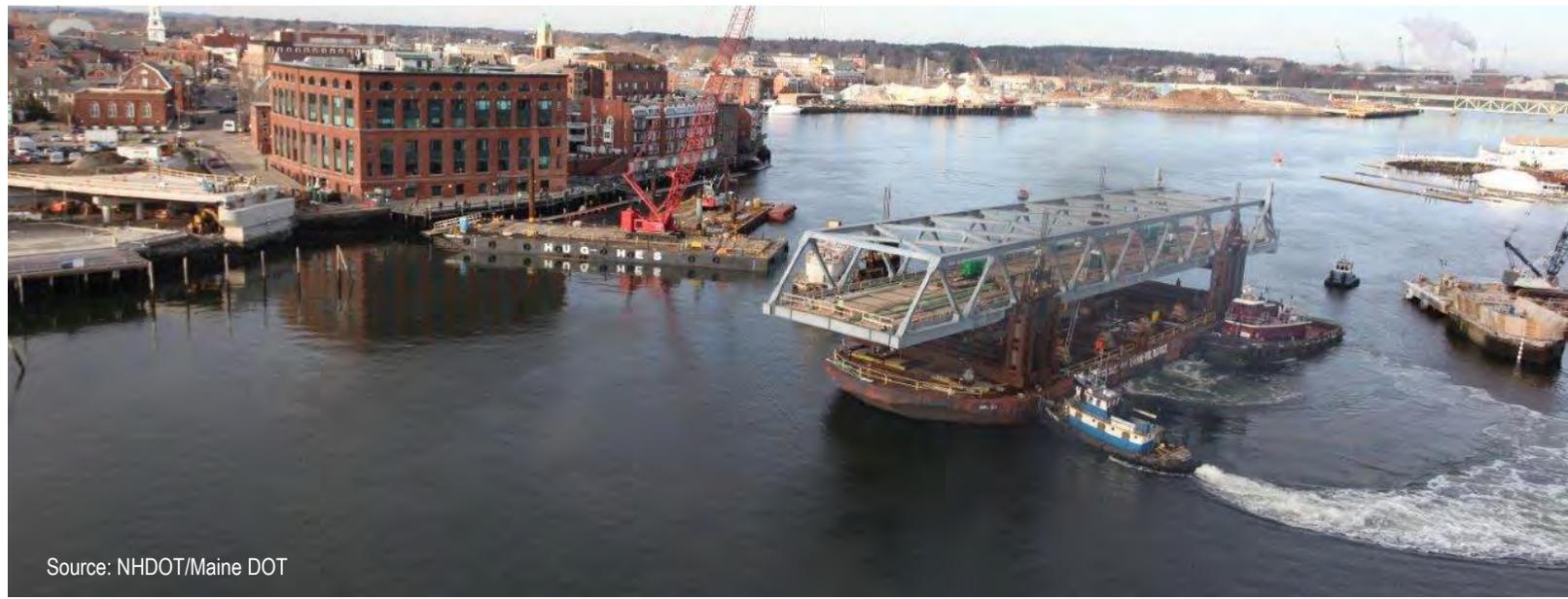
More Information

A full draft of the [2017-2026 Ten Year Transportation Improvement Plan](#), can be downloaded from the NHDOT website here: <http://www.nh.gov/dot/org/projectdevelopment/planning/typ>. Also available there are a variety of supporting materials, including analyses, presentations and a summary of all comments submitted during the GACIT hearings

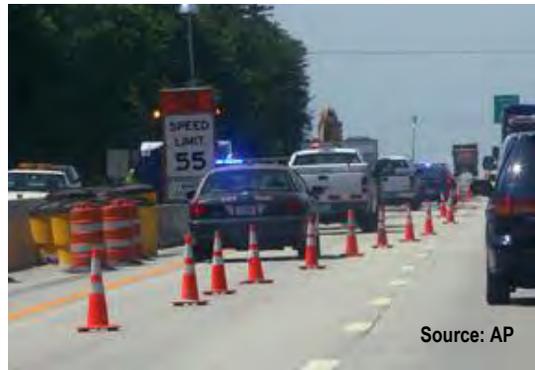
Annual Listing of Obligated Projects

FY 2015

October 1, 2014 – September 30, 2015



Source: NHDOT/Maine DOT



Source: AP



Source: COAST



Source: NH DOT

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Purpose of this Report

The Annual List of Obligated projects report is a requirement of the **Moving Ahead for Progress in the 21st Century (MAP-21)** legislation enacted by Congress on July 6, 2012. This document responds to the MAP-21 directive, and lists all transportation projects in the Rockingham Planning Commission region to which federal funds were obligated during federal fiscal year 2015 (FY15) between October 1, 2014 and September 30, 2015.

FHWA defines “obligated” as “*the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs*”.¹ It is the commitment to reimburse an entity (usually the New Hampshire Department of Transportation or a transit agency) the incurred costs for an approved project during the fiscal year. This reimbursement can be for projects that have been initiated in previous years or will not be completed until future years and the final cost of a project may be different from the amount obligated as well. Funding can also be “deobligated” for projects in response to lower than expected costs, project cancellation, or other factors, and these released resources are often redirected to other projects.

Background

The Rockingham Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the 26 community area of southeastern New Hampshire shown in the accompanying map. The Region extends from Salem in the west to Portsmouth and Newington in the east and includes communities along the I-93, I-95, NH 101, and NH 125 corridors. The MPO has responsibility for planning, programming, and coordinating federal investments and works in partnership with the communities, the New Hampshire Department of Transportation (NHDOT) and New Hampshire Department of Environmental Services (NHDES), as well as the Federal Highway (FHWA) and Transit (FTA) Administrations and regional transit operators in planning for transportation improvements.

Publication of Annual Listings of Projects:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”

- 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(j)(7)(B)

Long Range Plan (Plan)

The 2040 Regional Long Range Transportation Plan, last updated and approved in December 2014, identifies transportation needs and investment priorities for the RPC region over a 20+ year planning horizon. The Plan outlines policies addressing all modes of surface transportation, including highways, rail, transit, cycling, and walking. The Plan is fully updated every four years, with minor adjustments occurring as necessary. The Plan is required by Federal law to be fiscally constrained meaning that the projects

¹ Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/financingfederalaid/index.htm> March, 2007.

identified as being necessary can be achieved with the resources that are expected to be available. Projects must be included in the fiscally constrained portion of an adopted Long Range Plan before they can be selected for Transportation Improvement Program (TIP) funding.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a multi-year program of regional transportation improvement projects scheduled for implementation in the MPO area in the near future. The current TIP covers the Federal fiscal years from 2015-2018 and must include all transportation projects within the MPO area proposed for federal funding, as well as any regionally significant project that require a federal action such as large, state-funded, turnpike expansions. Projects listed on the TIP must be consistent with the MPO's Transportation Plan, and the TIP itself must be found to conform to the State Implementation Plan (SIP) for air quality attainment. Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the Plan. The TIP is prepared by MPO staff and is reviewed and endorsed by the MPO Technical Advisory (TAC). Final TIP endorsement is received from the Planning Commission acting as the MPO Policy Committee. The 2015-2018 TIP was adopted by the MPO in December, 2014 and has been amended once since approval. The obligated projects listed in this report come from the 2015-2018 TIP as well as from previous TIPs.

Public Involvement

The Rockingham Planning Commission aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the Long Range Plan, TIP, and other documents. The Commission’s public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Obligated Projects

Table 1 shows that just under **\$79 million** of Federal Highway Administration funding was obligated transportation planning, design, and construction projects within the region. Another **\$11.4 million** was obligated to “Statewide” programs and projects, which are funds used throughout New Hampshire and are not distributed at the regional level. Additionally, approximately **\$16 million** of Federal Transit Administration funding was committed for expenditure in the Rockingham

Table 1: Federal Obligated Funding Totals

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$78,915,788	\$16,001,952	\$94,917,740
Statewide Projects	\$11,369,702	\$0	\$11,369,702
Total Obligated	\$90,285,490	\$8,909,503	\$106,287,442

Planning Commission region during Fiscal Year (FY) 2015 on transit operations for COAST, CART, and UNH Wildcat Transit, the three agencies that provide transit service within the region.

During FY2015 the state applied “turnpike toll credits” to most projects using federal funding essentially replacing State matching funds with Federal dollars. This falls under a provision of MAP-21 (and its predecessor SAFETEA-LU) which allows for the replacement of State and local funding with credits earned from spending non-federal funds on State owned turnpikes.² The result is that the Federal funding that New Hampshire receives for transportation projects cannot be used for as many projects as it is covering 100% of project costs instead of the typical 80% matched with 20% state or local funding.

Table 2: Obligated Project Status Summary

Status	Regional Project		Statewide Program		Transit Grants*	
	Contracts		Contracts			
Active	37	70%	51	54%	22	100%
Complete	13	25%	42	44%	0	0%
Withdrawn	3	6%	2	2%	0	0%
Total	53		95		22	

* Federal Transit Administration grants are intended for covering operating and capital costs for multiple fiscal years (year of award plus 3 minimum) and generally only close when the funds have been fully expended.

Table 2 summarizes the status of the regional project contracts, statewide projects, and transit grants in terms of “Active”, “Complete”, or “Withdrawn” and these terms are further defined below. In general, contracts are considered “Complete” only after they have been closed out with a financial audit and final vouchers have been issued. As

summarized in *Table 2*, there were 53 contracts active on 36 projects in the region during FY15 and of those, 13 (25%) were completed and closed out while 40 (70%) remain active in some manner. Another 10 contracts (designated in *Table 3* as “Active*”) finished construction but have not met all of the requirements to be considered complete for the purposes of this analysis. Three projects were withdrawn and will not be constructed at all.

For the Statewide Programs, 42 of the 95 contracts have been closed out and completed (44%) while a small percentage (2% or 2 contracts) have been withdrawn. The higher completion percentage reflects that many of these are annual programs for a particular fiscal year and work concludes on them with the end of the particular year.

Transit grants are available for 4 years (year of award +3 years) and currently all 22 FTA grants totaling just over \$16 million to COAST, CART, and Wildcat Transit remained open and active during FY15.

The replacement of the Sarah Mildred Long Bridge on the US 1 Bypass in Portsmouth is the largest project that actively obligated funds during FY15 at just over \$30 million and 38% of the regional total. In recent years, the I-93 expansion project between Salem and Manchester has been the largest project in the region

² https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.aspx

however, as work has progressed northward and out of the RPC region, the project has dropped to being the second largest using federal funds in the region. The \$23.8 million obligated for this project during FY15 accounts for 30% of net FHWA obligations in the region and primarily was utilized in corridor-wide contracts such as the roadside service patrol and design and engineering services. The other 34 active projects in the region account for the remaining 32% of the obligated funds for regional projects as well as the bulk of the funding deobligated from the program. There were 15 contracts where a total of nearly \$900,000 in federal funding was deobligated and will be repurposed to other transportation projects in the state.

Reading the Obligation Reports

Table 3 shows regional roadway related projects organized by the community or communities in which the project occurs, and each project lists the Identification number (Project #), a brief scope of work, total funding allocated, federal funding obligated, and the current status. Projects are sponsored by NH DOT unless otherwise specified. *Table 4* shows the statewide programmatic projects in the same format. The following definitions apply:

- **The Location** provides the community or communities where the project is occurring. Some projects are statewide or regional in nature and do not have any communities listed.
- **The Project #** is a unique number given to each project that is included in the MPO TIP and the State Transportation Improvement Program (STIP).
- **The Scope of Work** lists the description of the intent of the project as published in the TIP/STIP as well as providing more specific information on the location of the project, including the route on which work is to occur.
- **The Current Status** lists projects either as “Active”, “Completed”, or “Withdrawn”. “Active” means that a contract has been signed between the Federal Highway Administration and NH DOT that obligates the two agencies to complete and pay for the project as established in the project description, and that work on some phase of the project is proceeding. Projects that have been constructed but are still considered “Active”, are denoted with an asterisk added [“Active*”]. For the purposes of this report, a “Completed” project is one where the work has been finished and approved for final payment by FHWA to reimburse the State for the federal share of the cost set in the project agreement. Projects are considered “Withdrawn” when the project has been inactive long enough to have the obligated funds lapse, or has been actively discontinued by NHDOT or the community.
- **The Federal Funds Obligated** are the total Federal funds applied to the project during the fiscal year. Some projects show negative obligation amounts and this indicates that money was removed from the project and released for use on other transportation projects. This could mean one of several things:

- A completed project came in under budget
- An active project been delayed after the money had been committed.
- A project has been cancelled
- A project has been impacted by congressionally mandated rescissions, or reductions in the funding available to spend on projects.

Tables 5, 6, and 7 show CART, Wildcat Transit, and COAST grant projects respectively and are listed by the FTA Grant number. Projects are sponsored by the respective transit agency and the following definitions apply:

- **The FTA Grant #** is a unique number given to each agency for each FTA grant that is included in the MPO TIP and the State Transportation Improvement Program (STIP).
- **The Project Description** states what the funding was utilized for as published in the TIP/STIP.
- **The Current Status** lists projects either as “Active” or “Closed”. “Active” means that a contract has been signed between the Federal Transit Administration and the regional transit agency that obligates FTA to pay them for each project as established in the project description. For the purposes of this report, a “closed” project is one where the funds have been fully expended and approved for final payment by FTA to reimburse the transit agency for the federal share of the cost set in the project agreement.
- **The Federal and Local obligation amounts** show Federal funding totals during the fiscal year and the matching local funds. The total column shows the sum of these two amounts.

Table 3: Status of Regional Projects

Location/ Project #	Scope Summary	Status	Obligated Funds
Candia-Epping [NH 101]			
26606	TW inlay from 150' west Candia/Raymond to 250' east Raymond/Epping	Active*	\$ 6,697,324
Exeter [Lincoln Street]			
16045	Restoration of baggage building at train depot on Lincoln Street	Withdrawn	\$ (3,069)
Exeter [NH Route 111 (Kingston Road)]			
40436	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26 TAP)	Active	\$ 18,800
Exeter - Hampton [NH 101]			
14922	NH 101; Resurfacing, guardrail & drainage upgrades	Active*	\$ (15,986)
28535	Median Barrier protection from Exeter/Brentwood T/L east to approx. 1 mile east of I-95	Active*	\$ 3,182,833
Hampton [Centre Elementary School, Marston Elem School, and Hampton Academy]			
15541	Evaluation for the Centre Elem School in Hampton. Non-Infrastructure	Complete	\$ (1,705)
26807	Centre School, Marston Elem School & Hampton Academy - Startup Activities - Non-Infrastructure	Withdrawn	\$ -
Hampton [NH 1A]			
14188	Bridge Rehab, replace deck/fender system over Hampton River- 235/025	Complete	\$ (97,755)
Hampton - Portsmouth [Hampton Branch Rail Corridor]			
26485	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	Active	\$ 3,190,000
Hampton Master Plan [NH 1A/Ocean Blvd/ Ashworth Ave.]			
23821	Update to transportation element of the Hampton Beach Area Master plan.	Active	\$ 220,000
Hudson - Hampstead [NH Route 111]			
24518	Install centerline and shoulder rumble strips/stripes along NH Route 111	Complete	\$ (100,468)
New Castle [NH 1B]			
14827	Construct multi-use path along NH 1B from the Wentworth Hotel to Wild Rose Lane.	Complete	\$ (4,350)
New Castle - Rye [NH 1B]			
15624	Replacement of Concrete Pile Encasement - 066/071	Complete	\$ (322,859)
16127	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	Active	\$ 22,000
Plaistow [Garden Road]			
14390	Bridge Replacement-Garden Rd over Little River-Br. #118/053	Complete	\$ -
Plaistow [NH 121A]			
15654	NH 121A rehab 103"x71" CMP & install overflow pipe for Kelly Brook under 121A, 4350' north of NH 125	Complete	\$ (51,003)
Plaistow [NH 125]			
10044G	Reconstruct NH 125, from East Road to Old Road	Active	\$ 7,782,496

Table 3: Status of Regional Projects

Location/ Project #	Scope Summary	Status	Obligated Funds
Plaistow [Pollard Elementary School]			
28755	Pollard Elementary School - Ped/Bike Improvements - Infrastructure	Withdrawn	\$ (19,329)
Plaistow Kingston [NH 125]			
10044K	NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.	Active	\$ 550,000
Portsmouth [Daniel Street]			
13903	Daniel Street Piscataqua Riverwalk and wharf/pier construction adjacent to Memorial Bridge(13678F)	Active	\$ 230,180
Portsmouth [Grafton Drive]			
14417	Construct a multi-use path along Grafton Dr. between NH Avenue and Portsmouth Transportation Center and Airport Rd.	Active*	\$ 14,151
Portsmouth [NH 1A]			
14493	NH 1A Bridge Replacement over Sagamore Creek - 198/034 [MOBRR-221] {Municipal Bridge Program}	Active*	\$ 95,182
Portsmouth [NH 33 (Old NH101)]			
10665	Replace Bridge over B & M RR - 154/101	Active*	\$ 20,000
Portsmouth [NH33/Grafton Dr.]			
20222B	Re-stripe existing lot & minor widening to accommodate immediate need for East-West Express service	Active*	\$ 38,693
Portsmouth [US 1 Bypass]			
13455	US 1 Bypass: Replace bridges along US Route 1 Bypass	Active	\$ 941,918
13455B	US 1 Bypass: Replace Middle Road & Islington Street Bridges over the Bypass	Active*	\$ 8,039
13455C	US 1 Bypass: Replace Maplewood Avenue Bridge over Bypass	Active	\$ 111,778
Portsmouth [Safe Routes to School]			
15338A	Evaluation, Education, Encouragement and Enforcement Activities; Non-Infrastructure	Complete	\$ (6,375)
28757	Bicycle lanes on Lafayette Road and Middle Street.	Active	\$ 32,290
Portsmouth - Kittery [US 1, US 1 Bypass, I-95]			
13678D	Quality assurance shop inspection contract for the Memorial Bridge Project 13678F	Active*	\$ -
13678E	Transportation need study for Memorial Bridge, Sarah Long Bridge, and High-level (I-95) bridge over Piscataqua river	Complete	\$ -
13678H	Preparation of the National Register Historic District Nomination for Portsmouth Downtown District	Active	\$ 55,000
Portsmouth, NH - Kittery, ME [US 1 Bypass]			
15731	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	Active	\$ 30,031,421
15731B	Provide Steel Barrier across Sarah Mildred Long Bridge	Complete	\$ (336)
Salem [Manchester & Lawrence Rail Corridor]			
16031	Multi-Use Trail improvements in Windham and Salem [09-47TE]	Active	\$ 869,920

Table 3: Status of Regional Projects

Location/ Project #	Scope Summary	Status	Obligated Funds
Salem [Pleasant Street]			
13518	Signal Coordination from North Policy Rd west to Stiles Rd.	Complete	\$ -
Salem to Manchester [I-93]			
10418L	Implement and provide operational support for expanded commuter bus service	Active	\$ 540,000
10418T	Corridor Service Patrol (Salem to Manchester)	Active	\$ 100,000
10418U	Demolish buildings on two parcels adjacent to I-93.	Complete	\$ (7,958)
10418X	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	Active	\$ 4,384,814
13933D	Mainline, Exit 1 to STA. 1130 & NH38 (Salem), Includes bridges 073/063 & 077/063 {Both Red List}	Active*	\$ 1,208,596
13933E	Exit 2 Interchange reconstruction, including I-93 Mainline & NH97, Includes bridges 068/078 & 070/079	Active*	\$ 6,138,310
13933Z	I-93 Corridor wide smart work zone	Active	\$ 209,000
14633Z	Corridor Smart Work Zone	Active	\$ 1,100,000
14800A	Mainline, Exit 1 to STA. 1130 & NH38 (Salem), Includes bridges 073/063 & 077/063 {Both Red List} – Debt Service project for 13933D	Active	\$ 1,208,596
14800E	I-93 Exit 2 Interchange reconstruction & Pelham Rd - Debt Service project for 13933E (Salem)	Active	\$ 6,138,310
10418V	Final design services for PE & ROW	Active	\$ 1,420,760
14800H	Final design services for PE & ROW	Active	\$ 1,420,760
10418Z	ITS field device deployment for TMC Operations	Complete	\$ (19,773)
Seabrook To Portsmouth [Blue Star TPK (I-95)/ Spaulding TPK]			
11151E	ITS field device deployment for TMC Operations	Active	\$ 931,816
Seabrook-Hampton [NH 1A]			
15904	Removal of lead based paint, rehab & recoat of steel stringers over Hampton River - [BRPPI*6601]	Active	\$ 110,000
Seabrook-Hampton Falls-Hampton [Route 1]			
40424	Resurfacing on US 1 in Seabrook from MM 1.8 to Hampton MM 5.2 including the 101 interchange.	Active	\$ 187,000
Stratham [NH 33 / NH 108]			
27771	Pedestrian and Bicycle improvements in the village district	Active	\$ 356,770
Total Obligated Funds			\$ 79,811,896
Total De-obligated Funds			\$ 896,108
Net Obligated Funds			\$ 78,915,788

* Asterisk denotes project where construction work is complete (or largely so) but the contract has not been closed out completely

Table 4: Status of Statewide Programs

Location/ Project #	Scope Summary	Status	Obligated Funds
Statewide [All State Routes]			
12223T	Statewide Pavement Marking Program	Active	\$1,760,000
12223U	Statewide Pavement Marking Program	Active	\$1,639,990
40473	Statewide Crackseal Tier 2A Preservation	Active	\$110,000
29304	Interstate Sign Replacement Project	Active	\$619,430
P8903S	Recreational Trails Fund Act-Projects selected for 2014.	Active	\$418,436
14354	Alt. Fuel Vehicle Project (AFVP) to provide incremental costs of AFVS and 70% Inf. costs	Active	\$0
12223S	Annual Pavement Marking Program	Complete	\$0
14265	Creation of a Transportation Management Center and Program Software	Complete	(\$22,160)
14058B	Statewide Transportation Systems Management & Operations, ITS Technologies, CARS-511 Traveler Info	Active	\$250,000
10344L	Local Technology Assistance Program (LTAP) Administered by the Technology Transfer Center at UNH	Complete	(\$0)
12223P	Statewide pavement marking	Complete	\$0
15609F	Statewide Bridge Rehabilitation, Painting, Preservation & Improvement performed by Bridge Maintenance	Active	\$1,500,000
16015	AASHTOWARE: SafetyAnalyst software and hardware purchase for use with roadway video attributing intersections & ramps for Crash Analysis [HSIP*6767] {Highway Safety Improvement Program}	Complete	\$0
16344C	Post construction haz mat	Complete	(\$6,324)
16344E	Post construction monitoring of contaminate projects [HAZMAT]	Active	\$30,800
16344F	Post construction monitoring of contaminate projects [HAZMAT]	Active	\$0
16454	Statewide Pavement Markings - Minor Collector Roads [HSIP*6767]	Complete	(\$3,877)
16479	ESRI consultation and development of crash location tools	Complete	(\$6,119)
21647	Construction of warning signs and delineation on horizontal curves in District 6 [HSIP *6767]	Complete	(\$42,394)
22193	Crackseal/Preservation treatments of various state routes that are good candidates in districts 2-6	Active	\$889,450
22353	Installation of rumble strips along various state roadways	Complete	(\$31,335)
24502	Installation of Rumble Strips along State Roadways	Complete	(\$70,112)
26484	To promote a Highway safety culture through development and implementation of a statewide project	Active	\$264,000
27082	AASHTOWARE: Safety Analyst Software [HSIP *6767]{Highway Safety Improvement Program}	Active	\$27,500
27993	AASHTOWare SafetyAnalyst yearly license fee of \$25,000	Complete	\$0
28513	Installation of centerline and shoulder rumble stripes along State roadways.	Active	\$22,000
29137	Underwater inspection of various bridges located throughout the state.	Active	\$46,750
29551	Development of a statewide risk-based transportation asset management plan (TAMP).	Active	\$429,000
29342	Upgrading all signalized intersections with retroreflective backplates.	Active	\$3,164
29342A	Retrofit approximately 100 signalized intersections with retroreflective backplates. Phase I	Active	\$525,531
27592	Pedestrian Signal replacement and retiming (ISIP)	Active	(\$263,324)
15610	Installation of Road and Weather Information Systems (RWIS)	Active	\$33,000
40438	Protective Devices Replacement	Active	\$584,419
16258	Various Routes, Replacement of Substandard Cable Guardrail and F Terminal Units Throughout the State	Complete	(\$158,368)
28655	Replacement of Substandard "F" Terminal units In District 4 and District 5.	Active	\$27,500

Table 4: Status of Statewide Programs

Location/ Project #	Scope Summary	Status	Obligated Funds
15950	Statewide FY 2010 USGS digital aerial imagery acquisition and data management	Complete	\$0
24419	Statewide Complex Bridge Inspection and Bridge Inspection Manual, HTA	Active	\$275,000
23961	HSIP low cost safety improvements at spot locations	Withdrawn	(\$55,000)
10344M	Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	Active	\$518,347
29173	Statewide Rest Area and Welcome Center Study	Active	\$288,647
12229	Develop & implement marketing campaign for rideshare & upgrade rideshare database software [94-03CM]	Complete	(\$40,121)
12563S	Statewide Department Training (TRAIN \$)	Active	\$135,355
40014	Acquisition of 2015 statewide USGS aerial imagery and services for delivery and quality control.	Active	\$330,000
26524	To promote a Highway safety culture through development and implementation of a Teen Driving program	Active	\$110,000
10336R	To provide supportive services to expand the DBE program	Active	\$0
10336T	To provide DBE supportive services and establish a Business Development Program	Active	\$0
20248	Software & hardware for an transportation management system (ATMS) and traveler information system	Active	\$109,800
27022	Vendor Maintenance of Statewide ITS devices	Active	\$110,000
10336S	To provide supportive services for the OJT program	Active	(\$36,136)
10336U	Withdraw project and deobligate funds for the OJT Program.	Active	(\$37,448)
15883	Placement of Warning Signs	Complete	(\$22,978)
16425B	2013 for the NHDOT/FHWA TRAC Program being developed and implemented by NHDOT.	Complete	(\$21,187)
16425C	FY 2014 for the NHDOT/FHWA TRAC Program being developed and implemented by NHDOT	Complete	(\$14,531)
16425D	FY 2015 for the NHDOT/FHWA TRAC Program being developed and implemented by NHDOT (TRAC money)	Active	\$14,300
16425E	FFY 2016 TRAC Program	Active	\$10,500
Statewide [District 5 Horizontal Curves (Urban)]			
28138	Horizontal curve signing project - Two lane urban roads in D5	Active	\$188,366
Statewide [NH 101 and I-293]			
16445	Median Protection Project on Interstate style highways. 100% HSIP Federally Funded	Complete	(\$21,809)
Statewide [Traffic Signal]			
14816	PE only	Complete	\$0
Statewide - SPR			
26782	2014-2015 Statewide Planning and Research, Part 1, Program	Active	\$1,350,000
14282V	Research - Developing	Complete	(\$18,409)
15680I	Research SPR II	Complete	(\$6,191)
15260B	Implementation of research and technology	Complete	\$0
15262B	Research Project	Complete	\$0
15680H	Research-Evaluation of urethane foam as a means of differential frost heaving mitigation	Complete	(\$50)

Table 4: Status of Statewide Programs

Location/ Project #	Scope Summary	Status	Obligated Funds
15680L	Research - Instrumentation, Digital Image Correl. & Modeling to Monitor Bridge Behavior & Condition	Active	\$13,067
26962F	Sustainable Transportation Funding	Withdrawn	\$0
8550	Various, SFY 2010-2011 SPR Program Part 1 & 3	Complete	(\$1,180,842)
14750	SPR Pooled - Fund Study (State of VA)	Complete	(\$544)
15262C	Research Contingencies	Complete	(\$899)
26962E	Structural Support for Tidal Energy Conversion at the Memorial Bridge	Active	\$0
40369	NHDOT SPR Part 1 Program for SFY 2016-2017 for NHDOT managed activities (No RPC Contracts)	Active	\$660,000
14947	TPF-5(065) Traffic Control Device (TCD) Consortium	Active	(\$5,752)
14282K	Spring Thaw Predictor and Load Restriction Methodology	Complete	(\$14,879)
14282S	Instrumentation for Local Calibration of the Mechanistic Empirical Pavement Design Guide (MEPDG)	Complete	(\$41,926)
15260C	Implementation of Research and Technology Transfer	Complete	(\$32,338)
15261B	AASHTO Technical Service Programs Authorized by FHWA for use of 100% Federal Funds	Complete	(\$2,773)
15261C	AASHTO Engineering Technical Service Programs Authorized by FHWA for 100% Federal Funds	Complete	(\$59,400)
15261D	AASHTO Technical Service Programs	Complete	\$0
15261E	AASHTO Technical Service Programs	Active	\$54,000
15262D	Contingencies	Active	(\$4,485)
15680B	Performance of High RAP Pavement Sections	Complete	\$18,652
15680P	Enhancements to NHDOT Rock Slope Inventory System	Complete	(\$13,656)
15680Q	Opportunity Screening of Mechanical Services and Fleet Management	Complete	\$0
15680R	Correlation Between Lab- and Plant-Produced High-RAP/RAS Mixtures	Active	\$16,975
15680S	Assessment of Reinforced Base Course	Active	\$7,950
26962A	Assessment of Asphalt Concrete Reinforcement Grid in Flexible Pavements	Active	\$6,850
26962B	Review of Best Practices for Addressing Asbestos in Bridge Decks	Complete	(\$6,401)
26962C	Laboratory Noise Mitigation to Enable Implementation of New Asphalt Binder Equipment	Active	\$111,378
26962D	Assessment of Cathodic Protection system on I-93	Active	\$11,586
40369A	SFY 2016-2017 Unified Planning Work Program (UPWP) Contracts with 9 RPCs (7/1/15-6/30/17)	Active	\$1,710,000
Statewide Rec Trail Program [VARIOUS]			
P8903O	National Recreation Trails funding for FY 2010	Complete	(\$711,043)
P8903P	National Recreation Trails funding for FY 2011	Complete	(\$667,994)
P8903Q	National Recreation Trails funding for FY 2012 [Annual Project #2570]	Complete	(\$36,261)
P8903R	Obligate FY2013 funds	Complete	(\$334,324)
Total Obligated Funds			\$ 15,556,533
Total De-obligated Funds			\$ 4,186,830
Net Obligated Funds			\$ 11,369,702

TABLE 5: CART Federal Obligations FY15*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X202-00 (FTA 5307)	Preventive Maintenance	\$155,512	\$38,878	\$194,390	Active
	Operating Assistance	\$143,078	\$143,078	\$286,156	
	Planning	\$14,044	\$3,511	\$17,555	
	ADA Operating Assistance	\$32,300	\$8,075	\$40,375	
	Total	\$344,934	\$193,542	\$538,476	
NH-90-X187-00 (FTA 5307)	Preventive Maintenance	\$5,200	\$1,300	\$6,500	Active
	Mobility Management	\$82,221	\$20,555	\$102,776	
	Operating Assistance	\$149,459	\$149,549	\$298,918	
	Planning	\$5,416	\$1,354	\$6,770	
Total	\$242,296	\$172,668	\$414,964		
NH-16-X045-00 (FTA 5310)	Mobility Management	\$80,903	\$20,226	\$101,129	Active
	Purchase of Transportation Service	\$84,552	\$21,138	\$105,690	
	Total	\$165,455	\$41,364	\$206,819	
NH-90-X195 (FTA 5307)	Mobility Management	\$221,360	\$55,340	\$276,700	Active
NH-90-X180 (FTA 5317)	Rolling Stock	\$32,956	\$8,239	\$41,195	Active
Total		\$1,007,001	\$471,153	\$1,478,154	

*FTA Transit grants cover multiple fiscal years and the funds listed in this table are not all spent in a single year.

TABLE 6: Wildcat Transit Federal Obligations FY15*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X201-00 (FTA 5307)	Fleet Replacement	\$420,000	\$84,000	\$504,000	Active
NH-95-X018-02 (CMAQ)	Operating Assistance	\$192,737	\$38,547	\$231,284	Active
NH-90-X195-00 (CMAQ)	Operating Assistance	\$210,588	\$42,188	\$252,706	Active
Total		\$823,325	\$164,665	\$987,990	

*FTA Transit grants cover multiple fiscal years and the funds listed in this table are not all spent in a single year.

Table 7: COAST Federal Obligations FY15*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X162-00 (FTA 5307)	Preventive Maintenance	\$413,522	\$103,381	\$516,903	Active
	ADA Operations	\$150,000	\$37,500	\$187,500	
	Operating Assistance	\$900,000	\$900,000	\$1,800,000	
	Planning	\$50,000	\$12,500	\$62,500	
	Bus: Support Equipment & Facilities	\$25,000	\$6,250	\$31,250	
	Total	\$1,538,522	\$1,059,631	\$2,598,153	
NH-90-X176-00 (FTA 5307)	Preventative Maintenance	\$425,000	\$106,250	\$531,250	Active
	ADA Operations	\$120,000	\$30,000	\$150,000	
	Operating Assistance	\$750,000	\$750,000	\$1,500,000	
	Fuel for Vehicle Maintenance	\$218,765	\$54,691	\$273,456	
	Bus: Support Equipment & Facilities	\$27,672	\$6,907	\$34,534	
	Total	\$1,514,392	\$947,848	\$2,489,240	
NH-90-X145-00 (FTA 5307)	NFI Projects - Operating	\$50,117	\$50,117	\$100,234	Active
	NFI Projects - Mobility Management	\$176,783	\$44,196	\$220,979	
	Total	\$226,900	\$94,313	\$321,213	
NH-90-X170-00 (FTA 5307)	Preventative Maintenance	\$500,000	\$125,000	\$625,000	Active
	ADA Operations	\$180,000	\$45,000	\$225,000	
	Rolling Stock – Bus	\$264,000	\$66,000	\$330,000	
	Operating Assistance	\$1,000,000	\$1,000,000	\$2,000,000	
	Bus: Support Equipment & Facilities	\$69,383	\$17,346	\$86,729	
	Total	\$2,013,383	\$1,253,346	\$3,266,729	
NH-90-X155-00 (FTA 5307)	Preventative Maintenance	\$502,985	\$125,746	\$628,732	Active
	ADA Operations	\$67,200	\$16,800	\$84,000	
	Operating Assistance	\$1,129,200	\$1,129,200	\$2,258,400	
	Planning	\$82,400	\$20,600	\$103,000	
	Bus: Support Equipment & Facilities	\$24,800	\$6,200	\$31,000	
	Total	\$1,806,585	\$1,298,546	\$3,105,132	
NH-90-X173-00 (CMAQ)	Operating Assistance (80% CMAQ)	\$612,239	\$153,060	\$765,299	Active
	TDM Activities (80% CMAQ)	\$28,000	\$7,000	\$35,000	
	Total	\$640,239	\$160,060	\$800,299	
NH-90-X159-04 (FTA 5307)	NFI Projects - Operating	\$64,147	\$64,147	\$128,294	Active
	NFI Projects - Mobility Management	\$540,042	\$135,011	\$675,053	
	NFI Projects – Rolling Stock – Bus	\$357,821	\$89,455	\$447,276	
	JARC Projects – Mobility Management	\$46,625	\$11,656	\$58,281	
	Total	\$1,008,635	\$300,269	\$1,308,904	
NH-95-X011-01 (FTA 5307)	35-FT Bus for Expansion	\$1,386,592	\$346,648	\$1,733,240	Active
	30-FT Bus for Expansion	\$608,000	\$152,000	\$760,000	
	Operating Assistance (80% CMAQ)	\$1,172,772	\$293,195	\$1,436,967	
	Total	\$3,167,364	\$791,843	\$3,959,207	

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X194-00 (FTA 5307)					Active
	Preventive Maintenance	\$313,000	\$78,250	\$391,250	
	ADA Operations	\$83,000	\$20,750	\$103,750	
	Operating Assistance	\$807,000	\$807,000	\$1,614,000	
	Planning	\$19,837	\$4,960	\$24,797	
	Total	\$1,222,837	\$910,960	\$2,133,797	
NH-04-0007-00	Project Administration	\$29,440	\$7,360	\$36,800	Active
	Signal and Communications Equipment	\$69,920	\$17,480	\$87,400	
	Support Equipment and Facilities	\$224,640	\$56,160	\$280,800	
	Total	\$324,000	\$81,000	\$405,000	
NH-90-X184-00 (CMAQ)	Public Outreach/TDM Activities (80% CMAQ)	\$219,511	\$54,878	\$274,389	Active
NH-90-X186-00 (CMAQ)	Operating Assistance (80% CMAQ)	\$237,719	\$59,430	\$297,149	Active
NH-95-X017-00 (CMAQ)	Public Outreach/TDM Activities (80% CMAQ)	\$112,489	\$28,122	\$140,611	Active
NH-04-X0012-00	<30 Ft. Bus (2) for Replacement	\$112,050	\$28,013	\$140,063	Active
		\$16,219,837	\$6,481,318	\$22,701,156	

*FTA Transit grants cover multiple fiscal years and the funds listed in this table are not all spent in a single year.