



ROCKINGHAM PLANNING COMMISSION
156 WATER STREET
EXETER, NH 03833
PHONE: (603) 778-0885
FAX: (603) 778-9183
email@rpc-nh.org OR spwmpo@rpc-nh.org
www.rpc-nh.org

ATKINSON ? DANVILLE ? HAMPSTEAD ? KINGSTON ? NEWTON ? PLAISTOW ? SALEM ? SANDOWN ? WINDHAM

MEMORANDUM

DATE: October 19, 2004

TO: Salem-Plaistow-Windham MPO Policy Committee

FROM: David Walker & Scott Bogle, Senior Transportation Planner

RE: MPO 2005-2007 TIP Adoption

Background

By definition, the MPO's Transportation Improvement Program (TIP) lists all federally funded and significant state funded transportation improvement projects to be constructed in the region. Each regional planning agency (MPO or Regional Planning Commission) develops a TIP and all are merged by the State Department of Transportation to create the Statewide Transportation Improvement Program (STIP). The current draft STIP constitutes the first three years (2005-2007) of projected commitments within the state's Ten Year Transportation Improvement Program for the 2005 – 2014 period.

In addition, the Salem-Plaistow-Windham MPO is required to submit an Air Quality Conformity Analysis for the 2005-2007 TIP as required under the Clean Air Act. The TIP's final approval is contingent on successfully meeting air quality conformity standards. The expectation is that we make continuous forward progress in controlling air pollution emissions within the region until air quality standards are met.

Because of the limited flexibility in the reallocation of committed funds and projected schedules, the MPO has minimal discretion in revising the statewide TIP. In general, the MPO role is to accept or veto our portion of the document as it is presented by the Department of Transportation.

Attached is the Draft Salem-Plaistow-Windham 2005-2007 TIP that lists the projects occurring in the MPO region, NH DOT Maintenance District based projects and statewide projects, of which a portion of each could occur within the MPO region. A summary of the corresponding Air Quality Conformity Analysis is also provided for your review and approval under a separate memorandum.

TIP Discussion

The SPW TIP is largely comprised of the first three years of the 2005- 2014 Ten Year Program. Over the course of the last 18 months the Ten-Year Plan has undergone numerous revision. These revisions consisted of projects being added or move to “future consideration”, as well as those that have incurred budget changes.

An attempt to maintain fiscal constraint within the document has resulted in some very significant changes to programmed projects throughout the state. This was reflected in the July 16, 2003 draft that was presented to the Governor’s Advisory Committee on Intermodal Transportation (GACIT). Throughout the fall of 2003 GACIT held hearings to discuss the Plan and take community input on projects. A GACIT draft was produced and submitted to the Governor during the fall of 2003. The Governor revised the draft Ten Year Plan and presented it to the Legislature for approval. The legislature adopted the GACIT version of the document that was then vetoed by the Governor. After over-riding that Veto, the GACIT version of the document became law officially on August 16th, 2004.

The changes within the TIP are a result of proposed changes from the DOT, formal amendments to the 2003-2005 TIP/STIP, as well as revisions to the Ten Year Plan adopted by the state legislature after all TIPs were submitted by the MPOs in the fall and reviewed by DOT near the end of 2003.

Staff has reviewed the TIP for errors, omissions, and changes. The document was checked against the 2003-2005 TIP, including Amendments 1-11, and the previous public draft of the 2005-2015 Ten Year Program that was adopted by the legislature in June 2004.

The attached 2005-2007 TIP lists regional projects that are relevant to the SPW MPO. When reading project tables the project Phase codes are as follows: ***P = Preliminary Engineering, R = Right-of-Way and C = Construction***. Anticipated costs for each phase of the project are listed under the fiscal year in which the money is allocated.

Air Quality Analysis:

Model results are in a separate memo and show that regional emissions are within the conformity budget established in the State Implementation Plan (SIP) for the one hour standard for ozone. Therefore the region meets the requirements of Transportation Air Quality Conformity. Details of the air quality analysis are provided in a separate document.

Fiscal Constraint:

The metropolitan planning rules require that a TIP must be financially constrained, by year. For the 1st and 2nd years of the three-year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO has

determined that the FY 2005-2007 TIP as presented is financially constrained. This determination is based upon the following:

1. For all projects requiring state or local match, the MPO assumes that the match will be made available in a timely manner;
2. For all projects including federal funds and programmed by the NHDOT for FY 2005, 2006 and 2007 the MPO assumes that the NHDOT has determined that the required funds by year and category will be available.

It should be noted that the MPO has insufficient direct knowledge of the fiscal resources and obligations to be able to independently verify that the 2005-2007 TIP/STIP as proposed is fiscally constrained. Projects which were proposed by the MPO in the draft TIP but which were not included in the NHDOT STIP were determined to have no reasonable expectation of funding and have been omitted from the TIP.

Comments from the TAC, NHDOT, and Public

The 30-day public comment period for the 2005-2007 TIP began on September 27, and will conclude on October 27. Comments from the TAC and NHDOT are described below. As of October 19 no additional public comment has been received beyond the following:

- ? The version of the TIP sent to the TAC showed funding for the DES Alternative Fuel Vehicle Project (Project #04-05CM) programmed as \$250,000 each in years 2005-2007 for a total of \$750,000. While DES would prefer this funding distribution, the project is actually programmed for 2007.

Recommendations

Staff recommend that the Policy Committee review the TIP and associated air quality analysis, make note of the changes listed above, take into account discussion during the TAC and Policy Committee meetings, amend as necessary and vote to adopt the 2005-2007 TIP.