

**MEETING NOTICE & AGENDA**

**ROCKINGHAM PLANNING COMMISSION/METROPOLITAN PLANNING ORGANIZATION (MPO)**

Wednesday, January 13, 2016

6:30 P.M.

Brentwood Community Center  
190 Route 125, Brentwood NH  
(map/directions on reverse)

**6:30 – 7:00    *Welcome Reception for NHDOT Commissioner Victoria Sheehan – ALL WELCOME***

7:00    I.        Call to Order, Welcome and Introductions *Phil Wilson, Chair*

7:10    II.        Minutes from October 14, 2015 RPC/MPO meeting    **MOTION TO APPROVE**  
[Attachment 1]

7:15    III.        **Meeting with Victoria Sheehan, Commissioner, NH Department of Transportation**

A. Introduction to the RPC/MPO: Trends, Issues and Transportation Priorities in the Region – *MPO Staff*

B. Comments from Commissioners/MPO Members

C. Comments from Commissioner Sheehan

8:15    IV.        Ten Year Plan Update: Draft 2017-2026 Plan Adopted by GACIT; Summary of changes in final draft – *Cliff Sinnott* [Attachment 2]

8:25    V.        2015-2018 TIP/STIP Amendment #2 Preview – *Dave Walker*  
-- Summary of amendment [Attachment 3]  
-- Schedule for Adoption/Special MPO Meeting February 10th

8:40    VI.        Update on the Hampton Branch Acquisition and East Coast Greenway – *Scott Bogle*

8:55    VII.        Annual List of Obligated Projects - 2015 – *Dave Walker* [Attachment 4]

9:00    VIII.       Project and Program Updates [summary memo to be distributed]

9:10    IX        Other Business  
  
Public Comment

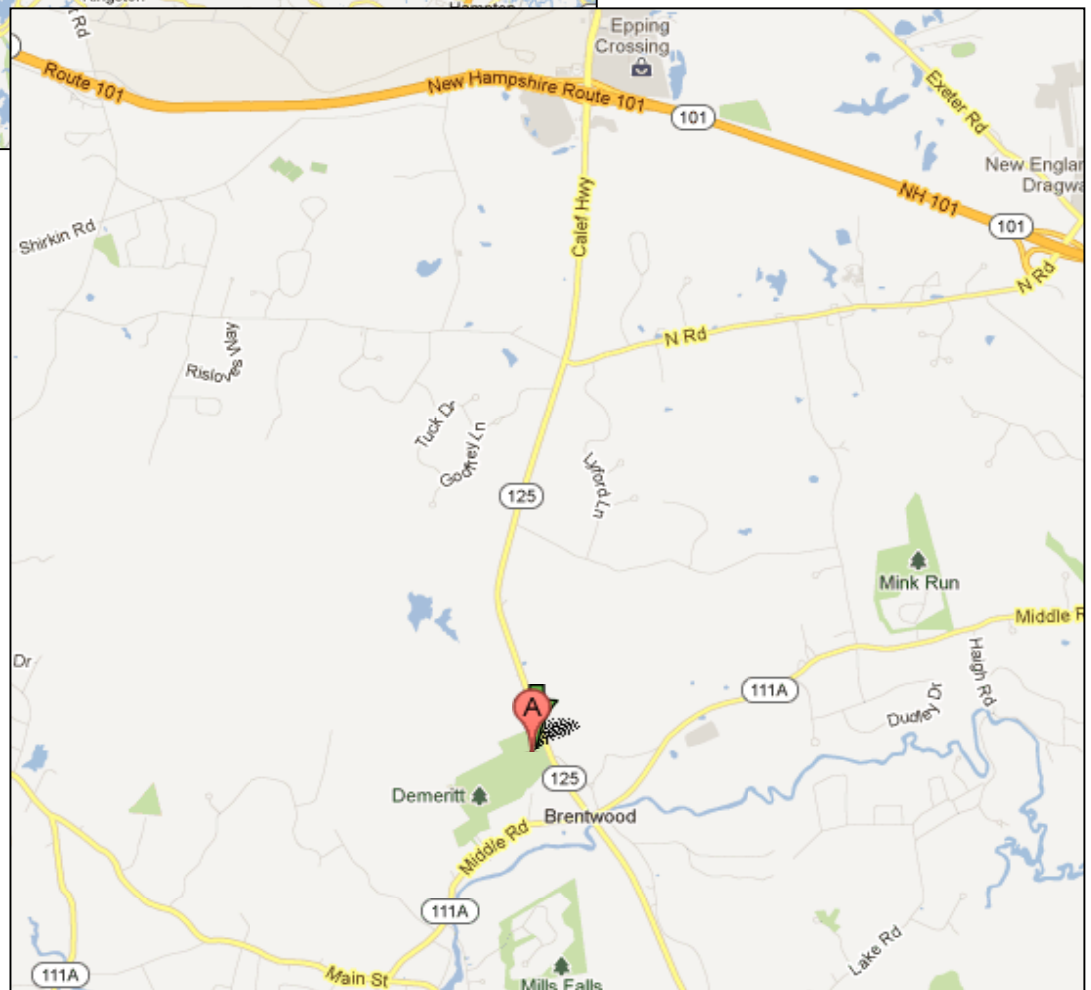
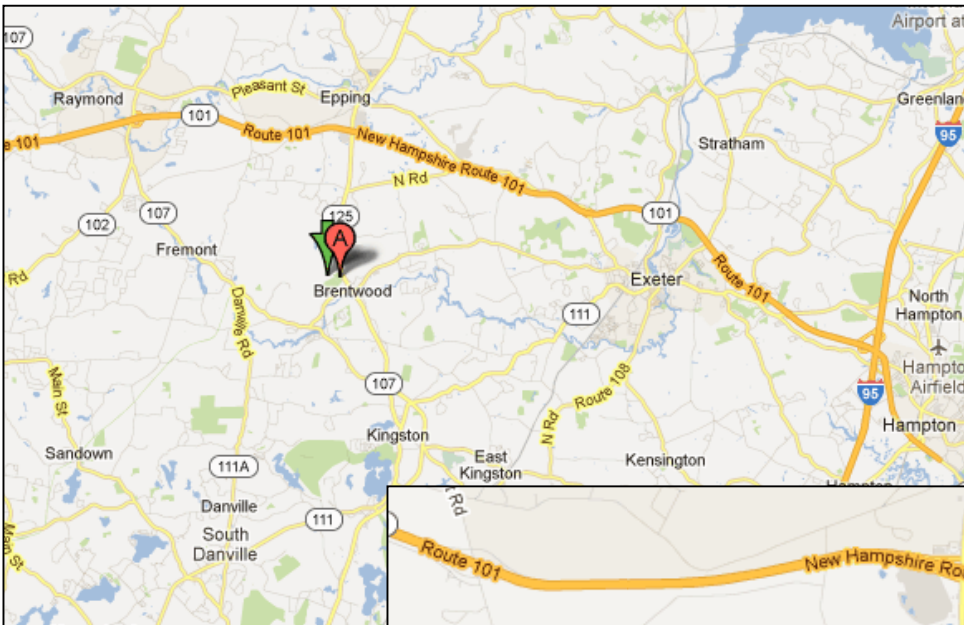
X.        Adjourn

***Accommodations for individuals with disabilities***

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

**DIRECTIONS TO BRENTWOOD COMMUNITY CENTER  
#190 Route 125, Brentwood**

The Brentwood Recreation center is located on the west side of NH 125 approximately one-half mile north of the intersection of 125 and 111A (Exeter Rd.), and 3 miles south of the NH-101/NH-125 interchange. The driveway / access road to the Center is labeled Smith Road. Entrance and parking are behind the building.



156 Water Street, Exeter, NH 03833  
Tel. 603-778-0885 ♦ Fax: 603-778-9183  
[email@rpc-nh.org](mailto:email@rpc-nh.org) ♦ [www.rpc-nh.org](http://www.rpc-nh.org)

## RPC MPO Policy

### Minutes

#### Hampton Falls Town Hall

October 14, 2015

**Members Present:** Phil Wilson, Chairman (No.Hampton); B. Kravitz (Hampton); Robert Clark (Atkinson); Glenn Coppelman, Peter Coffin (Kingston); Chris Cross (Newington); Michael McAndrew (New Castle); Donald Clement, Katherine Woolhouse, (Exeter); Mike Turell (Atkinson); Joan Whitney (Kensington); James Vanbokkelen (So.Hampton); Richard McDermott (Hampton Falls); Jim Doggett, Mary Allen (Newton); Stephen Gerrato (Greenland)

**Guests:** Shawn Hanson, Ted Tocci, Lori Ruest, Charlyn Brown (Hampton Falls)

**Staff:** Cliff Sinnott (Executive Director); David Walker (Transp. Manager); Scott Bogle (Sr. Transp. Planner); Jenn Rowden (Regional Planner); Annette Pettengill (Business Mgr.)

#### I. Call to Order, Welcome & Introductions

Wilson called the meeting to order at 7:00 p.m. Attendees introduced themselves, and Wilson welcomed everyone and thanked Hampton Falls for hosting and providing the open house and snacks. He gave a special thank you to Marietta Tocci for providing snacks also. Wilson thanked Ted Tocci for attending this meeting and recognized him for his long term participation in the RPC. Sinnott also recognized Ted and noted that Ted's idea that you should always do the best job you can and give as much as you can, has remained in commissioner's and staff's minds and has resided as a goal with the organization. Wilson also thanked Richard, Charlyn, and Laurie for their hospitality.

#### II. Minutes July 29, 2015 RPC/MPO

*Doggett moved to approve the Minutes of July 29, 2015 as presented; Turell seconded. Kravitz asked that the words "101 interchange" be added to the detail of the approval of the April 8<sup>th</sup> Minutes, to read: ..... "Kravitz questioned one item regarding the 101 interchange in the Minutes and Walker reviewed the details." *The amended motion carried. **SO VOTED.** 1 abstention**

#### III. Hampton Falls Planning Update

Charlyn Brown gave a brief update on the status of planning projects in Hampton Falls, such as the rezoning of some areas of the Route 1 Corridor in order to create a village area and a

separate light industrial area. The Town has revamped their wetlands ordinance and the buffers required, and is currently working on their MP. Ted Tocci noted that as a member of the Commission for 15 years and Chairman for two of those, he suggests that all towns become involved and attend the RPC meetings. He stated he enjoyed every year and misses it. Laurie Ruest commented on how valuable the RPC is and how much it contributes planning resources to the Town.

**IV. Project Update: RPC Regional Stream Crossing Assessment Program – Jenn Rowden, Regional Planner**

Jenn Rowden began by clarifying what constitutes a Stream Crossing and explained the project purpose is to identify stream crossings that may fail and identify barriers to aquatic organisms. She explained some of the assessment parameters and how a field assessment is done. She detailed how the data and findings will be incorporated into hazard mitigation plans and Tides to Storms sea level rise, and eventually out to public works and road agents.

**V. 10 year Plan GACIT Hearings & Comments – Dave Walker, Transportation Manager**

Dave Walker referred to Attachment 2 Draft Comments on the 10 Year Plan. He explained that NH Department of Transportation has released the 10 Year Plan Draft and has held public hearings around the State. Attachment 2 is a compilation of key points the RPC has made at the hearings as well as additional comments based on the testimony of others at those hearings. The intent is to compile all of this information and format it into a letter to the NHDOT and Councilor Sununu. He noted there are 5 comment areas: 1) Project Selection Process; 2) Funding Policies & Priorities; 3) Project Specific comments; 4) Adapting the Transportation System to Future Needs; and 5) Transportation Funding

He reviewed specific information presented by the DOT regarding the Turnpike System & toll increase scenario. Discussion followed on the topic of tolls and possible diversion that occurs due to cost increases. Both Whitney and Clark suggested that language be added regarding limiting any turnpike funded soundwall construction along major highways to existing development to limit private owners from scooping up land and trying to get the state to build soundwalls for newly constructed developments.

Discussion followed on how COAST and other local and regional transit agencies count on the availability of CMAQ funds to assist with acquiring new rolling stock and how diverting those funds to road and bridge maintenance is not the best use. Downeaster Rail ridership was also discussed including whether CMAQ funds or 5307 funds should be used in support of the Downeaster Rail service. Kravitz suggested stronger language against the Flexing of CMAQ funds be incorporated into the letter.

Wilson suggested the MPO comments be that the Committee agrees with the suggestions presented here as a whole, with the addition of toll language and sharper language about flexing CMAQ funds, and the use of CMAQ funds in support of the Downeaster.

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*Turell moved to authorize the RPC to use the Draft Comments on the 10 Year Plan as submitted for review, and to also list: 1) support for the Downeaster through CMAQ funds; 2) sharpen the language to read "we are opposed" to flexing of CMAQ funds; 3) include increase of tolls to effectuate the funding of the projects listed in the 10 year plan; 4) no approval for soundwalls for new land development projects; VanBokkelen seconded. Allen stated it's her opinion that the tolls increase and gas tax implementation language should not be in this document as they are legislative decisions. **The Motion carried with 3 opposed.***

**VI. Coastal Scenic Byways Management Plan – Scott Bogle, Sr. Transportation Planner**

Bogle referred to a Memo he distributed that reviewed the scope of work for the Corridor Management Plan update which began in 2013 and the background. He noted that it follows Route 1A & 1B which is a major visitor destination to the Seacoast. He noted the six corridor communities (Seabrook, Hampton, No Hampton, Rye, New Castle & Portsmouth) and other advisory entities that make up the Advisory Committee. He spoke to each of the five Plan Goals. He noted that the next step is to present the completed recommendations of the project to each town Board and formalize a Scenic Byways Council to implement recommendations.

**VII. FY 13-14 UPWP Performance Report – Dave Walker, Transportation Manager**

This item was tabled and can be reviewed on the RPC website

**VIII. RPC & MPO Website Preview – Dave Walker, Transportation Manager**

Walker reviewed the overall design of the new website and noted that content is still being developed. Any photos from towns will be appreciated.

**IX. Project & Program Updates – several memos & GSF flyers were distributed.**

**X. Other Business – Legislative Forum will be held November 18<sup>th</sup> at Unitil**

Meeting adjourned at 9:20 p.m.

Respectfully submitted,

Annette Pettengill  
Recording Secretary

## MEMORANDUM

**TO:** RPC-MPO Members

**FROM:** Cliff Sinnott, Executive Director

**DATE:** January 6, 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 14<sup>th</sup> and has subsequently forwarded the document to the Governor's Office for approval and submission to the Legislature. 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 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.

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

## 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**

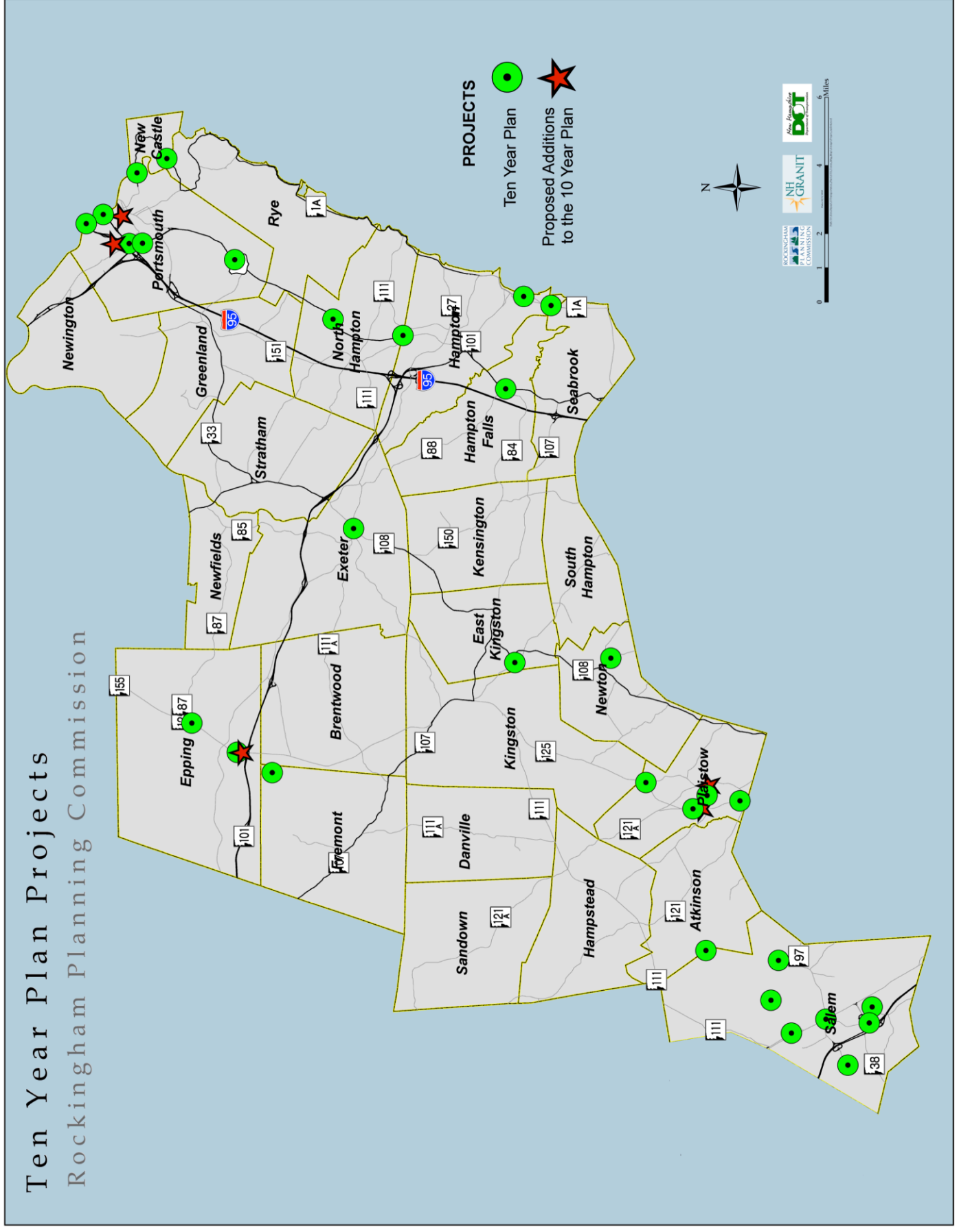
The MPO's comments included support for more realistic funding of the transportation system, including both gas tax and turnpike tolls. While the \$0.042 cent gas tax increase enacted last year was a positive step, it is insufficient in our judgement to meet the significant backlog of need that continues 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.

# Ten Year Plan Projects



## MEMORANDUM

To: MPO Policy Committee

From: Dave Walker, Senior Transportation Planner

Date: 1/7/2016

RE: **2015-2018 TIP Amendment #2 Preview**

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](http://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 MPO is conducting a 10 day public comment period on Amendment 2 that will begin on January 26<sup>th</sup>, 2016 and concludes on February 9<sup>th</sup>, 2016. A final opportunity for comments will be during the public hearing at the **February 10<sup>th</sup>, 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 ~~strikethroughs~~ 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 two 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

### **Recommendation**

No action is required on Amendment #2 at this time, and this memo and the presentation at the January MPO meeting are intended to facilitate understanding of the proposed changes and identify any questions regarding the amendment prior to the planned hearing and adoption at the February 10<sup>th</sup> meeting. The TAC will meet to discuss the amendment on January 28<sup>th</sup> and their input, along with any public comments received, will be presented at the Public Hearing.

**Project Summary Table – Amendment #2**

<b>Location:</b>	<b>Hampton (p. 2 of 7)</b>	<b>Project ID:</b>	<b>23821</b>	<b>Facility:</b>	<b>Hampton Beach</b>
<u>Description:</u>	<del>Transportation and Community and System Preservation Grant to conduct update to Hampton Beach Master Plan.</del> Update to Transportation Element of Hampton Beach Area Master Plan.				
<u>Proposed Amendment:</u>	<b>Change in Scope.</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$275,000				
<b>Location:</b>	<b>Newington-Dover (p. 5 of 7)</b>	<b>Project ID:</b>	<b>11238</b>	<b>Facility:</b>	<b>Spaulding TPK</b>
<u>Description:</u>	NH 16 Widen Turnpike including Little Bay Bridges from Gosling Road to Dover Toll, <del>PE and ROW Only.</del>				
<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				
<b>Location:</b>	<b>Portsmouth (p. 5 of 7)</b>	<b>Project ID:</b>	<b>29781</b>	<b>Facility:</b>	<b>Woodbury Ave, Market St, Granite St</b>
<u>Description:</u>	Upgrade 5 existing traffic controllers and interconnects on Woodbury Avenue, Market Street, and Granite Street				
<u>Proposed Amendment:</u>	<b>New TIP/STIP listing</b> that adds PE for 2015 (\$157,000) and Construction for 2016 (\$286,305).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$443,305				
<b>Location:</b>	<b>Statewide (p. 6 of 7)</b>	<b>Project ID:</b>	<b>14744</b>	<b>Facility:</b>	<b>Statewide</b>
<u>Description:</u>	<del>Scour and Hydraulic analysis on 130 bridges and waterways; Foundation and Hydraulic analysis on 48 bridges with unknown foundations; develop scour manual and POA.</del> Scour and Hydraulic Analysis on Various Bridges; POAs, Scour Manual & Water Surface Elevation Markers.				
<u>Proposed Amendment:</u>	<b>Scope Change Only.</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$283,800				
<b>Location:</b>	<b>Statewide (p. 7 of 7)</b>	<b>Project ID:</b>	<b>15610</b>	<b>Facility:</b>	<b>Statewide</b>
<u>Description:</u>	Install Road and Weather Information Systems (RWIS) stations <del>around the state</del>				
<u>Proposed Amendment:</u>	<b>Scope Change Only.</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$33,000				
<b>Location:</b>	<b>Statewide (p. 7 of 7)</b>	<b>Project ID:</b>	<b>20248</b>	<b>Facility:</b>	<b>ITS</b>
<u>Description:</u>	<del>Implement several direct measures to reduce congestion in non-attainment areas of NH.</del> Software & hardware for a transportation management system (ATMS) and traveler information system.				
<u>Proposed Amendment:</u>	<b>Scope Change Only</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$2,715,530				
<b>Location:</b>	<b>2016 STIC Incentive (p. 1 of 116)</b>	<b>Project ID:</b>	<b>40792</b>	<b>Facility:</b>	<b>None</b>
<u>Description:</u>	2016 STIC Incentive for 1) Mobile Devices and 2) Design-build documentation.				
<u>Proposed Amendment:</u>	<b>New Project.</b> 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				
<b>Location:</b>	<b>CART-1 (p. 9 of 116)</b>	<b>Project ID:</b>	<b>2985</b>	<b>Facility:</b>	<b>CART Transit</b>
<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

<b>Location:</b>	<b>COAST (p. 12 of 116)</b>	<b>Project ID:</b>	<b>68069</b>	<b>Facility:</b>	<b>COAST</b>
<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				
<b>Location:</b>	<b>Statewide (p. 14 of 116)</b>	<b>Project ID:</b>	<b>40284</b>	<b>Facility:</b>	<b>Intercity Bus Transit</b>
<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>	<b>Change in Phase from PE to "Other". Decreased funding by \$5.36 Million.</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$9,304,754				
<b>Location:</b>	<b>Epping (p. 20 of 116)</b>	<b>Project ID:</b>	<b>29608</b>	<b>Facility:</b>	<b>NH 125</b>
<u>Description:</u>	NH Route 125 Improvements from NH 27 to NH 87 – 1.7 miles.				
<u>Proposed Amendment:</u>	<b>New Project in TIP.</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$652,740				
<b>Location:</b>	<b>Urbanized Areas (p. 21 of 116)</b>	<b>Project ID:</b>	<b>FTA5309</b>	<b>Facility:</b>	<b>Transit</b>
<u>Description:</u>	FTA 5309 Funding program (Capital bus and bus facilities)				
<u>Proposed Amendment:</u>	<b>Increased funding by \$2 million. Change phase from PE to "Other"</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$4,000,000				
<b>Location:</b>	<b>Statewide (p. 24 of 116)</b>	<b>Project ID:</b>	<b>HAZMAT</b>	<b>Facility:</b>	<b>Various</b>
<u>Description:</u>	Programmatic project for post construction haz mat obligations				
<u>Proposed Amendment:</u>	<b>Removed inflation and indirects from programmatic listing</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$111,800				
<b>Location:</b>	<b>New Castle-Rye (p. 58 of 116)</b>	<b>Project ID:</b>	<b>16127</b>	<b>Facility:</b>	<b>NH 1B Bridge over Little Harbor</b>
<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				
<b>Location:</b>	<b>Newington (p. 59 of 116)</b>	<b>Project ID:</b>	<b>11238M</b>	<b>Facility:</b>	<b>Spaulding TPK</b>
<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				
<b>Location:</b>	<b>Newington-Dover (p. 60 of 116)</b>	<b>Project ID:</b>	<b>11238O</b>	<b>Facility:</b>	<b>Spaulding TPK</b>
<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				

<b>Location:</b>	<b>UNH – Durham (p. 63 of 116)</b>	<b>Project ID:</b>	<b>NSTI</b>	<b>Facility:</b>	<b>None</b>
<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				
<b>Location:</b>	<b>Plaistow-Kingston (p. 66 of 116)</b>	<b>Project ID:</b>	<b>10044E</b>	<b>Facility:</b>	<b>NH 125</b>
<u>Description:</u>	Reconstruct NH 125 anticipated 3 lanes with some sideroad realignment. <del>from Town Line (Plaistow/Kingston) approximately 1.8 mile-</del>				
<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				
<b>Location:</b>	<b>Portsmouth (p. 67 of 116)</b>	<b>Project ID:</b>	<b>20222B</b>	<b>Facility:</b>	<b>Portsmouth Trans Center</b>
<u>Description:</u>	Re-stripe existing lot and minor widening to accommodate immediate need for East-West Express Service				
<u>Proposed Amendment:</u>	<b>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.</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$38,693				
<b>Location:</b>	<b>Portsmouth (p. 68 of 116)</b>	<b>Project ID:</b>	<b>20258</b>	<b>Facility:</b>	<b>Peverly Hill Road</b>
<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				
<b>Location:</b>	<b>Portsmouth (p. 69 of 116)</b>	<b>Project ID:</b>	<b>29640</b>	<b>Facility:</b>	<b>US Route 1</b>
<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>	<b>New TIP/STIP listing</b> that adds PE for 2016 & 218 (\$476,225) and ROW for 2016 (\$56,760).				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$532,985				
<b>Location:</b>	<b>Portsmouth, NH – Kittery, ME (p. 70 of 116)</b>	<b>Project ID:</b>	<b>15731</b>	<b>Facility:</b>	<b>Sarah Mildred Long Bridge, US 1 Bypass</b>
<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				
<b>Location:</b>	<b>Portsmouth – Manchester (p. 72 of 116)</b>	<b>Project ID:</b>	<b>68087</b>	<b>Facility:</b>	<b>TRANSIT</b>
<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				
<b>Location:</b>	<b>Salem to Manchester (p. 75 of 116)</b>	<b>Project ID:</b>	<b>10418</b>	<b>Facility:</b>	<b>I-93</b>

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

<b>Location:</b>	<b>Salem to Manchester (p. 76 of 116)</b>	<b>Project ID:</b>	<b>13933E</b>	<b>Facility:</b>	<b>I-93</b>
<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>	<b>Cost Increase for Construction (+\$1,430,511)</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$13,559,511				
<b>Location:</b>	<b>Salem to Manchester (p. 77 of 116)</b>	<b>Project ID:</b>	<b>14633P</b>	<b>Facility:</b>	<b>I-93</b>
<u>Description:</u>	CTAP Phase 3; to fund eligible TOD and TDM Planning projects within the CTAP RPC regions.				
<u>Proposed Amendment:</u>	<b>New Project added to TIP</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,372,560				
<b>Location:</b>	<b>Salem to Manchester (p. 77 of 116)</b>	<b>Project ID:</b>	<b>14633R</b>	<b>Facility:</b>	<b>I-93</b>
<u>Description:</u>	DES Land Grant Program				
<u>Proposed Amendment:</u>	<b>New Project added to TIP</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$2,395,178				
<b>Location:</b>	<b>Salem to Manchester (p. 78 of 116)</b>	<b>Project ID:</b>	<b>14800A</b>	<b>Facility:</b>	<b>I-93</b>
<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				
<b>Location:</b>	<b>Salem to Manchester (p. 82 of 116)</b>	<b>Project ID:</b>	<b>14800E</b>	<b>Facility:</b>	<b>I-93</b>
<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				
<b>Location:</b>	<b>Salem to Manchester (p. 84 of 116)</b>	<b>Project ID:</b>	<b>10418V</b>	<b>Facility:</b>	<b>I-93</b>
<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				
<b>Location:</b>	<b>Seabrook to Portsmouth (p. 85 of 116)</b>	<b>Project ID:</b>	<b>11151E</b>	<b>Facility:</b>	<b>I-95</b>
<u>Description:</u>	<del>ITS Deployment; Intelligent Transportation Systems (ITS) initiative allowing for deployment of ITS technologies and ITS field devices for transportation systems management &amp; operations (CMAQ Program) [04-31CM]</del> ITS Field Device Deployment for TMC Operations				
<u>Proposed Amendment:</u>	<b>Change in Scope Description. Use of Turnpike funds as match. Decrease in PE (-\$440) and Construction Costs (-\$431,527).</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$733,207				
<b>Location:</b>	<b>Seabrook-Hampton (p. 86 of 116)</b>	<b>Project ID:</b>	<b>15904</b>	<b>Facility:</b>	<b>NH1A</b>
<u>Description:</u>	Removal of lead based paint, rehab and recoat steel stringers over Hampton River – [BRPPI*6601]				
<u>Proposed Amendment:</u>	<b>Project Removed from TIP – Construction delayed to FY19 due to fiscal constraints</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$0				

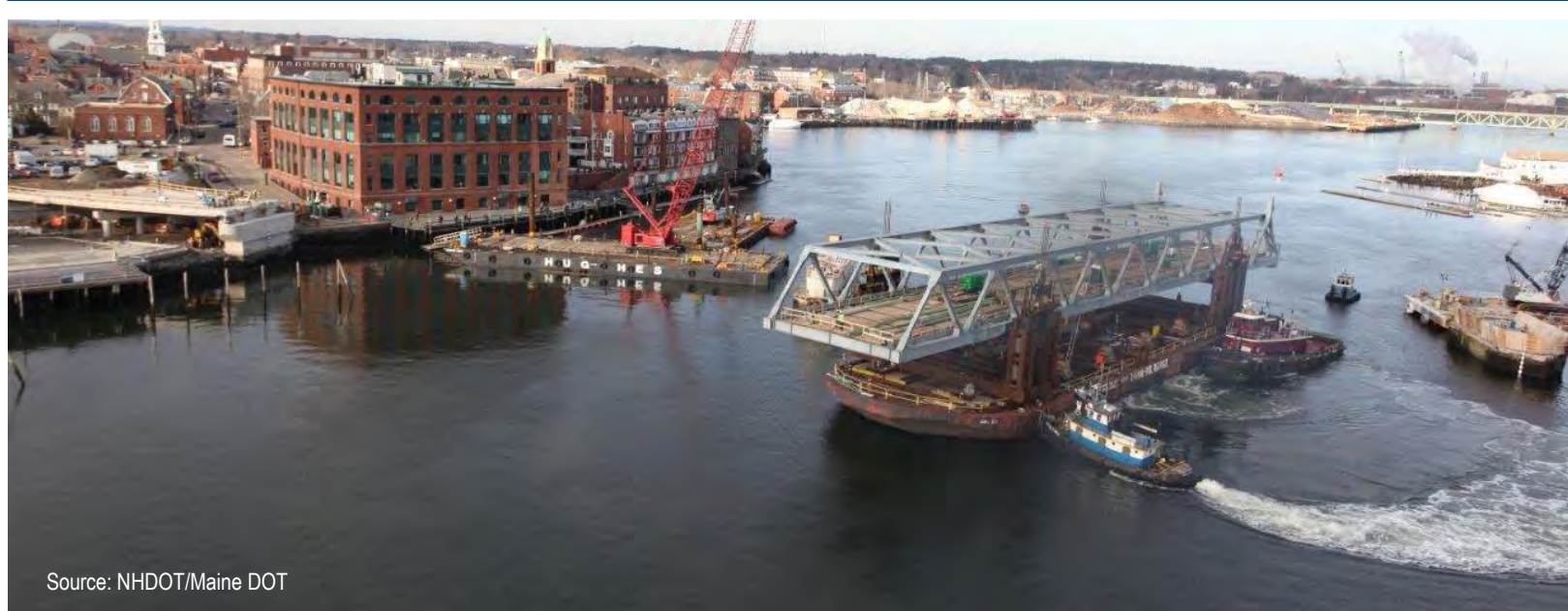
<b>Location:</b>	<b>Statewide (p. 87 of 116)</b>	<b>Project ID:</b>	<b>CBI</b>	<b>Facility:</b>	<b>Statewide</b>
<u>Description:</u>	Complex Bridge Inspection (CBI) (Parent)				
<u>Proposed Amendment:</u>	Removed ROW phase (not needed), inflation, and indirects. Funding decreased by \$176,338.				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,095,000				
<b>Location:</b>	<b>Statewide (p. 88 of 116)</b>	<b>Project ID:</b>	<b>CRDR</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 90 of 116)</b>	<b>Project ID:</b>	<b>FBRPI</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 92 of 116)</b>	<b>Project ID:</b>	<b>HSIP</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 94 of 116)</b>	<b>Project ID:</b>	<b>IMPPP</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 95 of 116)</b>	<b>Project ID:</b>	<b>MOBRR</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 97 of 116)</b>	<b>Project ID:</b>	<b>PRRCS</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 99 of 116)</b>	<b>Project ID:</b>	<b>RRRCS</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 101 of 116)</b>	<b>Project ID:</b>	<b>SBCM</b>	<b>Facility:</b>	<b>Various</b>
<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				

<b>Location:</b>	<b>Statewide (p. 102 of 116)</b>	<b>Project ID:</b>	<b>SSRR</b>	<b>Facility:</b>	<b>Various</b>
<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				
<b>Location:</b>	<b>Statewide (p. 104 of 116)</b>	<b>Project ID:</b>	<b>TRAIN</b>	<b>Facility:</b>	<b>Statewide</b>
<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				
<b>Location:</b>	<b>Statewide (p. 105 of 116)</b>	<b>Project ID:</b>	<b>TSMO</b>	<b>Facility:</b>	<b>Statewide</b>
<u>Description:</u>	Statewide Transportation Systems Management and Operations, ITS Technologies, CARS-511, Traveler Info.				
<u>Proposed Amendment:</u>	<b>Indirects and Inflation removed from PE (-\$73,936). Construction phase added (\$75,000 per year).</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$1,300,000				
<b>Location:</b>	<b>Statewide (p. 106 &amp; 108 of 116)</b>	<b>Project ID:</b>	<b>UBI</b>	<b>Facility:</b>	<b>Statewide</b>
<u>Description:</u>	Underwater Bridge Inspection (Annual Project)				
<u>Proposed Amendment:</u>	<b>Inflation and indirect charges removed (-\$30,787).</b>				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$200,000				
<b>Location:</b>	<b>Statewide (p. 107 of 116)</b>	<b>Project ID:</b>	<b>DBE</b>	<b>Facility:</b>	<b>Statewide</b>
<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				
<b>Location:</b>	<b>TMC Maint (p. 111 of 116)</b>	<b>Project ID:</b>	<b>TMC-Maint</b>	<b>Facility:</b>	<b>TMC</b>
<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				
<b>Location:</b>	<b>Trapeze Software Group (p. 111 of 116)</b>	<b>Project ID:</b>	<b>68069B</b>	<b>Facility:</b>	<b>Rideshare</b>
<u>Description:</u>	Statewide Rideshare database utilizing Trapezoid Ridepro software				
<u>Proposed Amendment:</u>	<b>New Project.</b> Funding added for FY2016-2018				
<u>Total Proposed 2015-2018 TIP Funding:</u>	\$136,155				
<b>Location:</b>	<b>UNH/Wildcat Transit (p. 112 of 116)</b>	<b>Project ID:</b>	<b>68070</b>	<b>Facility:</b>	<b>Transit</b>
<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				

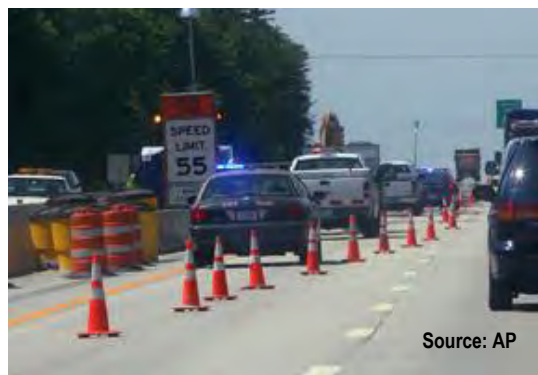
# Annual Listing of Obligated Projects

## FY 2015

October 1, 2014 – September 30, 2015



Source: NHDOT/Maine DOT



Source: AP



Source: COAST



Source: NH DOT

ROCKINGHAM  
  
PLANNING  
COMMISSION

156 Water Street  
Exeter, NH 03833  
603.778.0885(p)  
[www.rpc-nh.org](http://www.rpc-nh.org)

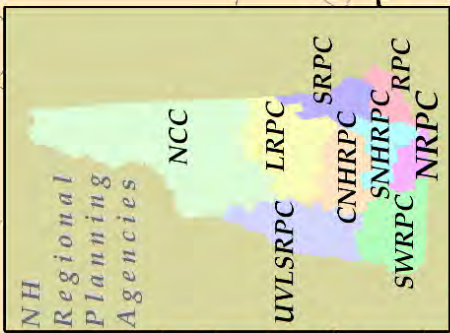
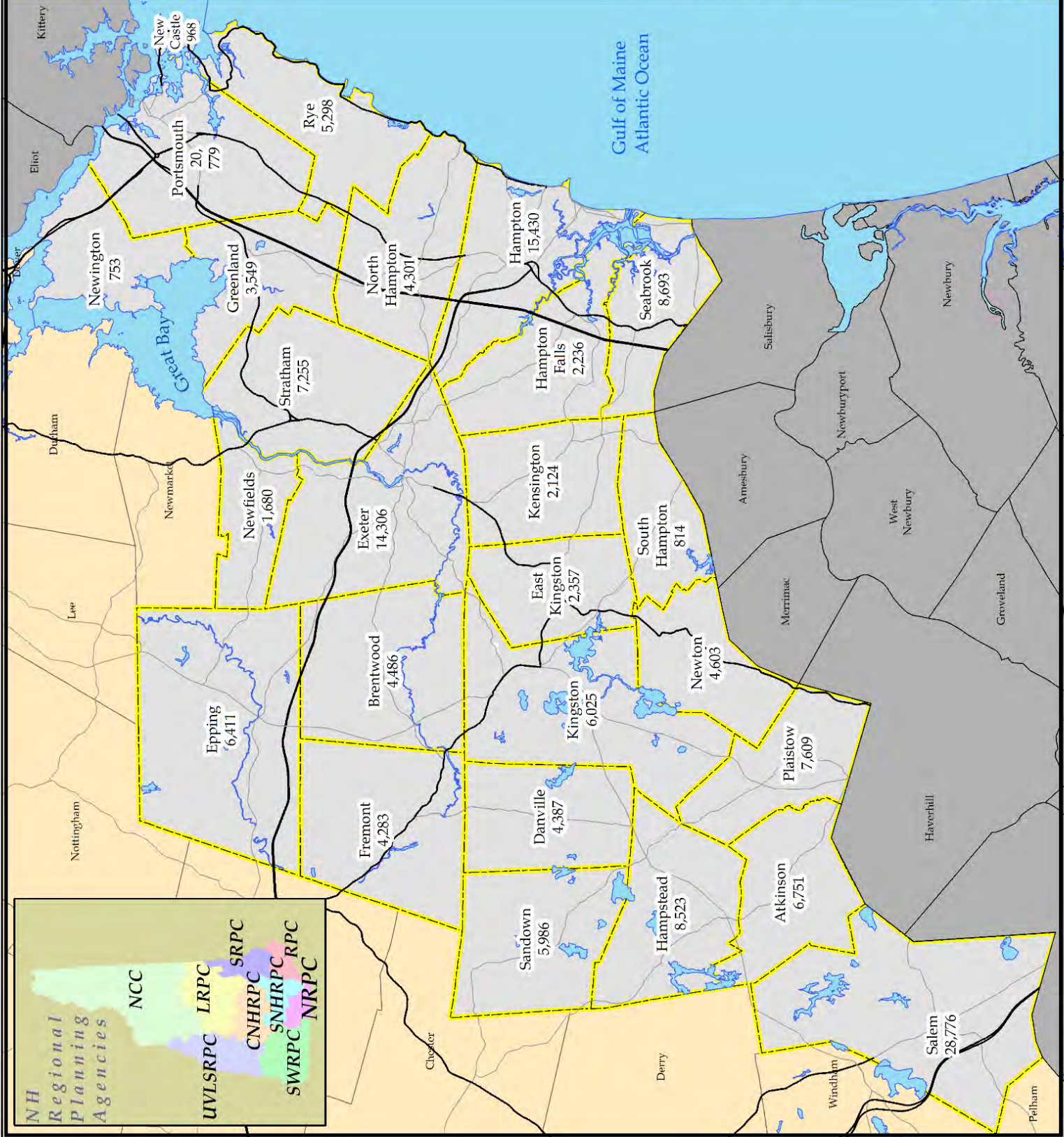
# RPC Region

## 2010 Census Population

- Interstate Highways
- State Routes
- RPC Communities
- NH Communities (outside RPC)

Base Features (transportation, political and hydrographic) were automated from the USGS Digital Line Graph data, 1:24,000, as archived in the GRANIT database at Complex Systems Research Center, Institute for the study of Earth, Oceans and Space, University of New Hampshire, Durham, NH, 1992-2012. The roads within the Rockingham Planning Region have been updated by Rockingham Planning Commission and by NH Department of Transportation through ongoing efforts. RPC makes no claim to its completeness or

Town Name  
Population



## Purpose of this Report

The Annual List of Obligated projects report is a requirement of the **Moving Ahead for Progress in the 21<sup>st</sup> 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*”.<sup>1</sup> 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.

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### *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)*

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## 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

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<sup>1</sup> 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 **\$8.9 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	\$8,909,503	\$87,825,291
Statewide Projects	\$11,369,702	\$0	\$11,369,702
<b>Total Obligated</b>	<b>\$90,285,490</b>	<b>\$8,909,503</b>	<b>\$99,194,993</b>

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.<sup>2</sup> 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 Contracts		Statewide Program Contracts		Transit Grants*	
Active	37	70%	51	54%	22	100%
<b>Complete</b>	<b>13</b>	<b>25%</b>	<b>42</b>	<b>44%</b>	<b>0</b>	<b>0%</b>
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 \$8.9 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

<sup>2</sup> [https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_aid/matching\\_strategies/toll\\_credits.aspx](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
<b>Candia-Epping [NH 101]</b>			
26606	TW inlay from 150' west Candia/Raymond to 250' east Raymond/Epping	Active*	\$ 6,697,324
<b>Exeter [Lincoln Street]</b>			
16045	Restoration of baggage building at train depot on Lincoln Street	Withdrawn	\$ (3,069)
<b>Exeter [NH Route 111 (Kingston Road)]</b>			
40436	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26 TAP)	Active	\$ 18,800
<b>Exeter - Hampton [NH 101]</b>			
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
<b>Hampton [Centre Elementary School, Marston Elem School, and Hampton Academy]</b>			
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	\$ -
<b>Hampton [NH 1A]</b>			
14188	Bridge Rehab, replace deck/fender system over Hampton River- 235/025	Complete	\$ (97,755)
<b>Hampton - Portsmouth [Hampton Branch Rail Corridor]</b>			
26485	Purchase rail corridor from Hampton to Portsmouth approximately 9.7 miles and improve trail surface.	Active	\$ 3,190,000
<b>Hampton Master Plan [NH 1A/Ocean Blvd/ Ashworth Ave.]</b>			
23821	Update to transportation element of the Hampton Beach Area Master plan.	Active	\$ 220,000
<b>Hudson - Hampstead [NH Route 111]</b>			
24518	Install centerline and shoulder rumble strips/strips along NH Route 111	Complete	\$ (100,468)
<b>New Castle [NH 1B]</b>			
14827	Construct multi-use path along NH 1B from the Wentworth Hotel to Wild Rose Lane.	Complete	\$ (4,350)
<b>New Castle - Rye [NH 1B]</b>			
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
<b>Plaistow [Garden Road]</b>			
14390	Bridge Replacement-Garden Rd over Little River-Br. #118/053	Complete	\$ -
<b>Plaistow [NH 121A]</b>			
15654	NH 121A rehab 103"x71" CMP & install overflow pipe for Kelly Brook under 121A, 4350' north of NH 125	Complete	\$ (51,003)
<b>Plaistow [NH 125]</b>			
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
<b>Plaistow [Pollard Elementary School]</b>			
28755	Pollard Elementary School - Ped/Bike Improvements - Infrastructure	Withdrawn	\$ (19,329)
<b>Plaistow Kingston [NH 125]</b>			
10044K	NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.	Active	\$ 550,000
<b>Portsmouth [Daniel Street]</b>			
13903	Daniel Street Piscataqua Riverwalk and wharf/pier construction adjacent to Memorial Bridge(13678F)	Active	\$ 230,180
<b>Portsmouth [Grafton Drive]</b>			
14417	Construct a multi-use path along Grafton Dr. between NH Avenue and Portsmouth Transportation Center and Airport Rd.	Active*	\$ 14,151
<b>Portsmouth [NH 1A]</b>			
14493	NH 1A Bridge Replacement over Sagamore Creek - 198/034 [MOBRR-221] {Municipal Bridge Program}	Active*	\$ 95,182
<b>Portsmouth [NH 33 (Old NH101)]</b>			
10665	Replace Bridge over B & M RR - 154/101	Active*	\$ 20,000
<b>Portsmouth [NH33/Grafton Dr.]</b>			
20222B	Re-stripe existing lot & minor widening to accommodate immediate need for East-West Express service	Active*	\$ 38,693
<b>Portsmouth [US 1 Bypass]</b>			
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
<b>Portsmouth [Safe Routes to School]</b>			
15338A	Evaluation, Education, Encouragement and Enforcement Activities; Non-Infrastructure	Complete	\$ (6,375)
28757	Bicycle lanes on Lafayette Road and Middle Street.	Active	\$ 32,290
<b>Portsmouth - Kittery [US 1, US 1 Bypass, I-95]</b>			
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
<b>Portsmouth, NH - Kittery, ME [US 1 Bypass]</b>			
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)
<b>Salem [Manchester &amp; Lawrence Rail Corridor]</b>			
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
<b>Salem [Pleasant Street]</b>			
13518	Signal Coordination from North Policy Rd west to Stiles Rd.	Complete	\$ -
<b>Salem to Manchester [I-93]</b>			
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)
<b>Seabrook To Portsmouth [Blue Star TPK (I-95)/ Spaulding TPK]</b>			
11151E	ITS field device deployment for TMC Operations	Active	\$ 931,816
<b>Seabrook-Hampton [NH 1A]</b>			
15904	Removal of lead based paint, rehab & recoat of steel stringers over Hampton River - [BRPPI*6601]	Active	\$ 110,000
<b>Seabrook-Hampton Falls-Hampton [Route 1]</b>			
40424	Resurfacing on US 1 in Seabrook from MM 1.8 to Hampton MM 5.2 including the 101 interchange.	Active	\$ 187,000
<b>Stratham [NH 33 / NH 108]</b>			
27771	Pedestrian and Bicycle improvements in the village district	Active	\$ 356,770
Total Obligated Funds			\$ 79,811,896
Total De-obligated Funds			\$ 896,108
<b>Net Obligated Funds</b>			<b>\$ 78,915,788</b>

\* 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
<b>Statewide [District 5 Horizontal Curves (Urban)]</b>			
28138	Horizontal curve signing project - Two lane urban roads in D5	Active	\$188,366
<b>Statewide [NH 101 and I-293]</b>			
16445	Median Protection Project on Interstate style highways. 100% HSIP Federally Funded	Complete	(\$21,809)
<b>Statewide [Traffic Signal]</b>			
14816	PE only	Complete	\$0
<b>Statewide - SPR</b>			
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
<b>Net Obligated Funds</b>			<b>\$ 11,369,702</b>

**TABLE 5: CART Federal Obligations FY15\***

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
<b>NH-90-X202-00</b> <b>(FTA 5307)</b>	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	<b>\$344,934</b>	<b>\$193,542</b>	<b>\$538,476</b>	
<b>NH-90-X187-00</b> <b>(FTA 5307)</b>	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	<b>\$242,296</b>	<b>\$172,668</b>	<b>\$414,964</b>	
<b>NH-16-X045-00</b> <b>(FTA 5310)</b>	Mobility Management	\$80,903	\$20,226	\$101,129	Active
	Purchase of Transportation Service	\$84,552	\$21,138	\$105,690	
	Total	<b>\$165,455</b>	<b>\$41,364</b>	<b>\$206,819</b>	
<b>NH-90-X195</b> <b>(FTA 5307)</b>	Mobility Management	\$221,360	\$55,340	\$276,700	Active
<b>NH-90-X180</b> <b>(FTA 5317)</b>	Rolling Stock	\$32,956	\$8,239	\$41,195	Active
	Total	<b>\$1,007,001</b>	<b>\$471,153</b>	<b>\$1,478,154</b>	

\*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
<b>NH-90-X201-00</b> <b>(FTA 5307)</b>	Fleet Replacement	\$420,000	\$84,000	\$504,000	Active
<b>NH-95-X018-02</b> <b>(CMAQ)</b>	Operating Assistance	\$192,737	\$38,547	\$231,284	Active
<b>NH-90-X195-00</b> <b>(CMAQ)</b>	Operating Assistance	\$210,588	\$42,188	\$252,706	Active
	Total	<b>\$823,325</b>	<b>\$164,665</b>	<b>\$987,990</b>	

\*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\***

<b>FTA Grants (#s)</b>	<b>Project Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>	<b>Status</b>
<b>NH-90-X162-00 (FTA 5307)</b>	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	<b>\$1,538,522</b>	<b>\$1,059,631</b>	<b>\$2,598,153</b>	
<b>NH-90-X176-00 (FTA 5307)</b>	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	<b>\$1,514,392</b>	<b>\$947,848</b>	<b>\$2,489,240</b>	
<b>NH-90-X145-00 (FTA 5307)</b>	NFI Projects - Operating	\$50,117	\$50,117	\$100,234	Active
	NFI Projects - Mobility Management	\$176,783	\$44,196	\$220,979	
	Total	<b>\$226,900</b>	<b>\$94,313</b>	<b>\$321,213</b>	
<b>NH-90-X170-00 (FTA 5307)</b>	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	<b>\$2,013,383</b>	<b>\$1,253,346</b>	<b>\$3,266,729</b>	
<b>NH-90-X155-00 (FTA 5307)</b>	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	<b>\$1,806,585</b>	<b>\$1,298,546</b>	<b>\$3,105,132</b>	
<b>NH-90-X173-00 (CMAQ)</b>	Operating Assistance (80% CMAQ)	\$612,239	\$153,060	\$765,299	Active
	TDM Activities (80% CMAQ)	\$28,000	\$7,000	\$35,000	
	Total	<b>\$640,239</b>	<b>\$160,060</b>	<b>\$800,299</b>	
<b>NH-90-X159-04 (FTA 5307)</b>	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	<b>\$1,008,635</b>	<b>\$300,269</b>	<b>\$1,308,904</b>	
<b>NH-95-X011-01 (FTA 5307)</b>	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	<b>\$3,167,364</b>	<b>\$791,843</b>	<b>\$3,959,207</b>	

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

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

## MEMORANDUM

TO: RPC MPO Policy Committee  
FROM: RPC Staff  
DATE: January 13, 2016  
RE: Project Updates

**Transportation Assistance for Seacoast Citizens (TASC)** – Staff continue work with TASC and COAST to acquire a wheelchair accessible minivan to be driven by TASC volunteer drivers. COAST has regional transit coordination funds to cover 80% of the vehicle purchase price, and TASC is seeking the 20% match through local businesses and foundation sources. Having the vehicle will improve transportation access for individuals in wheelchairs in the TASC region, while also allowing TASC to receive FTA funding targeted to transit for individuals with disabilities which will help support TASC's sole staff position. This federal funding carries with it requirements under the Americans with Disabilities Act (ADA) that volunteer driver programs receiving federal assistance provide equal access for riders in wheelchairs.

**Hampton Branch Acquisition & NH Seacoast Greenway** – The regional NHSG group is currently working with NHDOT and corridor communities for ongoing management of the trail once completed; as well as designs for safety at grade crossings of the trail with local roadways. Recent progress includes the establishment of local trail groups in North Hampton and Hampton, staff presentations to the North Hampton Selectmen and the Hampton Planning Board, and recent launch of a NHSG Facebook page as a channel for building public awareness and support. As one measure of community interest in the project, in its first three weeks the Facebook page has gained over 400 followers. The state has not yet reached agreement with Pan Am to purchase the 9.7 miles of the Hampton Branch rail corridor between Hampton and Portsmouth, though our understanding from NHDOT is that there has been some recent progress. A trail walk is planned for October 31<sup>st</sup>.

**Greater Derry-Salem RCC** – Staff from RPC and SNHPC have begun work on an update to the Coordinated Public Transit/Human Services Transportation Plan for the Greater Derry-Salem RCC. An initial step in the planning process is conducting a set of four surveys to gather input on transportation supply and need in the region. The four surveys include: 1) a survey of agencies providing or purchasing community transportation services in the region to update information on level of service currently available and agency interest in coordination; 2) a survey of local welfare officers focused on local transportation needs; 3) a survey similar to the welfare officer survey instruments to be sent to health and human service agencies that do not provide transportation services but work with groups likely to need transportation assistance (elderly, folks with disabilities, low income families, etc.); and finally 4) a survey of clients of various health and human service agencies in the region to get a user perspective on unmet transportation need. The update of the coordination plan will be completed by summer 2016.

**NHDOT Bicycle/Pedestrian Transportation Advisory Board (BPTAB)** – Staff are currently involved with a working group focused on NHDOT policy related to lane and shoulder width and striping, and working toward routine inclusion of AASHTO and MUTCD recommended pavement markings for bicycle and pedestrian on NHDOT projects. Also, NHDOT has purchased a year's worth of data for the entire state from Strava, a mobile application used by cyclists and runners for tracking routes and times. These data will complement manual counts and help with identifying volume patterns by time of day, day of week and season. Finally RPC is participating with CNHRPC, SNHPC and NRPC in purchasing equipment for automated bicycle and pedestrian counts to improve our data on bike/ped traffic volumes in the region and statewide. Staff conducted a bicycle count on NH1A at Rye Harbor in mid-July using similar equipment, finding weekend bicycle volume exceeding 630 bicycle riders/day. Staff will use the Strava data to identify other key locations for week-long counts.

**Regional Stream Crossing Assessment Project** -- Since 2013, the RPC has been assessing stream crossings (culverts and bridges) within the region to provide state agencies and municipalities with information to identify critical and hazardous crossings. Utilizing the NH Storm Crossing Assessment Protocol, RPC staff is collecting data through the summer and meeting with municipal staff to determine how each municipality can best use the information. The data will be added to a statewide stream crossing database. To date, RPC has collected this information in 18 of our 26 communities including the work this year to complete data collection in East Kingston, Kingston, Fremont, Hampstead, and Sandown. The data collection associated with this project is slated to end in 2016 with the completion of the remaining communities. The main objective of this project is to identify those stream crossings that may fail, particularly during major storm events. These failures occur because the crossing does not allow for adequate passage of water, sediment or debris due to limited design capacity, stream erosion, crossing deterioration or changes to the streambed or increase in stream flow due to higher rates of stormwater runoff. Failures can cause infrastructure and property damage, cut off evacuation routes and negatively impact waterways. Knowing the condition of stream crossings can help municipalities prioritize those crossings most in need of retrofit or replacement.

**New Castle-Rye NH1B Bridge** – The New Castle-Rye Bridge, also known as the Wentworth Bridge, is on Route 1B over Little Harbor, next to the Wentworth by the Sea Marina and Golf Course connecting the communities of New Castle and Rye. After a two year evaluation process, NHDOT is proposing to replace the current bascule lift bridge constructed in 1942 with a fixed bridge that will offer improved bicycle and pedestrian facilities and a wider passage for watercraft, but will have a 13-14 foot maximum clearance at high tide. NHDOT held a public information meeting in February, 2015 where support for both a fixed bridge and a bascule bridge was heard. The Coast Guard soliciting public comment on the proposal through 9/25/2015 to aid in their decision-making process for the project. While no final decision on the bridge has been made public, recent changes to the project listing in the Transportation Improvement Program indicate that the cost of a fixed bridge is being assumed.

**Performance Based Planning Workgroup** – The New Hampshire MPOs have begun work on the implementation of Performance Based Planning and Programming. As part of this process stakeholder interviews have been conducted, and a plan of action has been developed, and cataloguing and researching potential performance measures has begun. In addition, SRPC received a FHWA research program implementation assistance grant for utilizing PlanWorks that will be shared with the other New Hampshire MPOs. PlanWorks is a systematic web-based resource that supports collaborative decision making to deliver projects that meet environmental, community, and mobility needs. The work of this group is anticipated to continue through the next year and conclude sometime near the end of 2016 or early 2017. Work from this effort will be incorporated into the MPO Long Range Transportation Plan as well as the Congestion Management Process, The Transportation Improvement Program, and other planning efforts.

**I-93 Corridor Interagency Task Force (TDM/TSM):** The I-93 TDM Task force met recently to discuss the resumption of the of the CTAP (Community Transportation Assistance Program) program which has been dormant for several years. The overall purpose of CTAP is to help communities plan for growth in the I-93 corridor in ways that reduce the growth in vehicle travel on I-93. Phase 1 and 2 of CTAP focused on local planning capacity, smartgrowth and conservation planning efforts. The focus of Phase 3 will be on local and regional planning efforts to encourage transit-oriented-development and redevelopment (TOD). Transit-oriented development is a means to encourage use land use development patterns that support, and are integrated with transit and other transportation facilities, habits and patterns with the objective of reducing the need for automobile trips. The initial concept for Phase 3 being discussed is as follows: make CTAP funds available to individual or groups of communities in grants which may total up to \$250,000 per application to develop conceptual plans, zoning changes and related development plans to foster transit oriented development; Complimentary transit service planning including expansion/improvement of existing services future service and station locations, ridesharing programs, etc. may be considered as an eligible activity as well. A twenty percent cash match will be required for the grants. A specific schedule has not been finalized but the intention is to begin Phase 3 application process later in 2015.

**The UPWP Performance Report** summarizes the progress that the Rockingham Planning Commission made in implementing both the broad goals and specific tasks outlined in the FY 2014 - 2015 Unified Planning Work Program (UPWP). It is submitted in part to comply with 49 CFR 18.40 - Monitoring and Reporting Program Performance, and in part to provide communities, MPO Transportation Advisory Committee (TAC) and Policy Committee members, and the general public a report of progress on projects and initiatives that the MPO has undertaken as part of the UPWP for the region. The report for the 2014-2015 UPWP was completed in September, 2015 and is available on the RPC website ([www.rpc-nh.org](http://www.rpc-nh.org)).