

Transportation Improvement Program

FY 2017 – FY 2020

for the
Southern New Hampshire Planning Commission



Auburn, Bedford, Candia, Chester, Deerfield, Derry, Frankestown, Goffstown,
Hooksett, Londonderry, Manchester, New Boston, Raymond, Weare, Windham

December 20, 2016

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I. INTRODUCTION

The Transportation Improvement Program (TIP) is a vital link between plan development and project implementation where plans are converted into specific improvement projects and then programmed for implementation on the basis of priority and fiscal constraint. The FY 2017 – FY 2020 TIP is a four-year program of regional transportation improvement projects for the Southern New Hampshire Planning Commission (SNHPC) Metropolitan Planning Organization (MPO) area. Based on guidelines contained in the Fixing America’s Surface Transportation (FAST) Act, the TIP is updated at least once every four years. The TIP is updated by the SNHPC MPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the U.S. Department of Transportation.

In New Hampshire, the TIP is generally updated every two years by the MPO, concurrently with the NH Department of Transportation (NHDOT) State Transportation Improvement Program (STIP). All transportation projects utilizing Federal transportation funds in the SNHPC MPO region must be included in a conforming approved TIP in order to be incorporated into the STIP and proceed to implementation. Pursuant to the requirements of 23 CFR 450, other requirements pertaining to the development and maintenance of the TIP include:

- The TIP must cover a period of no less than four years, be updated every four years, and be approved by the MPO and the Governor;
- The TIP must be made reasonable available to all interested parties that may wish to provide comment;
- The TIP must include capital and non-capital surface transportation projects, or phases of projects within the metropolitan planning area;
- The TIP must contain all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA);
- The TIP must be financially constrained.

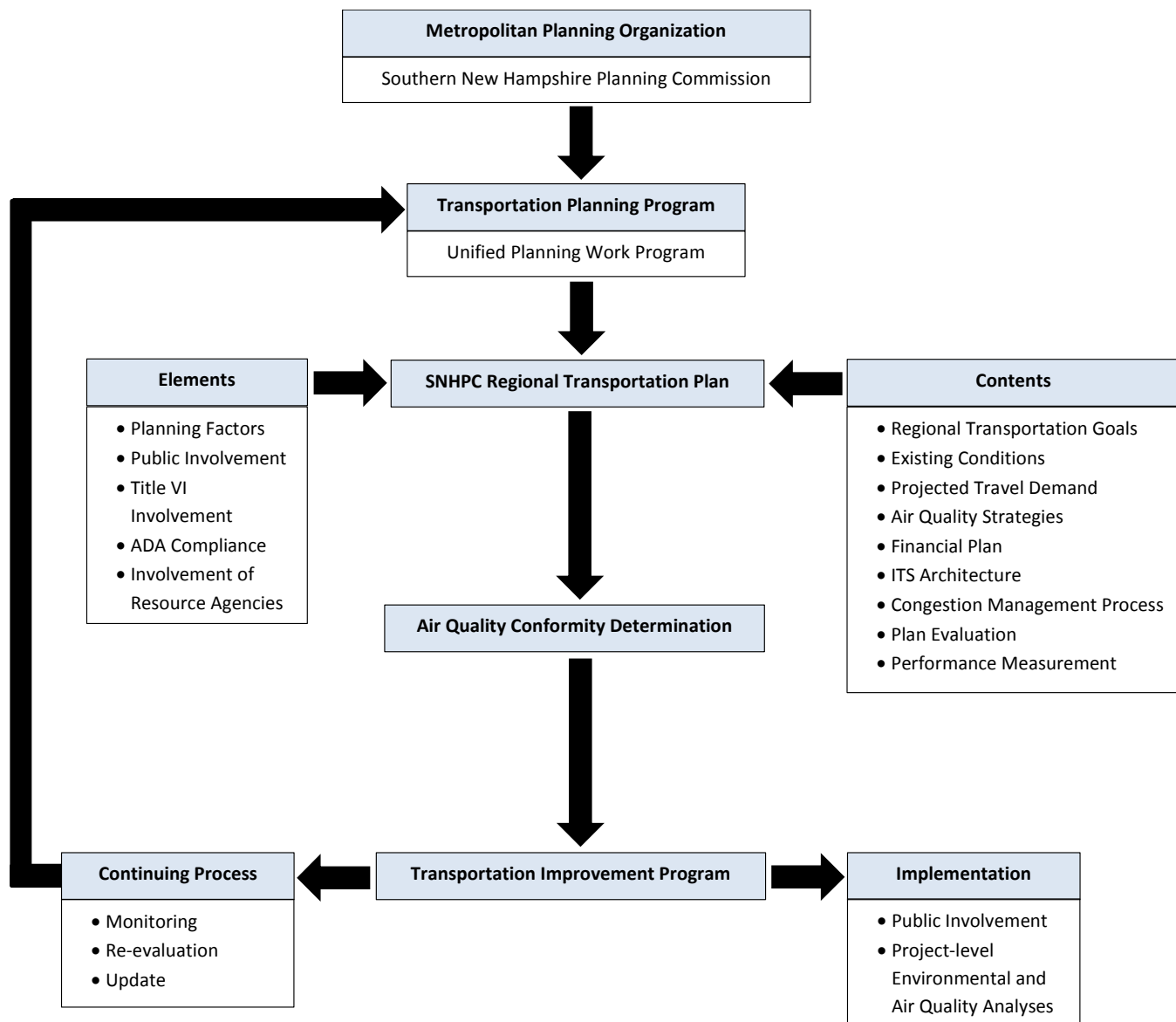
The TIP serves as the short-range project-specific component of the long-range plan for the region, which is called the Regional Transportation Plan for the Southern New Hampshire Planning Commission (RTP). The RTP, which addresses all forms of transportation used in the fourteen municipalities of the region and for each mode, is intended to serve as a guide for funding of transportation projects. Prioritization of the Plan recommendations results from a screening process to assure that impacts associated with health, safety, welfare and the environment are properly weighed in the public interest.

In December 2015, the Fixing America’s Surface Transportation Act was signed into law. The FAST Act provides surface transportation funding certainty for federal fiscal years 2016 through 2020. The FAST Act also continued the federal emphasis on the seven National Highway Performance Goals established in MAP-21, including:

- | | |
|-------------------------------|--|
| I. Safety; | V. Freight Movement and Economic Vitality; |
| II. Infrastructure Condition; | VI. Environmental Sustainability; |
| III. Congestion Reduction; | VII. Reduced Project Delivery Delays. |
| IV. System Reliability; | |

On the following page, Figure 1 presents a flow diagram of the MPO transportation planning process.

Figure 1- The Transportation Planning Process



The NHDOT, through cooperation and coordination with the MPO and the rural Regional Planning Commissions (RPC), maintains the STIP. To comply with Federal rules, the MPO area TIP and the NHDOT STIP must be consistent with one another. The approved STIP is frequently revised to reflect changes in project status; therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised. Changes in project schedules, funding needs, and project scopes require revising the approved STIP.

In association with FHWA, FTA and State MPOs and rural RPCs, the NHDOT developed standard procedures for revising STIPs and TIPs. The procedures, originally developed by NHDOT in 2008 and updated in November 2015, are being incorporated into the updated SNHPC Transportation

Planning Prospectus. The current SNHPC Prospectus is included as **Appendix A** in this document.

Additionally, the SNHPC MPO is required to certify that its transportation planning process is in conformance with applicable legislation. The SNHPC MPO self-certification resolution is contained in **Appendix B**.

Following the 2010 U.S. Census, the Manchester Urbanized Area (UZA) was expanded to include portions of the towns of Bow, Pembroke, and Allenstown which are members of the Central NH Regional Planning Commission (CNHRPC). The SNHPC and CNHRPC have executed a Memorandum of Understanding to ensure that these communities are covered under the SNHPC's metropolitan transportation planning process. As such, this Transportation Improvement Program includes applicable projects from the towns of Bow, Pembroke, and Allenstown.

Other Transportation Plans in New Hampshire

The SNHPC Transportation Improvement Program makes reference to the following transportation plans.

New Hampshire Long Range Transportation Plan

The New Hampshire Long Range Transportation Plan outlines the broad strategic direction, including vision, goals, and implementation strategies for the State of New Hampshire and the Department of Transportation for a 20-year time horizon.

New Hampshire Ten-Year Transportation Improvement Plan

The New Hampshire Ten-Year Transportation Improvement Plan is a statewide prioritized listing of surface transportation projects covering a period of ten years developed pursuant to RSA 228:99 and RSA 240. The Ten-Year Transportation Improvement Plan is developed with input from the state's four MPOs and five rural Regional Planning Commissions, is reviewed and modified by the Governor and State Legislature based on public feedback, and is updated on a two-year cycle.

New Hampshire Statewide Transportation Improvement Program

The New Hampshire Statewide Transportation Improvement Program (STIP) is a statewide prioritized and financially-constrained listing of surface transportation projects covering a period of four years consistent with the New Hampshire Long Range Transportation Plan, MPO Regional Transportation Plans, and MPO Transportation Improvement Programs.

SNHPC Regional Transportation Plan

The SNHPC Regional Transportation Plan is a fiscally-constrained, multimodal transportation plan addressing a 20-year planning horizon. The plan is developed and adopted by the SNHPC MPO through the metropolitan transportation planning process, and is the source from which projects are identified, prioritized, and selected for funding.

II. REGIONAL PROJECT SELECTION PROCESS

The development of the FY 2017 – FY 2020 TIP actually began during early 2015 when SNHPC Transportation Planning staff initiated meetings with stakeholders to discuss the statewide 2017-2026 Ten-Year Transportation Improvement Plan update process. Discussions held with member communities, the Manchester Transit Authority (MTA), the Cooperative Alliance for Regional Transportation (CART), and Manchester Boston Regional Airport were used to highlight the importance of the Ten-Year Transportation Improvement Plan process as a means to: 1) Establish and document local priorities for transportation improvements; and 2) Communicate these priorities to the New Hampshire Department of Transportation.

In January of 2015, formal project solicitation letters were sent to member communities and principal stakeholders of the SNHPC, including Transit Agencies and the NHDOT. In response to the project solicitation letters, most communities indicated that existing projects continue to be priorities. However, the Commission received a total of four new projects from two member communities, Bedford and Windham, to be considered in the development of the NHDOT 2017 – 2026 Ten-Year Transportation Improvement Plan.

In February 2015, the Technical Advisory Committee reviewed and approved a prioritization methodology for Ten Year Plan projects submitted for consideration. The prioritization methodology was informed by the ten federally-designated metropolitan planning factors.

Figure 2- Federally-designated Metropolitan Planning Factors

Federally-designated Metropolitan Planning Factors	
1	Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase accessibility and mobility of people and freight.
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Enhance travel and tourism.

The prioritization methodology was subsequently approved by the MPO in April, 2015. The prioritization methodology, as shown in Figure 3, included nine project evaluation criteria in six categories and a weighting system designed to emphasize regional and State priorities.

Figure 3- Project Evaluation Criteria

Project Evaluation Criteria			
Category	Category Weight	Criterion	Criterion Weight
Mobility	16.5%	Reduce Congestion	12.0%
		Freight Mobility	4.5%
Alternative Modes	9.2%	Enhance Alternative Modes	9.2%
Network Significance	14.7%	Traffic Volume	4.2%
		Facility Importance	10.5%
Safety	25.0%	Safety Measures	13.2%
		Safety Performance	11.8%
State of Repair	19.9%	Roadway Surface Life or Bridge Asset Condition	19.9%
Project Support	14.7%	Documented Support	14.7%

At their April 28, 2015 meeting, the SNHPC MPO approved a prioritized list of project recommended for the 2017-2026 Ten-Year Transportation Improvement Plan and requested that “NHDOT coordinate with the MPO to ensure the most efficient use of funding allocated to the SNHPC region for implementation of as many projects as possible.” These priorities were submitted to the NHDOT in correspondence dated April 30, 2015, and conveyed during public hearings of the Governor’s Advisory Commission on Intermodal Transportation (GACIT) throughout the Fall of 2015.

III. PUBLIC INVOLVEMENT PROCESS

The FAST Act requires that the process to develop the TIP shall provide stakeholders with “a reasonable opportunity to comment on the proposed program.” Additionally, the FAST Act continues consideration of the need for emphasis on additional strategies designed to make the TIP and related materials accessible to as many as possible. The Public Involvement Process for the SNHPC is included in the SNHPC Prospectus (**Appendix A**).

As described in Section II of this document, development of the FY 2017 – FY 2020 TIP actually began during early 2015 when SNHPC Transportation Planning staff initiated meetings with stakeholders to discuss the 2017-2026 Ten-Year Transportation Improvement Plan update process. The project selection process was completed in April 2015 when project priorities were formally approved by the SNHPC MPO and submitted to the NHDOT.

Following submission of regional priorities to NHDOT, public input on the first draft of the 2017-2026 Ten-Year Transportation Improvement Plan was discussed during a series of statewide hearings sponsored by the Governor’s Advisory Commission on Intermodal Transportation (GACIT) in September and October 2015. The SNHPC participated in these hearings, and following their completion, a draft 2017 – 2026 Ten-Year Plan was submitted to the Governor and subsequently to the Legislature for adoption. The draft Ten-Year Plan, including projects in the SNHPC region, was presented to the SNHPC TAC during a meeting held on September 17, 2015. The draft Ten-Year Plan was also discussed with the SNHPC MPO during a meeting held on September 22, 2015. Figure 4 below shows important dates in the development of the FY 2017 – FY 2020 SNHPC TIP.

Figure 4- Key Dates in the 2017-2020 TIP Development Process

Key Dates in the 2017-2020 TIP Development Process	
Date	Activity
January 12, 2015	SNHPC Sends Project Solicitation Correspondence to Regional Stakeholders
February 19, 2015	SNHPC TAC Approves Project Prioritization Methodology
April 28, 2015	SNHPC MPO Adopts Regional Project Priorities
April 30, 2015	SNHPC Submits Regional Project Priorities to the NHDOT
August 26, 2015	NHDOT Submits Draft Ten-Year Plan to GACIT
September 17, 2015	Draft Ten-Year Plan Presented to the SNHPC TAC
September 22, 2015	Draft Ten-Year Plan Presented to the SNHPC MPO
September 21, 2015	GACIT Public Hearing in Bedford
September 23, 2015	GACIT Public Hearing in Manchester
October 8, 2015	GACIT Public Hearing in Londonderry
December 16, 2015	GACIT Approves the 2017-2026 Ten-Year Plan and Submits to Governor
January 14, 2016	Governor Approves the 2017-2026 Ten-Year Plan and Submits to Legislature
June 9, 2016	Legislature Approves the 2017-2026 Ten-Year Plan
June 23, 2016	Governor Signs 2017-2026 Ten-Year Plan
September 2, 2016	NHDOT Releases 2017-2027 STIP Update Project Listing
October 17, 2016	SNHPC Opens Public Comment Period on TIP Project Listing
November 16, 2016	SNHPC Opens Public Comment Period on TIP and RTP
December 20, 2016	SNHPC MPO Policy Committee Public Hearing to Consider TIP

Following the signing of the 2017 – 2026 Ten Year Transportation Improvement Plan into law by New Hampshire Governor Maggie Hassan on June 23, 2016, NHDOT subsequently provided the SNHPC with a draft FY 2017 – FY 2020 TIP in September 2016. Projects included in the FY 2017 – FY 2026 Ten Year Plan form the basis for the SNHPC FY 2017 – FY 2020 TIP. During September and October 2016, development of the SNHPC TIP began. A draft of the SNHPC 2017 – 2020 TIP was presented to the TAC on October 20, 2016 and to the MPO on November 22, 2016. Public and agency comment on the document was received and the final version of the SNHPC TIP was approved by the MPO on December 20, 2016.

IV. FINANCIAL PLAN

Metropolitan transportation planning rules state that the TIP shall include a financial plan that demonstrates how the program can be implemented and identifies public and private resources expected to be available to carry out the program. Metropolitan planning rules require that the TIP must be financially constrained (i.e. in order for a project to be included in the TIP, there must be a reasonable expectation that funding for the project will be available within the timeframe allocated).

Based on the fiscal constraint information provided by the NHDOT, and summarized in Figures 5 and 6, it is assumed the FY 2017-2020 TIP is financially constrained. This determination includes the following assumptions:

- That all projects in the SNHPC region requiring state or local match will be matched appropriately, and that state match is assumed to be provided in the form of turnpike toll credits.
- That NHDOT has determined that the required funds by year and category will be available for all projects listed in the FY 2017-2020 Statewide Transportation Improvement Program.

On the following page, Figure 5 provides a year-by-year financial breakdown of projects contained in the FY 2017 – FY 2020 TIP. Projects are broken down by work phase activity, transportation mode and funding category. As shown in Figure 5, projects totaling approximately \$278,690,000 are included in the FY 2017 – FY 2020 TIP.

Figure 6 presents a fiscal constraint summary which estimates anticipated revenues compared with programmed funding costs for the TIP program years. This table was developed through the use of fiscal constraint estimates provided by the NHDOT and project cost information from the STIP. FHWA funding and local match for highway projects was taken from the NHDOT STIP Fiscal Constraint Summary. The fiscal constraint analysis utilizes an assumption that the SNHPC region receives a maximum of seventeen percent of funding available to the State. This analysis has been utilized to calculate the SNHPC region allocation of FHWA funding shown in Figure 6. FTA and local match funding for transit for the SNHPC region was calculated based on budgetary information from MTA and CART. Figure 6 also assumes, based on information received from NHDOT, that revenues from the Turnpike Capital Improvement Program will be available to fund capital projects in the SNHPC region.

A significant portion of highway funding allocated to the SNHPC region in the FY 2017 – FY 2020 TIP will be spent on the Salem to Manchester I-93 widening project, which is designed to improve transportation efficiency and reduce safety deficiencies on the corridor. Grant Anticipation Revenue Vehicle (GARVEE) bonds are being used to finance the project and accelerate the construction schedule. The cost of the I-93 widening project for each of the 2017 – 2020 TIP years is included in Figure 6.

Figure 5- FY 2017-2020 TIP Funding Breakdown

FY2017 - FY2020 TIP - Funding Breakdown					
(Figures Expressed in Millions of Dollars)					
Work Phase	2017	2018	2019	2020	Total
Right-of-Way	0.526	0.646	3.395	11.901	16.468
Preliminary Engineering	5.393	4.931	2.598	3.281	16.203
Construction	43.871	37.040	41.216	36.324	158.451
Planning	0.865	0.114	0.114	0.789	1.882
Other	21.922	29.710	16.385	17.669	85.685
TOTAL	72.577	72.441	63.707	69.964	278.690
Transportation Mode	2017	2018	2019	2020	Total
Air	13.806	20.300	11.803	13.417	59.326
Highway	51.770	44.690	49.658	54.229	200.346
Transit	7.002	7.451	2.247	2.318	19.018
TOTAL	72.577	72.441	63.707	69.964	278.690
Funding Category	2017	2018	2019	2020	Total
Airport Improvement	13.806	20.300	11.803	13.417	59.326
Betterment, STP-State Flexible, Toll Credit	2.125	2.125	2.125	2.125	8.500
Bridge Off System, Other	0.791	0.791	0.786	0.786	3.154
Congestion Mitigation and Air Quality Program, Toll Credit	1.957	0.551	0.897	0.463	3.868
DRED, Recreational Trails	0.266	0.266	0.266	0.266	1.063
Forest Highways	0.055	0.051	0.060	0.060	0.225
FTA 5307 Capital and Operating Program, Other, Toll Credit	6.077	7.451	2.247	2.318	18.093
FTA 5309 Capital Funding Program - Discretionary, Other	0.170	0.000	0.000	0.000	0.170
FTA 5310 Capital Program, Other	0.426	0.440	0.454	0.468	1.787
FTA 5339 Bus and Bus Facilities, Other	0.523	0.540	0.557	0.575	2.196
Highway Safety Improvement Program (HSIP), Toll Credit	1.165	1.622	1.651	1.685	6.122
Local Tech Assistance Program	0.026	0.026	0.026	0.026	0.102
Municipal Off-system Bridge Replacement & Rehabilitation	0.000	0.000	0.000	1.814	1.814
National Highway System, Toll Credit	9.138	6.595	0.670	3.660	20.064
NH Highway Fund, STP-State Flexible	0.000	0.350	0.350	0.350	1.049
None Highway	0.000	0.000	0.000	0.332	0.332
TAP - Transportation Alternatives, Other	0.543	0.543	0.543	0.543	2.171
Redistribution, Toll Credit	0.085	0.000	0.000	0.000	0.085
RL - Rail Highway, Toll Credit	0.197	0.197	0.197	0.197	0.789
Safe Routes to School	0.145	0.051	0.000	0.000	0.197
State Aid Bridge (SAB) *	2.365	0.439	0.910	1.759	5.472
State Aid Highway (SAH) *	0.700	0.759	0.000	1.200	2.659
STP-DBE	0.015	0.015	0.015	0.015	0.061
STP-Safety, Toll Credit	0.040	0.041	0.042	0.044	0.167
STP-State Flexible, Toll Credit	6.336	7.759	6.906	7.334	28.335
Turnpike	7.666	4.367	1.099	2.552	15.684
I-93	17.960	17.164	32.105	27.976	95.206
TOTAL	72.577	72.441	63.707	69.964	278.690

It should be noted that the SNHPC MPO does not possess the resources and information required to independently verify that the document as proposed is fiscally constrained. The figures presented in this section are based on project cost information and available resources from the NHDOT. The demonstration and documentation of fiscal constraint will continue to be an evolving process achieved through cooperation between FHWA/FTA, the NHDOT and MPOs. A more extensive fiscal constraint analysis of project costs and revenues is included in Chapter VII of the RTP. The fiscal constraint summary for the NHDOT FY 2017 – FY 2020 STIP is presented in Appendix C of this document.

Figure 6- Fiscal Constraint Analysis

Fiscal Constraint Analysis - FY 2017 - FY 2020 - SNHPC TIP												
Year	Statewide FHWA Funding ¹	Statewide Local/Other Funds ²	SNHPC FHWA Allocation ³	Transit ⁴	Transit Local/Other ⁵	TPK Capital Improvement ⁶	I-93 Project Related Revenues	Total Revenues	SNHPC Region Highway Projects	SNHPC Region Transit Projects	Total Costs	Balance
2017	\$179,329,106	\$3,912,463	\$35,417,498	\$3,264,988	\$954,058	\$5,827,144	\$13,867,432	\$59,331,119	\$51,770,000	\$7,002,000	\$58,772,000	\$559,119
2018	\$177,924,132	\$2,838,876	\$27,133,430	\$4,611,172	\$1,290,604	\$8,733,197	\$10,744,068	\$52,512,471	\$44,690,000	\$7,451,000	\$52,141,000	\$371,471
2019	\$178,595,458	\$3,736,029	\$24,556,876	\$3,369,467	\$984,587	\$2,198,209	\$21,160,502	\$52,269,641	\$49,658,000	\$2,247,000	\$51,905,000	\$364,641
2020	\$182,867,443	\$2,458,314	\$19,658,250	\$3,477,290	\$1,016,094	\$5,104,242	\$27,609,920	\$56,865,796	\$54,229,000	\$2,318,000	\$56,547,000	\$318,796
Totals	\$718,716,138	\$12,945,682	\$106,766,054	\$14,722,916	\$4,245,343	\$21,862,792	\$73,381,922	\$220,979,027	\$200,347,000	\$19,018,000	\$219,365,000	\$1,614,027

¹ Total FHWA funding derived from FY 2017-2020 STIP.

² Local/Other funding from NHDOT STIP and assumes 3.2% annual increase.

³ Assumes that SNHPC region receives a maximum of 17 percent of total funding for State over the four-year TIP Period.

⁴ FTA funding based on estimated apportionments for MTA and CART (50% allocated to SNHPC region) and assumes 3.2% annual increase.

⁵ Local match based assumption that MTA and CART match all available FTA funds.

⁶ Figures assume Turnpike projects in TYP financed through toll revenues and Capital Improvement Plan.

Additionally, it is important to note that there are two Regionally Significant projects that start during the FY 2017-FY 2020 TIP period and are anticipated to require financial resources in years beyond the TIP period.

1. Project #16099- Reconstruction of Interstate 293 Exits 6 and 7.

The TIP includes \$1,065,024 of State Turnpike Capital funding to complete a preliminary engineering study for this project. Construction on this project is anticipated to start in 2024. Exit 6 improvements are currently estimated to cost \$96.2 Million, and Exit 7 improvements are currently estimated to cost \$55.8 Million.

2. Project #16433- Debt Service for the I-93 Capacity Improvements (Northern Projects)

The TIP includes \$5,727,976 in total funding for debt service related to the I-93 expansion (northern projects). Debt service payments are expected to continue annually through FY 2030 at an additional cost (beyond the funding programmed in the TIP) of \$127,449,000.

3. Project #13761- Widening of 2-lane Sections of the F.E. Everett Turnpike from Exit 8 in Nashua to the I-293 Interchange in Bedford

The TIP includes \$8,899,988 of State Turnpike Capital funding to complete engineering and right-of-way work for this project. Construction on this project is anticipated to start in 2022 at an estimated additional cost of \$58,000,000.

Regulations included in 23 CFR Part 450.218(m) state that “For purposes of transportation operations and maintenance, the STIP shall include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways [...]” Figure 7 provides estimates of maintenance and operations needs for the Federal-aid highway system in the SNHPC region and statewide for the period 2017 to 2020. The estimates are based on NHDOT figures from the FY 2017 – FY 2020 STIP Financial Constraint Summary and an analysis of Federal-aid eligible roadways in the SNHPC region. Figure 7 also presents estimates of operations and maintenance for Federal-aid eligible roadways on a statewide basis. These figures, broken down on a cost per mile basis, were then used to develop estimates of regional needs for maintenance and operations for Federal-aid eligible roadways within the SNHPC region.

Figure 7- Fiscal Constraint Summary (Maintenance and Operations)

Fiscal Constraint Summary - Operations & Maintenance Estimates - SNHPC Region			
Year	Statewide Operations & Maintenance Needs	Statewide Operations & Maintenance Cost/Mile ¹	Regional Needs for Operations & Maintenance (Federal-aid Eligible Roads) ²
2017	\$107,968,805	\$12,785	\$15,763,829
2018	\$124,796,987	\$14,778	\$18,220,803
2019	\$133,355,608	\$15,791	\$19,470,393
2020	\$104,662,526	\$12,393	\$15,281,101
Total (2017 - 2020)			\$68,736,126

Notes: Statewide Maintenance & Operations Needs derived from FY 2017 - FY 2020 NHDOT STIP Financial Constraint Summary.

¹ Assumes a total of 8,445 miles of Federal-aid eligible roadways in New Hampshire.

² Assumes a total of 1,233 miles of Federal-aid eligible roadways in the SNHPC Region.

V. MONITORING PROCESS

Federal law requires the MPO, State and public transportation operators to cooperate in preparing a list of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds were obligated for spending during the immediate preceding year. The listing is required to be consistent with the funding categories identified in the TIP. The listing also includes the amount of funds programmed in the TIP, the amount obligated in the program year, and the amount of funds remaining and available for use in subsequent years.

The FY 2016 Annual Listing of Obligated Projects for the SNHPC region is included as Appendix D of this document.

VI. AIR QUALITY CONFORMITY

The Clean Air Act requires a conformity demonstration of the RTP and TIP in any area designated as “non-attainment” for a pollutant for which National Ambient Air Quality Standard (NAAQS) exists. As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. Transportation conformity no longer applies to the ozone NAAQS in New Hampshire in accordance with the 40 CFR section 93.102(b) “Geographic applicability” of the transportation conformity rule. Thus, new

projects will no longer “trigger” the conformity process nor will new projects require the MPO to conduct a new Air Quality Analysis.

The City of Manchester still retains conformity responsibilities for carbon monoxide (CO). Manchester was designated nonattainment by EPA for CO on March 3, 1978 and in 1999. Following monitoring that indicated that the National Ambient Air Quality Standard for CO had been achieved, New Hampshire submitted a formal re-designation request. Effective January 29, 2001, EPA re-designated Manchester from nonattainment to attainment and approved the State’s CO maintenance plan. On August 1, 2012, NHDES submitted a limited maintenance plan State Implementation Plan (SIP) revision for the remainder of the second ten-year maintenance period (January 29, 2011 to January 29, 2021). Under this plan, strategies that have helped cities reduce CO emissions would be continued, including vehicle inspection, reductions in VMT and transit, ridesharing and traffic signal coordination strategies.

On March 10, 2014, the U.S. Environmental Protection Agency approved a maintenance plan, known as a “limited maintenance plan,” for the City of Manchester. This limited maintenance plan has a 2021 horizon year, (the second ten-year carbon monoxide (CO) maintenance period terminates on January 29, 2021). Because of the approved limited maintenance plan, the SNHPC no longer has to complete a regional emissions analysis for the City of Manchester for carbon monoxide pursuant to 40 CFR 93.109(e) “Areas with limited maintenance plans”. However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply, including project level conformity determinations based on carbon monoxide hot spot analyses under 40 CFR 93.116. The TIP meets all applicable conformity requirements under the conformity rule. Coordination of the air quality conformity process is accomplished through an Interagency Consultation process involving representatives of the SNHPC, other state MPOs, NHDOT, FHWA, FTA, EPA and NHDES.

VII. PROJECT LISTING

The next section of this document includes a listing of the projects included in the SNHPC FY 2017 – FY 2020 TIP. The details of each project are provided, including location, facility, cost and scope of work by year. Additional information regarding project phasing and funding source is also included. The project listing also includes statewide projects that include work within the SNHPC region and other projects of local interest.



TRANSPORTATION IMPROVEMENT PROGRAM [TIP]

List of Projects for the
Southern New Hampshire Planning Commission Region

FY 2017 – FY 2020

December 20, 2016

SNHPC Transportation Improvement Program FY 2017 - 2020

Name/#	Route/Street		Location/Scope of Work				CAAcodes	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
BEDFORD 13692C 13107	NH 101		Bridge Rehab or Replacement of br no 090/065 carrying NH 101 over Pulpit Brook				ATT	2,499,782	N
	CON	2019	609,105	0	0	609,105	National Highway System, Toll Credit		
		2020	855,697	0	0	855,697			
	Total		1,464,802	0	0	1,464,802			
BEDFORD 13953 1818	NH 101		Widen NH 101 to 5 lanes from NH 114 to Wallace Road				ATT	24,872,297	N
	PE	2017	56,760	0	0	56,760	National Highway System, Toll Credit		
	CON	2017	9,081,600	0	0	9,081,600			
		2018	5,857,632	0	0	5,857,632			
	Total		14,995,992	0	0	14,995,992			
BEDFORD 16156 7730	NH 114		Culvert Slipline/Rehab for Redlist Bridge carrying NH 114 over Bowman Brook (Br No 151/151)				ATT	2,258,430	N
	PE	2017	28,380	0	0	28,380	Redistribution, Toll Credit		
	ROW	2017	56,760	0	0	56,760			
	CON	2018	1,757,290	0	0	1,757,290		STP-State Flexible, Toll Credit	
	Total		1,842,430	0	0	1,842,430			
BEDFORD - MERRIMACK 16100 7394	F.E. EVERETT TPK		Improvement to Bedford Mainline Toll Plaza to Institute Open Road Tolling (TPK Capital Program)				ATT	10,409,781	Y
	PE	2017	0	913,320	0	913,320	Turnpike Capital		
	CON	2017	0	1,960,800	0	1,960,800			
		2018	0	7,135,661	0	7,135,661			
	Total		0	10,009,781	0	10,009,781			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
BOSTON - MANCHESTER 68060 11788	Boston Express		Boston Express - FEE/NASHUA CAPITAL, CAPITAL PM, MARKETING AND OPERATING. MATCH W/TOLL CREDITS.				E-21	231,472	N
	OTHER	2017	47,472	0	0	47,472	FTA 5307 Capital and Operating Program, Toll Credit		
	Total		47,472	0	0	47,472			
BOSTON - MANCHESTER 68093C 13111	Boston Express		Boston Express - Repairs to buildings & grounds for FEE commuter service.				E-28	12,064	N
	OTHER	2017	2,064	0	0	2,064	FTA 5307 Capital and Operating Program		
	Total		2,064	0	0	2,064			
BOSTON - MANCHESTER 68093E 13109	Boston Express		Boston Express - Capital Equipment for FEE service.				E-24	18,128	N
	OTHER	2017	4,128	0	0	4,128	FTA 5307 Capital and Operating Program, Toll Credit		
	Total		4,128	0	0	4,128			
BOSTON - MANCHESTER 68093M 13108	Boston Express		Boston Express - Marketing for FEE Turnpike commuter bus service5307 Program				E-21	136,440	N
	OTHER	2017	46,440	0	0	46,440	FTA 5307 Capital and Operating Program, Toll Credit		
	Total		46,440	0	0	46,440			
BOSTON - MANCHESTER 68093O 13110	Boston Express		Boston Express - Operating expenses for FE Everett Turnpike commuter service. Annual project.				E-21	754,408	N
	OTHER	2017	219,408	0	0	219,408	FTA 5307 Capital and Operating Program, Toll Credit		
	Total		219,408	0	0	219,408			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
BOW 29641 13043	NH 3A		NH Rte 3A Corridor safety improvements				ATT	4,946,581	N
	PE	2018	351,458	0	0	351,458	National Highway System, Toll Credit		
		2020	124,770	0	0	124,770			
	ROW	2018	58,576	0	0	58,576			
		2020	561,467	0	0	561,467			
	Total		1,096,271	0	0	1,096,271			
CART 60100A 12926	Cooperative Alliance for Regional Transportation (CART)		Coop. Alliance for Reg. Transportation - Preventative Maintenance (Derry-Salem region)				E-23	1,268,453	N
	OTHER	2017	70,176	0	17,544	87,720	FTA 5307 Capital and Operating Program, Other		
		2018	72,422	0	18,105	90,527			
		2019	74,739	0	18,685	93,424			
		2020	77,131	0	19,283	96,413			
	Total		294,468	0	73,617	368,084			
CART 60100B 12927	Cooperative Alliance for Regional Transportation (CART)		Coop. Alliance for Reg. Transportation - Operating Assistance (Derry-Salem region)				E-21	10,285,946	N
	OTHER	2017	367,487	0	367,487	734,973	FTA 5307 Capital and Operating Program, Other		
		2018	379,246	0	379,246	758,492			
		2019	391,382	0	391,382	782,764			
		2020	403,906	0	403,906	807,812			
	Total		1,542,021	0	1,542,021	3,084,042			
COMMUTER/INTERCITY BUS REPLACEMENT 40284 20142	Various		Replacement of existing state-owned coaches used for commuter and intercity bus.				E-30	18,693,725	N
	OTHER	2017	3,096,000	0	0	3,096,000	Congestion Mitigation and Air Quality Program, Toll Credit		
		2018	3,195,072	0	0	3,195,072			
		2019	5,275,703	0	0	5,275,703			
		2020	2,722,263	0	0	2,722,263			
	Total		14,289,038	0	0	14,289,038			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
DERRY - LONDONDERRY 13065 1816	I-93		I-93 EXIT 4A - Prelim., Final Design, ROW & Construction of NEW INTERCHANGE and connecting roadway				ATT	64,837,193	N
	PE	2017	56,760	0	1,806,000	1,862,760	Non Participating, STP-State Flexible, Toll Credit		
		2018	0	0	2,295,127	2,295,127	Non Participating		
		2019	60,451	0	0	60,451	STP-State Flexible, Toll Credit		
	ROW	2019	2,418,030	0	0	2,418,030			
		2020	9,981,630	0	0	9,981,630			
	CON	2019	9,067,614	0	2,747,762	11,815,376	Non Participating, STP-State Flexible, Toll Credit		
	Total		21,584,485	0	6,848,889	28,433,374			
HOOKSETT 29611 13008	US 3 / NH 28		Reconstruction and widening from NH 27 / Whitehall Rd / Martin's Ferry Rd to W Alice Ave / Alice Ave				ATT	17,819,431	N
	PE	2018	585,763	0	0	585,763	National Highway System, Toll Credit		
		2020	842,200	0	0	842,200			
	ROW	2019	60,451	0	0	60,451			
		2020	311,926	0	0	311,926			
	Total		1,800,340	0	0	1,800,340			
MANCHESTER 16099 7692	I-293 / FEE TPK		PRELIMINARY ENGINEERING STUDY FOR RECONSTRUCTION OF THE F.E. EEVERETT TURNPIKE AT EXITS 6 AND 7				LMP	12,104,730	Y
	PE	2017	0	1,065,024	0	1,065,024	Turnpike Capital		
	Total		0	1,065,024	0	1,065,024			
MANCHESTER 29811 13181	South Manchester Rail Trail		Construct Multi-use path along the abandoned rail corridor from Gold St. to Perimeter Road				E-33	1,650,787	N
	PE	2017	74,056	0	18,514	92,570	Congestion Mitigation and Air Quality Program, Towns		
	ROW	2017	1,734	0	433	2,167			
	CON	2017	1,062,839	0	265,710	1,328,549			
	Total		1,138,630	0	284,657	1,423,287			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
MANCHESTER 60200A 12870	Manchester Transit Authority (MTA)	Manchester Transit Authority (MTA) - Operating assistance for fixed route transit service.					E-21	9,460,122	N
	OTHER	2017	1,923,648	0	480,912	2,404,560		FTA 5307 Capital and Operating Program, Other	
		2018	2,025,250	0	506,312	2,531,562			
		Total	3,948,898	0	987,224	4,936,122			
MANCHESTER 60200B 12872	Manchester Transit Authority (MTA)	Manchester Transit Authority (MTA) - Operating assistance for capital maintenance of transit fleet.					E-21	2,237,175	N
	OTHER	2017	454,906	0	113,726	568,632		FTA 5307 Capital and Operating Program, Other	
		2018	478,835	0	119,709	598,543			
		Total	933,740	0	233,435	1,167,175			
MANCHESTER 60200C 12877	Manchester Transit Authority (MTA)	Manchester Transit Authority (MTA) - Replacement buses.					E-30	2,123,393	N
	OTHER	2018	1,346,184	0	336,546	1,682,729		FTA 5307 Capital and Operating Program, Other	
		Total	1,346,184	0	336,546	1,682,729			
MANCHESTER 60200D 12885	Manchester Transit Authority (MTA)	Manchester Transit Authority (MTA) - Operating Assistance for ADA Paratransit Service.					E-21	1,191,527	N
	OTHER	2017	243,677	0	60,919	304,597		FTA 5307 Capital and Operating Program, Other	
		2018	256,751	0	64,188	320,939			
		Total	500,428	0	125,107	625,535			
MANCHESTER 60200E 12879	Manchester Transit Authority (MTA)	Manchester Transit Authority (MTA) - Replacement of ADA Paratransit Vans. FTA Section 5307 funds.					E-30	628,704	N
	OTHER	2017	224,563	0	56,141	280,704		FTA 5307 Capital and Operating Program, Other	
		Total	224,563	0	56,141	280,704			
MANCHESTER 60200F 12886	Manchester Transit Authority (MTA)	Manchester Transit Authority (MTA) - Replacement of Transit Service Vehicles.					E-30	142,893	N
	OTHER	2017	90,314	0	22,579	112,893		FTA 5307 Capital and Operating Program, Other	
		Total	90,314	0	22,579	112,893			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
MANCHESTER 60200G 12888	Manchester Transit Authority (MTA)		Manchester Transit Authority (MTA) - Miscellaneous Capital for public transportation.				E-25	527,104	N
	OTHER	2017	109,058	0	27,265	136,323	FTA 5307 Capital and Operating Program, Other		
		2018	112,548	0	28,137	140,685			
		Total	221,607	0	55,402	277,008			
NASHUA - CONCORD 29408 12859	F.E. Everett Turnpike		Intelligent Transportation System (ITS) deployment on F.E. Everett Turnpike				E-7	4,100,000	Y
	CON	2017	0	1,888,000	0	1,888,000	Turnpike Capital		
		Total	0	1,888,000	0	1,888,000			
NASHUA - MERRIMACK - BEDFORD 13761 12737	F. E. Everett Turnpike		F.E.E.Turnpike widening of 2-lane sections from Exit 8 in Nashua to I-293 interchange in Bedford				LMP	86,419,091	Y
	PE	2018	0	1,597,536	0	1,597,536	Turnpike Capital		
		2019	0	1,648,657	0	1,648,657			
		2020	0	2,268,552	0	2,268,552			
	ROW	2019	0	549,552	0	549,552			
		2020	0	2,835,690	0	2,835,690			
		Total	0	8,899,988	0	8,899,988			
PROGRAM ADA 20402	Various		Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.				E-33	2,710,920	N
	CON	2017	234,305	0	0	234,305	STP-Safety, Toll Credit		
		2018	241,803	0	0	241,803			
		2019	249,541	0	0	249,541			
		2020	257,526	0	0	257,526			
		Total	983,175	0	0	983,175			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM BRDG-HIB-M&P 20232	Various		Maintenance and preservation efforts for High Investment Bridges				ALL	28,700,000	N
	PE	2017	100,000	0	0	100,000	STP-State Flexible, Toll Credit		
		2018	100,000	0	0	100,000			
		2019	100,000	0	0	100,000			
		2020	100,000	0	0	100,000			
	ROW	2017	20,000	0	0	20,000			
		2018	20,000	0	0	20,000			
		2019	20,000	0	0	20,000			
		2020	20,000	0	0	20,000			
	CON	2017	2,550,000	0	0	2,550,000			
		2018	2,550,000	0	0	2,550,000			
		2019	2,800,000	0	0	2,800,000			
		2020	2,800,000	0	0	2,800,000			
	Total		11,180,000	0	0	11,180,000			
PROGRAM BRDG-T1/2-M&P 20233	Tier 1-2 Bridges		Maintenance & preservation of tier 1 & 2 bridges.				ALL	70,250,000	N
	PE	2017	100,000	0	0	100,000	STP-State Flexible, Toll Credit		
		2018	100,000	0	0	100,000			
		2019	100,000	0	0	100,000			
		2020	100,000	0	0	100,000			
	ROW	2017	25,000	0	0	25,000			
		2018	25,000	0	0	25,000			
		2019	25,000	0	0	25,000			
		2020	25,000	0	0	25,000			
	CON	2017	2,500,000	0	0	2,500,000			
		2018	2,500,000	0	0	2,500,000			
		2019	8,000,000	0	0	8,000,000			
		2020	8,000,000	0	0	8,000,000			
	Total		21,500,000	0	0	21,500,000			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant	
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$				Funding Category
PROGRAM BRDG-T3/4-M&P 20236	Tier 3-4 Bridges		Maintenance and preservation of tier 3 & 4 bridges.				ALL	23,100,000	N	
	PE	2017	50,000	0	0	50,000	STP-State Flexible, Toll Credit			
		2018	50,000	0	0	50,000				
		2019	50,000	0	0	50,000				
		2020	50,000	0	0	50,000				
	ROW	2017	10,000	0	0	10,000				
		2018	10,000	0	0	10,000				
		2019	10,000	0	0	10,000				
		2020	10,000	0	0	10,000				
	CON	2017	1,250,000	0	0	1,250,000				
		2018	1,250,000	0	0	1,250,000				
		2019	2,500,000	0	0	2,500,000				
		2020	2,500,000	0	0	2,500,000				
	Total		7,740,000	0	0	7,740,000				
PROGRAM CBI 7237	Various		Complex Bridge Inspection (PARENT)					E-38	5,712,276	N
	PLAN	2017	250,000	0	0	250,000		STP-State Flexible, Toll Credit		
		2018	250,000	0	0	250,000				
		2019	250,000	0	0	250,000				
		2020	250,000	0	0	250,000				
	Total		1,000,000	0	0	1,000,000				

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM CRDR 4157	Various		CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)				ALL	26,639,970	N
	PE	2017	88,000	0	0	88,000	STP-State Flexible, Toll Credit		
		2018	100,000	0	0	100,000			
		2019	100,000	0	0	100,000			
		2020	100,000	0	0	100,000			
	ROW	2017	2,000	0	0	2,000			
		2018	25,000	0	0	25,000			
		2019	25,000	0	0	25,000			
		2020	25,000	0	0	25,000			
	CON	2017	1,870,000	0	0	1,870,000			
		2018	1,870,000	0	0	1,870,000			
		2019	1,870,000	0	0	1,870,000			
		2020	1,870,000	0	0	1,870,000			
	PLAN	2017	40,000	0	0	40,000			
		2018	5,000	0	0	5,000			
		2019	5,000	0	0	5,000			
		2020	5,000	0	0	5,000			
	Total		8,000,000	0	0	8,000,000			
PROGRAM DBE 45	Disadvantaged Business Enterprise		IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)				E-0	1,440,000	N
	OTHER	2017	90,000	0	0	90,000	STP-DBE		
		2018	90,000	0	0	90,000			
		2019	90,000	0	0	90,000			
		2020	90,000	0	0	90,000			
	Total		360,000	0	0	360,000			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant	
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$				Funding Category
PROGRAM FLAP 20049	Various		Improving transportation facilities that access Federal Lands within NH (FLAP)				ALL	4,462,000	N	
	PE	2017	50,000	0	0	50,000	Forest Highways			
		2018	50,000	0	0	50,000				
		2019	50,000	0	0	50,000				
		2020	50,000	0	0	50,000				
	ROW	2017	25,000	0	0	25,000				
		2018	25,000	0	0	25,000				
		2019	25,000	0	0	25,000				
		2020	25,000	0	0	25,000				
	CON	2017	250,000	0	0	250,000				
		2018	225,000	0	0	225,000				
		2019	275,000	0	0	275,000				
		2020	275,000	0	0	275,000				
	Total		1,325,000	0	0	1,325,000				
PROGRAM FTA5307 20199	Boston Urbanized Area (UZA)		Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.					E-21	47,204,426	N
	OTHER	2017	2,787,128	0	696,782	3,483,910		FTA 5307 Capital and Operating Program, Other		
		2018	2,876,317	0	719,079	3,595,396				
		2019	2,968,359	0	742,090	3,710,449				
		2020	3,063,346	0	765,837	3,829,183				
	Total		11,695,150	0	2,923,788	14,618,938				
PROGRAM FTA5309 11482	Various		Capital bus and bus facilities - FTA Section 5309 Program				E-30	5,566,667	N	
	OTHER	2017	800,000	0	200,000	1,000,000	FTA 5309 Capital Funding Program - Discretionary, Other			
	Total		800,000	0	200,000	1,000,000				

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM FTA5310 10756	Various		Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program				E-30	39,310,898	N
	OTHER	2017	2,004,646	0	501,161	2,505,807	FTA 5310 Capital Program, Other		
		2018	2,068,794	0	517,199	2,585,993			
		2019	2,134,996	0	533,749	2,668,745			
		2020	2,203,315	0	550,829	2,754,144			
		Total	8,411,751	0	2,102,938	10,514,689			
PROGRAM FTA5339 11481	Various		Capital bus and bus facilities - FTA 5339 Program for statewide public transportation				E-30	46,037,521	N
	OTHER	2017	2,462,957	0	615,739	3,078,696	FTA 5339 Bus and Bus Facilities, Other		
		2018	2,541,771	0	635,443	3,177,214			
		2019	2,623,108	0	655,777	3,278,885			
		2020	2,707,047	0	676,762	3,383,809			
		Total	10,334,883	0	2,583,721	12,918,604			
PROGRAM GRR 785	Various		GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)				E-9	18,405,909	N
	PE	2017	150,000	0	0	150,000	STP-State Flexible, Toll Credit		
		2018	120,000	30,000	0	150,000	NH Highway Fund, STP-State Flexible		
		2019	120,000	30,000	0	150,000			
		2020	120,000	30,000	0	150,000			
	ROW	2017	5,000	0	0	5,000	STP-State Flexible, Toll Credit		
		2018	4,000	1,000	0	5,000	NH Highway Fund, STP-State Flexible		
		2019	4,000	1,000	0	5,000			
		2020	4,000	1,000	0	5,000			
	CON	2017	1,880,000	0	0	1,880,000	STP-State Flexible, Toll Credit		
		2018	1,504,000	376,000	0	1,880,000	NH Highway Fund, STP-State Flexible		
		2019	1,504,000	376,000	0	1,880,000			
		2020	1,504,000	376,000	0	1,880,000			
		Total	6,919,000	1,221,000	0	8,140,000			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM HAZMAT 11479	Hazard Material Review		Hazard Material review for post construction obligations.				ALL	381,800	N
	OTHER	2017	27,000	0	0	27,000	STP-State Flexible, Toll Credit		
		2018	27,000	0	0	27,000			
		2019	27,000	0	0	27,000			
		2020	27,000	0	0	27,000			
		Total	108,000	0	0	108,000			
PROGRAM HSIP 6767	Various		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)				E-6	148,883,441	N
	PE	2017	500,000	0	0	500,000	Highway Safety Improvement Program (HSIP), Toll Credit		
		2018	500,000	0	0	500,000			
		2019	500,000	0	0	500,000			
		2020	500,000	0	0	500,000			
	ROW	2017	150,000	0	0	150,000			
		2018	150,000	0	0	150,000			
		2019	150,000	0	0	150,000			
		2020	150,000	0	0	150,000			
	CON	2017	6,002,000	0	0	6,002,000			
		2018	8,690,723	0	0	8,690,723			
		2019	8,862,151	0	0	8,862,151			
		2020	9,059,081	0	0	9,059,081			
	PLAN	2017	200,000	0	0	200,000			
		2018	200,000	0	0	200,000			
		2019	200,000	0	0	200,000			
		2020	200,000	0	0	200,000			
		Total	36,013,955	0	0	36,013,955			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM LTAP 12829	Local Techonolgy Assistance Program		Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH				ALL	1,900,000	N
	PLAN	2017	150,000	0	0	150,000	Local Tech Assistance Program		
		2018	150,000	0	0	150,000			
		2019	150,000	0	0	150,000			
		2020	150,000	0	0	150,000			
		Total	600,000	0	0	600,000			
PROGRAM MOBRR 221	Various		MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)				ALL	57,700,000	N
	PE	2017	80,000	0	20,000	100,000	Bridge Off System, Other		
		2018	80,000	0	20,000	100,000			
		2019	80,000	0	20,000	100,000			
		2020	80,000	0	20,000	100,000			
	ROW	2017	40,000	0	10,000	50,000			
		2018	40,000	0	10,000	50,000			
		2019	20,000	0	5,000	25,000			
		2020	20,000	0	5,000	25,000			
	CON	2017	3,600,000	0	900,000	4,500,000			
		2018	3,600,000	0	900,000	4,500,000			
		2019	3,600,000	0	900,000	4,500,000			
		2020	3,600,000	0	900,000	4,500,000			
		Total	14,840,000	0	3,710,000	18,550,000			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM PAVE-T1-PRES 20203	Tier 1 Interstate		Preservation of Tier 1 pavements.				E-10	123,500,000	N
	PE	2017	150,000	0	0	150,000	STP-State Flexible, Toll Credit		
		2018	150,000	0	0	150,000			
		2019	150,000	0	0	150,000			
		2020	150,000	0	0	150,000			
	CON	2017	11,000,000	0	0	11,000,000	Betterment, STP-State Flexible, Toll Credit		
		2018	11,500,000	0	0	11,500,000			
		2019	12,000,000	0	0	12,000,000			
		2020	12,500,000	0	0	12,500,000			
	Total		47,600,000	0	0	47,600,000			
PROGRAM PAVE-T2-MAINT 20208	Tier 2 Highways		Maintenance paving of the tier 2 system.				E-10	127,210,000	N
	PE	2017	200,000	0	0	200,000	STP-State Flexible, Toll Credit		
		2018	200,000	0	0	200,000			
		2019	200,000	0	0	200,000			
		2020	200,000	0	0	200,000			
	ROW	2017	5,000	0	0	5,000	Betterment, STP-State Flexible, Toll Credit		
		2018	5,000	0	0	5,000			
		2019	25,000	0	0	25,000			
		2020	25,000	0	0	25,000			
	CON	2017	6,250,000	6,250,000	0	12,500,000	Betterment, STP-State Flexible, Toll Credit		
		2018	6,250,000	6,250,000	0	12,500,000			
		2019	6,250,000	6,250,000	0	12,500,000			
		2020	6,250,000	6,250,000	0	12,500,000			
	Total		25,860,000	25,000,000	0	50,860,000			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM PAVE-T2-PRES 20204	Tier 2 Highways		Preservation of Tier 2 pavements.				E-10	80,250,000	N
	PE	2017	100,000	0	0	100,000	STP-State Flexible, Toll Credit		
		2018	100,000	0	0	100,000			
		2019	100,000	0	0	100,000			
		2020	100,000	0	0	100,000			
	ROW	2017	25,000	0	0	25,000			
		2018	25,000	0	0	25,000			
		2019	25,000	0	0	25,000			
		2020	25,000	0	0	25,000			
	CON	2017	7,900,000	0	0	7,900,000			
		2018	7,900,000	0	0	7,900,000			
		2019	7,900,000	0	0	7,900,000			
		2020	7,900,000	0	0	7,900,000			
	Total		32,100,000	0	0	32,100,000			
PROGRAM PVMRK 1146	Various		Statewide Pavement Marking Annual Project				E-11	49,600,000	N
	CON	2017	3,100,000	0	0	3,100,000	STP-State Flexible, Toll Credit		
		2018	3,100,000	0	0	3,100,000			
		2019	3,100,000	0	0	3,100,000			
		2020	3,100,000	0	0	3,100,000			
	Total		12,400,000	0	0	12,400,000			
PROGRAM RCTRL 2570	Various		RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY				ALL	19,778,645	N
	OTHER	2017	1,250,000	0	312,500	1,562,500	DRED, Recreational Trails		
		2018	1,250,000	0	312,500	1,562,500			
		2019	1,250,000	0	312,500	1,562,500			
		2020	1,250,000	0	312,500	1,562,500			
	Total		5,000,000	0	1,250,000	6,250,000			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant	
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$				Funding Category
PROGRAM RRRCS 1147	Statewide Railroad Crossings		RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)				E-1	19,993,438	N	
	PE	2017	50,000	0	0	50,000	RL - Rail Highway, Toll Credit			
		2018	50,000	0	0	50,000				
		2019	50,000	0	0	50,000				
		2020	50,000	0	0	50,000				
	ROW	2017	5,000	0	0	5,000				
		2018	5,000	0	0	5,000				
		2019	5,000	0	0	5,000				
		2020	5,000	0	0	5,000				
	CON	2017	1,100,000	0	0	1,100,000				
		2018	1,100,000	0	0	1,100,000				
		2019	1,100,000	0	0	1,100,000				
		2020	1,100,000	0	0	1,100,000				
	PLAN	2017	5,000	0	0	5,000				
		2018	5,000	0	0	5,000				
		2019	5,000	0	0	5,000				
		2020	5,000	0	0	5,000				
	Total		4,640,000	0	0	4,640,000				
PROGRAM SRTS 6002	Various		SAFE ROUTES TO SCHOOL PROGRAM					E-6	8,561,274	N
	ROW	2017	10,000	0	0	10,000		Safe Routes to School		
		2018	5,000	0	0	5,000				
	CON	2017	831,578	0	0	831,578				
		2018	297,000	0	0	297,000				
	OTHER	2017	13,417	0	0	13,417				
	Total		1,156,995	0	0	1,156,995				

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM TA 12881	Various		TRANSPORTATION ALTERNATIVES PROGRAM (TAP)				ALL	28,057,089	N
	PE	2017	29,680	0	7,420	37,100	Other, TAP - Transportation Alternatives		
		2018	252,760	0	63,190	315,950			
		2019	252,760	0	63,190	315,950			
		2020	252,760	0	63,190	315,950			
	ROW	2017	24,000	0	6,000	30,000			
		2018	102,120	0	25,530	127,650			
		2019	102,120	0	25,530	127,650			
		2020	102,120	0	25,530	127,650			
	CON	2017	2,496,000	0	624,000	3,120,000			
		2018	1,992,000	0	498,000	2,490,000			
		2019	1,992,000	0	498,000	2,490,000			
		2020	1,992,000	0	498,000	2,490,000			
	OTHER	2017	4,000	0	1,000	5,000			
		2018	206,800	0	51,700	258,500			
		2019	206,800	0	51,700	258,500			
		2020	206,800	0	51,700	258,500			
	Total		10,214,720	0	2,553,680	12,768,400			
PROGRAM TRAC 11200	TRansportation And Civil engineering program		Implement and participate in AASHTO TRAC program in local high schools.				E-0	308,000	N
	PE	2017	22,000	0	0	22,000	STP-State Flexible, Toll Credit		
		2018	17,600	4,400	0	22,000	NH Highway Fund, STP-State Flexible		
		2019	17,600	4,400	0	22,000			
		2020	17,600	4,400	0	22,000			
	Total		74,800	13,200	0	88,000			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM TRAIN 451	Training		ANNUAL TRAINING PROGRAM (Annual Project)				E-0	3,005,262	N
	OTHER	2017	200,000	0	0	200,000	STP-State Flexible, Toll Credit		
		2018	200,000	0	0	200,000			
		2019	200,000	0	0	200,000			
		2020	200,000	0	0	200,000			
		Total	800,000	0	0	800,000			
PROGRAM TRCK-WGHT-SFTY 20415	Various		Truck weight safety inspection & maintenance program				E-6	1,000,000	N
	OTHER	2017	100,000	0	0	100,000	STP-State Flexible, Toll Credit		
		2018	100,000	0	0	100,000			
		2019	100,000	0	0	100,000			
		2020	100,000	0	0	100,000			
		Total	400,000	0	0	400,000			
PROGRAM TSMO 4227	Transportation Systems Management and Operations		Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info				E-7	5,275,000	N
	CON	2017	75,000	0	0	75,000	STP-State Flexible, Toll Credit		
		2018	75,000	0	0	75,000			
		2019	75,000	0	0	75,000			
		2020	75,000	0	0	75,000			
	OTHER	2017	275,000	0	0	275,000			
		2018	275,000	0	0	275,000			
		2019	275,000	0	0	275,000			
		2020	275,000	0	0	275,000			
		Total	1,400,000	0	0	1,400,000			
PROGRAM UBI 186	Various		Underwater Bridge Inspection (Annual Project)				E-38	740,500	N
	PE	2017	50,000	0	0	50,000	STP-State Flexible, Toll Credit		
	PLAN	2018	60,000	0	0	60,000			
		2019	60,000	0	0	60,000			
		2020	60,000	0	0	60,000			
		Total	230,000	0	0	230,000			

Name/#	Route/Street		Location/Scope of Work				CAAcodes	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
PROGRAM USSS 2735	Various		Project to update signing on state system				E-44	7,374,000	N
	PE	2017	60,000	0	0	60,000	STP-State Flexible, Toll Credit		
		2018	30,000	0	0	30,000			
		2019	30,000	0	0	30,000			
		2020	30,000	0	0	30,000			
	CON	2017	894,000	0	0	894,000			
		2018	500,000	0	0	500,000			
		2019	500,000	0	0	500,000			
		2020	500,000	0	0	500,000			
	Total		2,544,000	0	0	2,544,000			
SALEM TO MANCHESTER 10418L 5613	I-93		Implement and provide operational support for expanded commuter bus service				E-21	19,127,243	N
	CON	2017	1,535,328	0	0	1,535,328	FTA 5307 Capital and Operating Program, National Highway System, Toll Credit		
		2018	725,000	0	0	725,000		National Highway System, Toll Credit	
		2019	725,000	0	0	725,000			
		2020	725,000	0	0	725,000			
	Total		3,710,328	0	0	3,710,328			
SALEM TO MANCHESTER 10418T 7112	I-93		CORRIDOR SERVICE PATROL (Salem to Manchester)				E-6	902,552	N
	PE	2017	103,200	0	0	103,200	National Highway System, Toll Credit		
	Total		103,200	0	0	103,200			
SALEM TO MANCHESTER 10418W 6052	I-93		Chloride Reduction Efforts				E-38	5,071,811	N
	PE	2017	1,065,024	0	0	1,065,024	FHWA Earmarks, National Highway System, Toll Credit		
	Total		1,065,024	0	0	1,065,024			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
SALEM TO MANCHESTER 10418X 12748	I-93		Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014				LMP	7,027,658	N
	PE	2017	26,053	28,057	1,548	55,658	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program		
		2018	26,130	28,165	1,598	55,893			
		2019	29,877	32,033	1,649	63,559			
	Total		82,060	88,256	4,794	175,110			
SALEM TO MANCHESTER 14633 12854	I-93		Debt Service Project for I-93 Capacity Improvements - Northern Projects				E-0	230,727,856	Y
	CON	2017	0	463,357	0	463,357	SB367-4-Cents		
		2018	0	1,137,511	0	1,137,511			
		2019	0	1,804,030	0	1,804,030			
		2020	0	2,353,078	0	2,353,078			
	Total		0	5,757,976	0	5,757,976			
SALEM TO MANCHESTER 14633D 11790	I-93		Exit 4 Interchange, NB & SB Mainline & NH 102 approach work				ATT	73,386,252	N
	CON	2017	1,054,374	117,153	0	1,171,526	National Highway System, NH Highway Fund		
		2018	1,088,114	120,902	0	1,209,015			
		2019	1,122,933	124,770	0	1,247,704			
		2020	933,078	103,675	0	1,036,754			
	Total		4,198,499	466,500	0	4,664,999			
SALEM TO MANCHESTER 14633I 11793	I-93		NB & SB mainline between Exits 4 and 5 (Londonderry)				ATT	36,145,669	N
	CON	2017	1,171,526	0	0	1,171,526	National Highway System, Toll Credit		
		2018	794,469	0	0	794,469			
	Total		1,965,996	0	0	1,965,996			

Name/#	Route/Street		Location/Scope of Work				CAACode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
SALEM TO MANCHESTER 14633J 20289	I-93		Exit 1 to Exit 5 - Construct 4th lane northbound and southbound				ATT	12,127,258	N
	CON	2019	2,176,227	3,791,911	0	5,968,139	STP-State Flexible, TIFIA, Toll Credit		
		2020	2,245,867	3,913,253	0	6,159,119			
	Total		4,422,094	7,705,164	0	12,127,258			
SALEM TO MANCHESTER 14633P 20539	I-93		CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.				E-34	1,509,816	N
	PLAN	2017	1,509,816	0	0	1,509,816	National Highway System, Toll Credit		
	Total		1,509,816	0	0	1,509,816			
SALEM TO MANCHESTER 14633R 20540	I-93		DES Land Grant Program				E-41	3,281,047	N
	ROW	2017	421,750	0	105,437	527,187	National Highway System, Other		
		2018	677,049	0	169,262	846,311			
		2019	708,696	0	177,174	885,870			
	Total		1,807,494	0	451,873	2,259,367			
SALEM TO MANCHESTER 14800B 7895	I-93		I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service Project				E-0	58,338,243	N
	CON	2017	1,400,857	192,265	0	1,593,122	National Highway System, NH Highway Fund, RZED Subsidy		
		2018	1,400,857	192,265	0	1,593,122	Bridge On/Off System, NH Highway Fund, RZED Subsidy		
		2019	1,400,857	192,265	0	1,593,122			
		2020	2,874,296	560,624	0	3,434,920	National Highway System, NH Highway Fund, RZED Subsidy		
	Total		7,076,868	1,137,418	0	8,214,287			

Name/#	Route/Street		Location/Scope of Work				CAAcodes	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
SALEM TO MANCHESTER 14800C 7952	I-93		PROJECT INITIATED TO TRACK GARVEE BOND DEBT SERVICE ATTRIBUTABLE TO THE 13933N PROJECT				E-0	18,362,236	N
	CON	2017	524,041	0	0	524,041	National Highway System, RZED Subsidy, Toll Credit		
		2018	460,798	63,244	0	524,041	National Highway System, NH Highway Fund, RZED Subsidy		
		2019	460,798	63,244	0	524,041			
		2020	945,470	184,412	0	1,129,882			
		Total	2,391,107	310,899	0	2,702,006			
SALEM TO MANCHESTER 14800D 11095	I-93		I-93 Exit 3 area - Reconstruct SB ML, NH111 & SB on ramp (Windham) - debt service project for 13933I				E-0	37,597,702	N
	CON	2017	3,811,077	952,769	0	4,763,846	National Highway System, NH Highway Fund		
		2018	3,810,108	952,527	0	4,762,635			
		2019	3,809,863	952,466	0	4,762,329			
		2020	2,780,850	695,213	0	3,476,063			
		Total	14,211,899	3,552,975	0	17,764,874			
SALEM TO MANCHESTER 14800F 11097	I-93		I-93 Exit 3 area -NB ML connections, NB Ramps & NH 111A relocation - debt service project for 13933H				E-0	38,202,496	N
	CON	2017	3,267,974	0	0	3,267,974	National Highway System, RZED Subsidy, Toll Credit		
		2018	3,267,168	0	0	3,267,168			
		2019	3,266,964	0	0	3,266,964			
		2020	2,525,448	0	0	2,525,448	National Highway System, RZED Subsidy, STP-Areas Over 200K, Toll Credit		
		Total	12,327,554	0	0	12,327,554			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
SALEM TO MANCHESTER 14800H 11336	I-93		Final Design Services for PE & ROW				E-0	11,018,183	N
	PE	2017	1,018,998	254,750	0	1,273,748	National Highway System, NH Highway Fund		
		2018	1,051,339	262,835	0	1,314,174			
		2019	1,084,912	271,228	0	1,356,140			
		2020	817,227	204,307	0	1,021,533			
	ROW	2017	171,078	42,770	0	213,848			
		2018	176,508	44,127	0	220,635			
		2019	182,144	45,536	0	227,680			
		2020	137,203	34,301	0	171,504			
	Total		4,639,409	1,159,852	0	5,799,262			
STATEWIDE 15609H 13170	VARIOUS		Statewide Bridge Maintenance, Preservation & Improvements performed by Bridge Maint.				ALL	2,200,000	N
	CON	2017	2,200,000	0	0	2,200,000	STP-State Flexible, Toll Credit		
	Total		2,200,000	0	0	2,200,000			
STATEWIDE 15609I 20864	Various		Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.				ALL	2,200,000	N
	CON	2018	2,200,000	0	0	2,200,000	STP-State Flexible, Toll Credit		
	Total		2,200,000	0	0	2,200,000			
TRAPEZE SOFTWARE GROUP, INC. 68069B 20331	Various		Statewide rideshare database utilizing Trapeze Ridepro software				E-0	131,933	N
	OTHER	2017	35,107	8,777	0	43,883	Congestion Mitigation and Air Quality Program, Turnpike Capital		
		2018	38,042	9,510	0	47,552			
	Total		73,149	18,287	0	91,436			

Name/#	Route/Street		Location/Scope of Work				CAAcode	Overall Project Cost\$	Regionally Significant
	Phase	Fiscal Year	Fed \$	DOT\$	Other\$	Tot \$			
WILTON - MILFORD - NH 101 AMHERST - BEDFORD 13692 2739							ATT	9,661,032	N
	PE	2018	250,707	0	0	250,707	National Highway System, Toll Credit		
	ROW	2018	53,150	0	0	53,150			
	CON	2020	3,301,241	0	0	3,301,241			
	Total		3,605,097	0	0	3,605,097			
WINDHAM 40663 20485		NH 111		NH 111 Corridor Engineering Study from Wall St intersection to Lowell Rd / Hardwood Rd intersection			ATT	343,119	N
	PLAN	2020	343,119	0	0	343,119	STP-State Flexible, Toll Credit		
	Total		343,119	0	0	343,119			

Exhibit 16

SNHPC Transportation Improvement Program FY 2017 - 2020 Appendix

Name/#	Route/Street	Location/Scope of Work					CAACode	Overall Project Cost \$
		Phase	Fiscal Year	Fed \$	DOT\$	Other\$		
BEDFORD 20000 10235	WALLACE ROAD	Bridge Rehabilitation - Wallace Road over Riddle Brook, Br. #130/117					ATT	414,816
		C	2017	0	270,000	0	270,000	SAB *
		Total		0	270,000	0	270,000	
BEDFORD 21193 10378	CIDER MILL ROAD	Bridge Replacement-Cider Mill Rd over McQuade Brook-Br. #079/128					ATT	438,600
		P	2018	0	98,040	0	98,040	SAB *
		R	2018	0	5,160	0	5,160	
		C	2018	0	335,400	0	335,400	
		Total		0	438,600	0	438,600	
BEDFORD 21684 10411	CATESBY LANE	Bridge Replacement-Catesby Lane over McQuade Brook-Br. #102/098 (New)					ATT	659,463
		P	2020	0	98,919	0	98,919	SAB *
		R	2020	0	5,496	0	5,496	
		C	2020	0	555,048	0	555,048	
		Total		0	659,463	0	659,463	
DERRY 16118 7708	DREW ROAD	Bridge Replacement-Drew Rd over Drew Brook-Br. #167/101-culvert replaced with bridge					ATT	321,904
		C	2019	0	195,363	48,841	244,204	SAB *
		Total		0	195,363	48,841	244,204	
DERRY 24861 11193	NH 28 BYPASS	English Range Road / Scobie Pond Road intersection safety improvements					ATT	550,000
		C	2017	550,000	0	0	550,000	HSIP *
		Total		550,000	0	0	550,000	

Name/#	Route/Street	Location/Scope of Work					CAAcode	Overall Project Cost \$
		Phase	Fiscal Year	Fed \$	DOT\$	Other\$		
FRANCESTOWN 15765	SOUTH NEW BOSTON ROAD	Bridge Replacement-So. New Boston Rd over So. Br. Piscataquog River; Br. #149/058					ATT	1,099,105
7301		P	2020	0	153,875	0	153,875	SAB *
		R	2020	0	5,496	0	5,496	
		C	2020	0	939,735	0	939,735	
		Total		0	1,099,105	0	1,099,105	
HOOKSETT 14950	HACKET HILL ROAD	RECONSTRUCT INTERSECTION AT NH 3A AND HACKETT HILL ROAD					ATT	1,588,520
6505		C	2017	0	466,900	233,100	700,000	SAH *
			2018	0	505,933	252,587	758,520	
		Total		0	972,833	485,687	1,458,520	
HOOKSETT 24862	NH 3A FROM COMMERCE RD NORTH TO GOONAN RD	RECONSTRUCT AND WIDEN NH 3A FROM COMMERCE ROAD NORTH TO GOONAN ROAD					ATT	1,200,222
11194		P	2020	0	132,552	65,287	197,839	SAH *
		R	2020	0	8,837	4,352	13,189	
		C	2020	0	662,760	326,434	989,194	
		Total		0	804,149	396,073	1,200,222	
MANCHESTER 14966	I-293 / FEE TPK	Replace or rehabilitate 5 red list bridges. Add 3rd SB lane and replace median rail with SS barrier.					LMP	33,430,000
3294		C	2017	0	3,720,000	0	3,720,000	TPK *
		Total		0	3,720,000	0	3,720,000	
MANCHESTER 15401	GOFFS FALLS ROAD	BRIDGE REPLACEMENT OVER B&M RR BRG#188/092					LMP	1,000,000
6901		P	2017	0	76,000	19,000	95,000	SAB *
		R	2017	0	4,000	1,000	5,000	
		C	2017	0	720,000	180,000	900,000	
		Total		0	800,000	200,000	1,000,000	

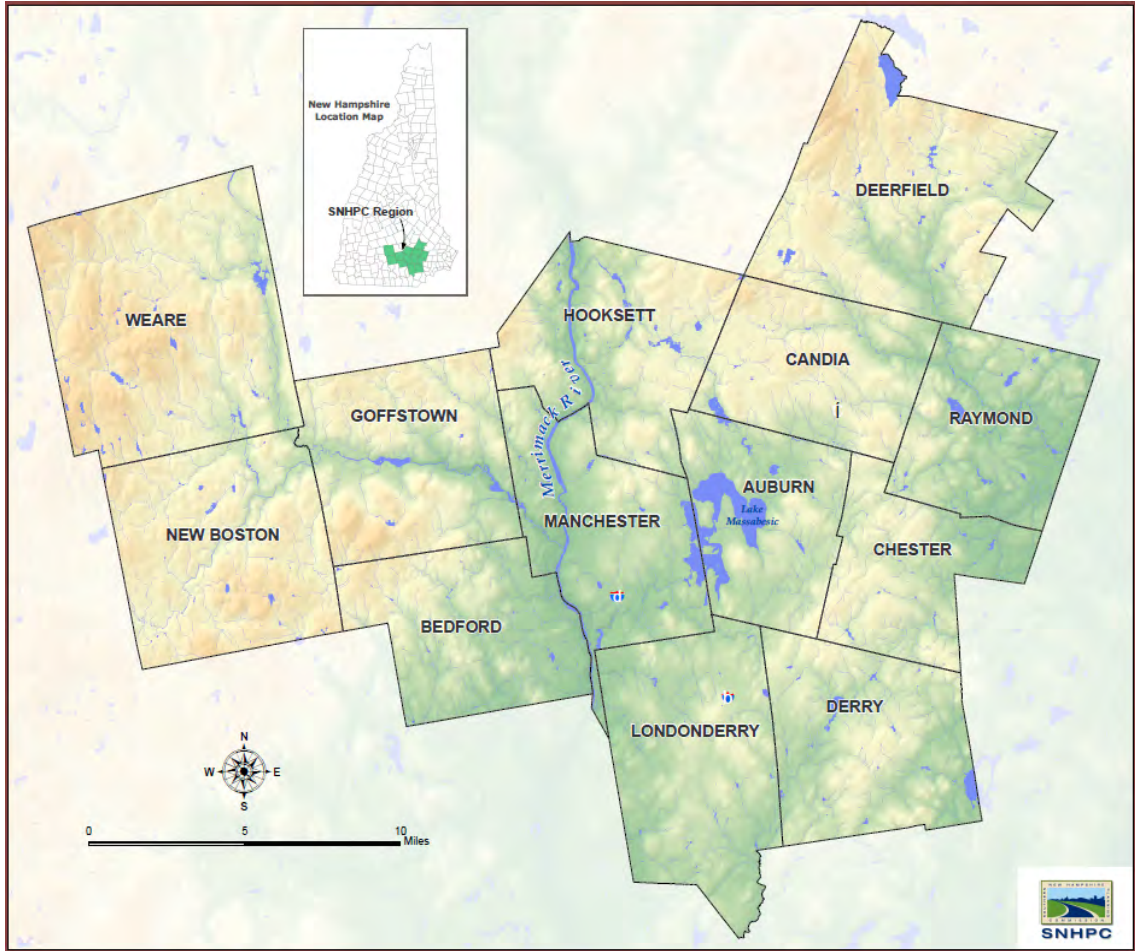
Name/#	Route/Street	Location/Scope of Work					CAAcode	Overall Project Cost \$
		Phase	Fiscal Year	Fed \$	DOT\$	Other\$		
MANCHESTER 15837 7415	US 3 (ELM STREET)	Bridge Rehabilitation-US 3 (Elm St) over B&MRR-Br. #144/075					LMP	800,000
		P	2017	0	80,000	0	80,000	SAB *
		R	2017	0	25,000	0	25,000	
		C	2017	0	695,000	0	695,000	
		Total		0	800,000	0	800,000	
MANCHESTER 28336 12560	REHAB QUEEN CITY BRIDGE OVER I-293, BMRR & MERRIMACK RIVER	BRIDGE REHABILITATION-QUEEN CITY BR. OVER I-293, BMRR & MERRIMACK RIVER-BR. #151/065 (MOBRR)					LMP	7,469,978
		P	2019	0	660,315	0	660,315	SAB *
		R	2019	0	5,325	0	5,325	
		C	2020	1,813,523	0	0	1,813,523	MOBRR *
			2021	4,990,815	0	0	4,990,815	
		Total		6,804,338	665,640	0	7,469,978	
MANCHESTER 40367 20189	FEET, I-293 NB & SB	Provide Scour Protection for the I-293 NB & SB over Black Brook Bridges					LMP	500,000
		C	2017	0	500,000	0	500,000	TRR *
		Total		0	500,000	0	500,000	
MANCHESTER 40563 20385	MANCHESTER- BOSTON REGIONAL AIRPORT	Preservation, modernization, and/or expansion of airport facilities; planning studies.					LMP	79,178,887
			2017	13,115,700	0	690,300	13,806,000	Airport Improvement
			2018	19,285,000	0	1,015,000	20,300,000	
			2019	11,212,691	0	590,142	11,802,833	
			2020	12,745,834	0	670,833	13,416,667	
			2021	3,027,386	0	159,336	3,186,722	
		Total		59,386,611	0	3,125,611	62,512,222	

Name/#	Route/Street	Location/Scope of Work					CAAcode	Overall Project Cost \$	
		Phase	Fiscal Year	Fed \$	DOT\$	Other\$			Tot \$
WEARE 14338	LULL ROAD OVER PEACOCK BROOK							ATT	295,000
10436		P	2017	0	80,000	20,000	100,000	SAB *	
		R	2017	0	4,000	1,000	5,000		
		C	2017	0	152,000	38,000	190,000		
		Total		0	236,000	59,000	295,000		

FY 2017 – FY 2020 TIP

APPENDIX A- PROSPECTUS

PROSPECTUS



A DESCRIPTION OF THE TRANSPORTATION PLANNING PROCESS
in the
SOUTHERN NEW HAMPSHIRE
PLANNING COMMISSION
AREA



September 28, 2011

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1.0 INTRODUCTION

This Prospectus provides an introduction to, and a framework for, transportation planning in the Southern New Hampshire Planning Commission (SNHPC) area pursuant to Federal transportation and environmental law. On March 4, 2011, the President signed H.R. 662, the Surface Transportation Extension ACT of 2011 extending the authorization of surface transportation programs through September 30, 2011. H.R. 662 generally continues the authorization of surface transportation programs through September 30, 2011 at the FY 2009 level under the same terms and conditions. This Prospectus also:

1. Identifies major transportation issues facing the region;
2. Provides an overview of the transportation planning and programming process;
3. Describes the functional responsibilities of the participating agencies that are involved in transportation planning; and
4. Describes the Public Involvement Process for the SNHPC Region.

The Prospectus is intended to provide direction for and maintain the continuity of the transportation planning and programming process. It should only be revised when necessary to do so as a result of major changes occurring in the planning requirements, the planning procedures, or agency responsibilities. A significant part of the transportation planning and programming process involves the semi-annual preparation of the Unified Planning Work Program (UPWP) which identifies the specific activities to be carried out during the fiscal year and identifies the costs of performing each of the associated tasks.

To meet the transportation needs of a highly mobile and complex society, it is necessary to have a transportation planning program that is:

1. Continuous, in order to be able to react to changing issues and programs;
2. Cooperative, in order to be able to coordinate the activities of the various agencies at the local, regional, state, and national levels that play a role in the provision of transportation services in the region; and
3. Comprehensive, in order to be able to integrate the various modes, including air, rail, highway, and transit.

The Continuous, Cooperative, and Comprehensive (3C's) process forms the basis of the transportation planning program for the SNHPC area. The 3C's process began in the Manchester Metropolitan area in 1964 as a cooperative effort involving local, state, and federal agencies. The result of that effort was the 1967 Metropolitan Manchester Planning Study (MMPS). The MMPS, or regional core, included the Manchester urbanized area and the contiguous communities of Auburn, Bedford, Goffstown,

Hooksett, and Londonderry. These communities made up the region in the early years of the Commission. By 1982 the towns of Candia, Chester, Deerfield, Derry, New Boston, Raymond, and Weare joined the Commission. The current SNHPC region consists of the City of Manchester and the Towns of Auburn, Bedford, Candia, Chester, Deerfield, Derry, Goffstown, Hooksett, Londonderry, New Boston, Raymond and Weare (See Figure 1). According to the 2000 Census, the SNHPC member communities comprise portions of the Manchester, NH, Nashua, NH and Boston, MA-NH-RI Urbanized Areas.

The SNHPC, which was established in 1966, became the logical vehicle to continue the transportation planning process. In December of 1973, Governor Meldrim Thomson Jr. designated the Commission as the Metropolitan Planning Organization (MPO) for the Manchester area. The MPO includes all thirteen communities within the SNHPC region which assures that they are included in the 3Cs transportation planning process. Additionally, all of the communities in the SNHPC region with the exception of Deerfield, New Boston and Weare are currently included in the Boston-Manchester-Portsmouth (SE), New Hampshire Non-Attainment area utilized for the Commission's air quality conformity analysis. The air quality conformity process is conducted in association with the New Hampshire Department of Transportation (NHDOT), the Environmental Protection Agency (EPA), the New Hampshire Department of Environmental Services (NHDES), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and other New Hampshire MPOs.

A sound transportation planning program relies heavily on the identification and understanding of transportation issues within the study area. The following is a discussion of major transportation issues facing the SNHPC region.

1.1 Transportation Funding

Planning and political officials and other stakeholders to the process in the SNHPC region and the entire State are currently attempting to address shortages of funding for transportation improvements. Over the past few years, NHDOT, with the assistance of the State's regional planning commissions, has made difficult decisions to reduce the number of transportation projects included in the Ten Year Plan. This was accomplished as a means to develop and maintain a plan for improving New Hampshire's transportation infrastructure which more realistically reflects the availability of financial resources. More recently, largely because of the national and State economic and political environment, there is currently pressure to consider additional limitations on funding. As a result, major transportation improvements in the State such as the widening of the I-93 corridor are currently threatened. Additionally, changes in other routine expenditures involving maintenance, operations and various programs traditionally used to fund transportation may occur. The role that SNHPC will play in the development of policies to address the current financial situation will include working with its member communities, State and Federal agencies and other stakeholders to establish regional priorities for transportation and continuing to act as a source of information on issues related to funding of the region's transportation infrastructure.

1.2 Downtown Manchester

The principal urbanized area within the region has changed dramatically from an area once having a strong retail orientation to a service and entertainment center with employment concentrated on banking, finance, insurance and other business services. Recent activities in this area have focused upon creating more diversity, encouraging support services for the Verizon Wireless Area and Northeast Delta Dental Stadium in the southern portion of the central business district and increasing connectivity between the central business district and the Millyard area. In July 2010, the Manchester Transit Authority (MTA) initiated service on its “Green Dash” downtown circulator which provides transportation to downtown and the Millyard within an area bounded by West Brook Street to the north, Granite Street to the south, Commercial Street to the west and Elm Street to the east. The service, which runs on a ten-minute headway between 7AM and 7PM Monday through Friday, is free to the public.

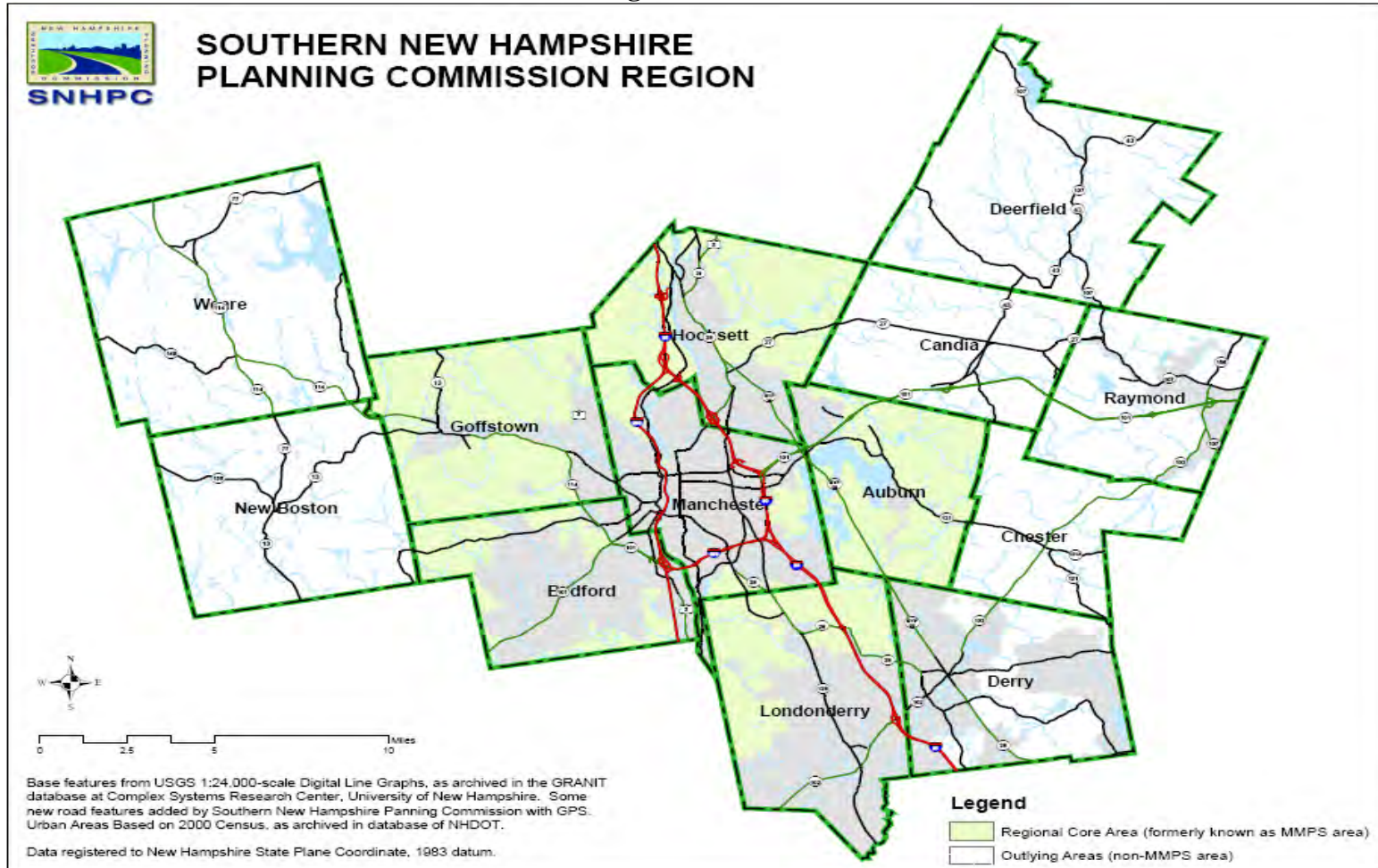
The success of downtown Manchester is closely related to the strength of the connection between the area and the regional transportation system. Improvements at I-293 Exit 5 (Granite Street) area have significantly enhanced this connection as will the development of a planned downtown multi-modal transportation center. Other transportation goals related to the development of this area are increased inter-city bus services including improved connections to Manchester-Boston Regional Airport (MBRA), the initiation of the Capitol Corridor passenger rail service and improvements to the I-293 Exit 6 and 7 interchange connections.

1.3 Manchester-Boston Regional Airport

Manchester-Boston Regional Airport, which has evolved from a small town airfield built in the 1920’s, became a major training and transport base during World War II. The airport is owned by the City of Manchester and is operated by the City of Manchester Department of Aviation, a city commission established under State law. MBRA is the largest commercial air traffic facility in New Hampshire. At present MBRA is served by six major passenger carriers and five cargo carriers.

During the past decade, MBRA has truly become a regional air transportation resource as more and more air travelers from across New England discover the many benefits of using the facility for business or leisure travel. MBRA recently completed an update of its Master Plan, which includes a \$64,000,000 short-term capital improvement plan consisting of property acquisition, terminal enhancements and taxiway improvements designed to improvement efficiency, security and convenience. Long-term features of the MBRA capital improvements program include rehabilitation of runways and parking areas and terminal enhancements.

Figure 1



Projects designed to improve multi-modal access to MBRA are also currently being implemented. Regional and local access to MBRA will be greatly enhanced through the completion of the Bedford-Manchester-Londonderry Airport Access Road project that will include direct connections between the F.E. Everett Turnpike, U.S. Route 3 and MBRA. The project, currently under construction, is scheduled for completion in late 2011. In February 2011, the NHDOT Bureau of Rail and Transit was awarded a \$2,500,000 CMAQ grant to implement regularly scheduled bus services between the MBRA, downtown Manchester and the Portsmouth Transportation Center. The anticipated start-up of the service is scheduled for May 2012.

1.4 Expansion of Public Transportation in the Region

The current MTA fixed-route system consists of eleven routes providing scheduled service Monday through Friday. Saturday service is provided on eight of these routes. Comprehensive service is provided to the central business district, and routes extend outward to serve most areas of the City. The system also provides limited service in the Towns of Bedford Goffstown, Londonderry and Hooksett. Complimentary ADA paratransit service is also provided for those unable to use regularly scheduled fixed-route system. The MTA will be implementing service enhancements in late 2011 to improve the efficiency of the existing system. MTA is currently pursuing a series of public-private partnerships of local businesses in an effort to improve public transportation and more effectively utilize FTA funds available to the region. Currently, Stoneyfield Farms, Southern New Hampshire University and Stop and Shop Supermarkets are among the stakeholders collaborating with the MTA to improve transportation in the region.

The Cooperative Alliance for Regional Transportation (CART) serves to expand access to transportation in a seven-town Greater Derry-Salem service area that includes the towns of Chester, Derry and Londonderry in the SNHPC region. The service coordinates a range of existing agencies providing van service to senior citizens, people with disabilities, and others in need of transportation in the region and also expands the level of service available by leveraging federal transit funds available to the region which have not been tapped previously. CART, which has been in operation since October 2006, also provides out of region service to specific out-of-region destinations, including Elliot Hospital, Catholic Medical Center, Dartmouth Hitchcock Medical Center and the VA Medical Center in Manchester and Exeter Hospital. Limited service is also being currently provided to Plaistow, NH and future plans include implementing deviated fixed route services to augment the existing demand response service. Deviated fixed route services between Hampstead and Londonderry and between Derry and Londonderry are scheduled to begin late 2011.

SNHPC continues to participate, in conjunction with the New Hampshire Rail Transit Authority, in efforts to re-establish passenger rail service in southern New Hampshire. The New Hampshire Capitol Corridor project will connect Boston, MA and Concord, NH as part of the federally designated Boston to Montreal High Speed Corridor. Proposed station stops on the new service include Lowell, MA, Nashua, Bedford (MBRA),

Manchester and Concord NH. A March 2011 operating agreement between the MBTA and Pan-Am Railways will enable the MBTA to operate the new service. The NHDOT has obtained Federal Transit Administration and Federal Railroad Authority grants to complete the environmental permitting process required to implement the service.

SNHPC continues to collaborate with the New Hampshire Department of Health and Human Services (NHDHHS), the NHDOT and stakeholders in Regions 8 (Greater Manchester) and Region 9 (Greater Derry/Salem) on the Statewide Coordination of Community Transportation Services project. SNHPC is currently involved in activities such as pursuing grant opportunities to fund coordinated transportation, coordination of the operations of the Region 8 and 9 Regional Coordination Councils and assisting NHDHHS and NHDOT in the selection of Regional Transportation Coordinator for Region 8. The priorities of the SNHPC related to this effort are documented in the Coordinated Public Transit-Human Services Transportation Plan for the SNHPC Region.

The next section of this Prospectus presents an overview of the transportation planning and programming process of the SNHPC region.

2.0 OVERVIEW OF THE TRANSPORTATION PLANNING PROCESS

SNHPC is responsible for the maintenance and implementation of a transportation planning process based on Section 450.306 of the Metropolitan Planning Rules (23 CFR 450). The process incorporates goals established in earlier transportation legislation as well as more recent requirements involving the development of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), public participation and fiscal constraint. The transportation planning process in the SNHPC area consists of the following five components.

1. The Planning Program (UPWP)
2. Regional Transportation Plan for the SNHPC (RTP)
3. Transportation Improvement Program for the SNHPC (TIP)
4. Air Quality Planning
5. Project Implementation
6. Monitoring, Evaluation and the Continuing Planning Process

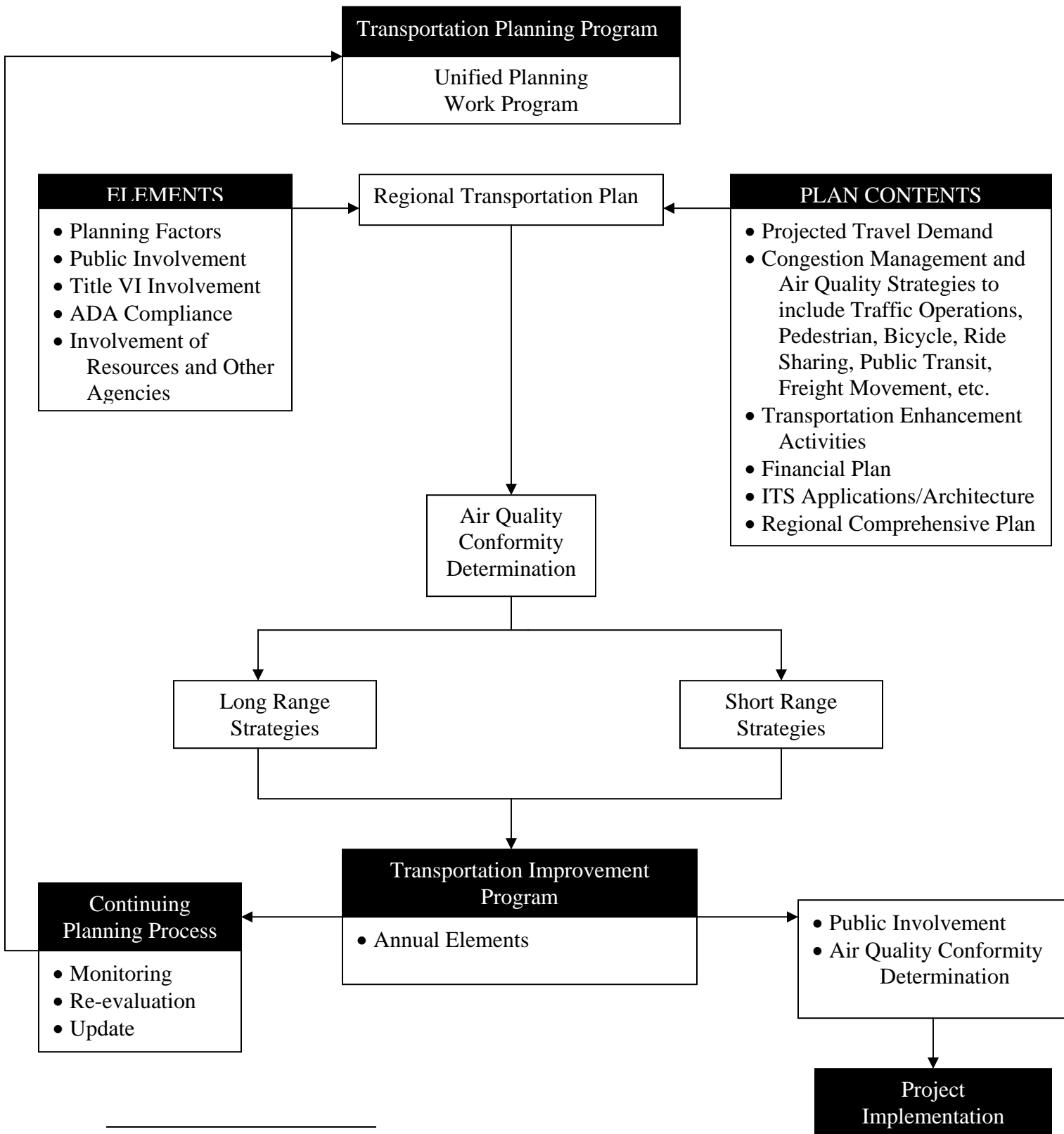
The relationship between these components is illustrated in Figure 2. The overall process is reviewed periodically by FHWA and FTA with a certification determination subsequently made in accordance with Title 23 of the Code of Federal Regulations, Part 450.334. Each of the basic components listed above is discussed in detail, in the following sections.

2.1 Unified Planning Work Program (UPWP)

The planning program consists of the tasks to be undertaken in the Unified Planning Work Program (UPWP) for a two year fiscal period. The UPWP provides detailed descriptions of the various work activities that must be performed on an annual or biennial basis to keep the plan current and to program selected projects for implementation. The UPWP also includes a detailed budget of the costs and schedule associated with the performance of the individual activities for the respective fiscal years. Metropolitan Planning rules (23 CFR 450) specify that the UPWP must be developed through cooperation with the State and the MTA and CART, the FTA designated transit providers who operate within the region.

With respect to each activity, the UPWP identifies its objective, the proposed work tasks for the upcoming fiscal years, the products to be produced, funding sources and estimated costs. SAFETEA-LU planning requirements specify factors that must be considered in the development of transportation plans and programs for the region. A brief description of the factors and the linkage between them and the UPWP tasks, which ultimately produces transportation plans and programs, is included in the UPWP.

Figure 2
The Transportation Planning Process



2.2 The Regional Transportation Plan for the SNHPC

The Regional Transportation Plan for the SNHPC (RTP) addresses all forms of transportation used in the thirteen municipalities, including highways, transit, bikeways and walkways, rail and air transportation. For each mode of transportation, existing conditions, future demand analysis, possible initiatives to address needs and final prioritized recommendations are presented. The RTP is intended for and must be submitted and approved to establish a long-range project-specific guide for funding transportation improvements. The RTP represents the first phase of development for projects submitted on behalf of SNHPC member communities. The RTP is also coordinated with an air quality conformity determination to the State Implementation Plan made when the document is adopted or amended. The content of the RTP must also be consistent with the goals, regional needs and desired services in the “Intelligent Transportation Systems Architecture for the SNHPC Region”.

In order to maintain eligibility for transportation funds allocated by the New Hampshire Department of Transportation, the SNHPC MPO authorizes the completion of the RTP for the thirteen-member communities. Prioritization of the RTP recommendations results from a screening process that uses eight planning factors mandated in Federal transportation legislation to ensure that impacts associated with health, safety, welfare and the environment are properly weighed in the public interest. The planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The RTP illustrates how the existing and future projects, programs and activities of the SNHPC addresses these requirements. In addition to the planning factors, FHWA and FTA have also identified ten additional Planning Emphasis Areas (PEAs) designed to more fully meet the requirements of Federal transportation legislation and reflect newer initiatives not yet addressed as Federal requirements. The ten PEA’s are *1) Compliance with planning and programming requirements; 2) Fiscal Constraint and Financial Planning; 3) Project Monitoring; 4) Travel Demand Model Maintenance; 5) Data Collection – HPMS and CMP; 6) Integrating 2010 Decennial*

Census; 7) Planning and Environmental Linkages; 8) Planning Performance Measures; 9) Climate Change and 10) Livability.

Federal transportation legislation stipulates that the RTP, which must maintain a 20-year planning horizon, must be updated by the MPO once at least every four years in air quality non-attainment (and maintenance) areas. The validity and consistency of the RTP's major assumptions pertaining to projects, land use and transportation policy must be confirmed through these updates. Because of the need for the SNHPC MPO to maintain consistency with the two-year update cycle for the Ten Year Transportation Improvement Plan and STIP (State Transportation Improvement Program), it is anticipated that future updates will be timed to occur with these processes.

2.3 The Transportation Improvement Program

The Transportation Improvement Program (TIP) is the vital link between plan development and project implementation, whereby plans are converted into specific improvement projects which are then programmed for implementation on the basis of priority and fiscal constraints. The TIP is a staged four-year program of regional transportation improvement projects which are compiled from both the RTP and short-range planning elements.

In New Hampshire, the TIP is generally updated every two years by the MPO, concurrent with the STIP. The TIP's first two years include those projects that have been selected for funding as agreed upon by the NHDOT and the MPO. The projects included in the first four years of the TIP are also included in the air quality determination. Those fiscally constrained projects included in the fourth year of the TIP subsequently become the first year projects following the biannual TIP update. All transportation projects utilizing Federal transportation funds in the SNHPC MPO region must be included in a conforming, approved TIP in order to be incorporated into the STIP. Other requirements pertaining to the development and maintenance of the TIP include:

- The TIP must contain all transportation projects including, all capital and non-capital projects within the MPO area to be funded through Title 23 or the Federal Transit Act, projects consistent with the recommendations of the long-term RTP and all regionally significant projects funded by Federal or non-Federal funds;
- The TIP must include a financial plan demonstrating that it is financially constrained by year and must include project-specific costs by funding source and category. Funding for the first two years must be available and committed and funding for the third and fourth years should be reasonably available;
- The TIP must be established through the use of effective early and continuing public involvement and public notice of public involvement activities as well as public review and comment on the TIP will satisfy the Program of Project requirements of the FTA Section 5307 program;
- If adopted by the MPO and approved by the Governor, the TIP must be included in the STIP without modification.

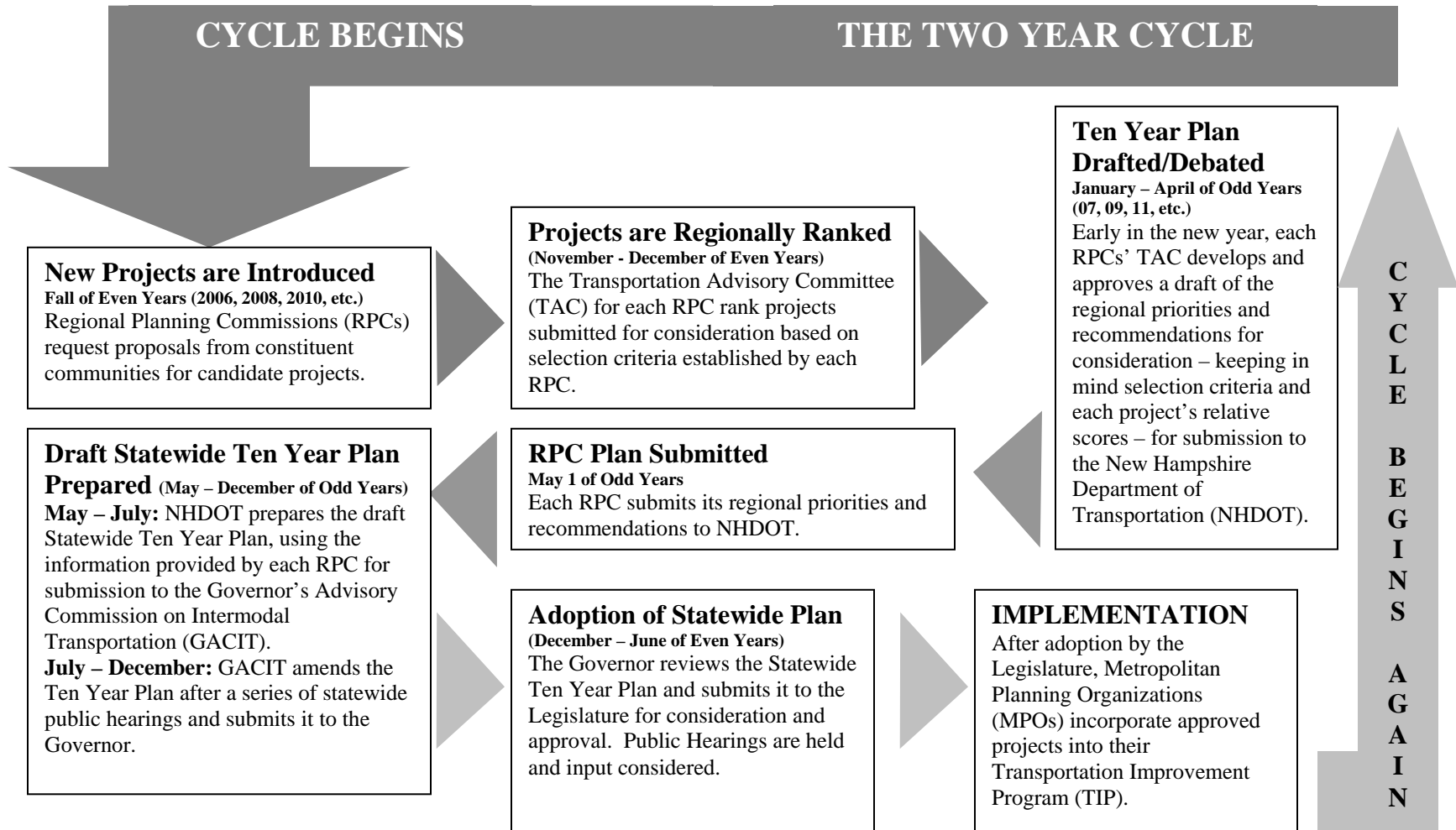
- The MPO, State and public transportation operators must prepare a list of projects, for which Federal funds were obligated for spending during the immediate preceding year. The listing, which must be consistent with the funding categories identified in the TIP, must also include the amount of funds programmed in the TIP, the amount obligated in the program year, and the amount of funds remaining and available for use in subsequent years.

The development of the FY 2011 – FY 2014 TIP began in January 2009 when SNHPC member communities were contacted concerning the initiation of the development of the NHDOT 2011 – 2020 Ten-Year Plan. At the January 15, 2009 meeting of the Technical Advisory Committee (TAC), the development of the Ten-Year Plan was discussed and a motion was passed instructing staff to send letters to towns/agencies to explain the status of the current Ten Year Plan and requesting that they provide the SNHPC with information pertaining to priorities for local transportation projects. A solicitation letter was subsequently sent to SNHPC member communities and agencies later in January. In response to this request, member communities submitted locally prioritized projects to be considered in the development of the NHDOT 2011 – 2020 Ten-Year Plan. The projects submitted by member communities were then reviewed and ranked by the TAC during a meeting held on March 19, 2009. The results of the ranking process were approved by the SNHPC MPO on April 26, 2009 and subsequently submitted to NHDOT.

The draft Ten-Year Plan was discussed again during the September 17, 2009 TAC meeting prior to Governor’s Advisory Council on Intermodal Transportation hearings that took place in September and October 2009 to take public input on the plan. SNHPC participated in these hearings and following their completion, the draft 2011 – 2020 Ten-Year Plan was subsequently submitted to the Governor. After the Legislature approved the Ten-Year Plan in the Spring of 2010, the NHDOT subsequently provided the SNHPC with its draft STIP, from which selected projects form the SNHPC FY 2011 – FY 2014 TIP. During August and September 2010, the draft STIP was reviewed and final development of the SNHPC TIP began. Public and agency comment on the document was received and the final version of the TIP was approved by the MPO on September 28, 2010.

Figure 3 presents a flow diagram of the Ten-Year Plan development process that results in the development of the regional MPO TIP.

Figure 3 - The Ten-Year Plan Process



2.3.1 TIP/STIP Revisions

NHDOT, through cooperation and coordination with the MPOs and the rural Regional Planning Commissions (RPC), maintains the STIP. The approved STIP is frequently revised to reflect changes in project status, therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised. Changes in project schedules, funding needs, and project scopes require revising the approved STIP. These changes may be initiated from the NHDOT or at the MPO and, depending upon their significance and complexity, may require coordination between several agencies and may also require Federal approval.

Through interagency consultation, NHDOT participates with representatives from the FHWA, FTA, the Environmental Protection Agency (EPA), and the NH Department of Environmental Services (NHDES), MPOs and RPCs to discuss issues, effects of, and requirements regarding revisions of the STIP. Through Interagency Consultation, criteria have been developed describing the thresholds and triggers that will define what type of action is required to make a revision to the STIP.

There are two types of revisions to an approved STIP: an Amendment and an Administrative Modification. Additionally, administrative modifications are classified as major or minor (information only) depending on the magnitude of the changes. To help ensure that the STIP remains financially constrained as revisions are made, the NHDOT will balance the net effect of project changes by year and provide supporting financial constraint documentation with each Amendment.

The Executive Director has the authority to review and approve Administrative Modifications, and to determine when Administrative Modifications require processing as Amendments. The Executive Director may request the advice of members of the Technical Advisory Committee to complete these procedures. This advice may be sought during a formal meeting of the TAC or through more informal methods. The Executive Director will issue a letter to the NHDOT indicating concurrence or disapproval of each Administrative Modification. This information will be made available to members of the TAC and MPO.

The full TIP/STIP Revisions Procedures are included in Appendix D and additional information on public involvement procedures relating to TIP amendments and revisions is included in Section 4.5

2.4 Air Quality Planning

The SNHPC MPO is required to participate in and coordinate, as part of the Clean Air Act and the New Hampshire Transportation Conformity administrative rules (PART Env.-A 1501), a transportation planning process that contributes to the goal of reaching and maintaining National Ambient Air Quality Standards (NAAQS). Env. 1501 is included in this Prospectus as Appendix C. Understanding the impacts of changes to the transportation system resulting through the project implementation is vital to the air quality planning process. The SNHPC RTP and TIP

contribute to reduced mobile source emissions through a planning process based on quantitative analyses of the projects included in these documents. Because portions of the Southern New Hampshire have been designated as non-attainment for ground level ozone, the Clean Air Act requires a conformity determination of the SNHPC RTP and TIP. A conformity determination is required in any area designated as “non-attainment” for a pollutant for which NAAQS exists. The determination focuses on three types of emissions: Volatile Organic Compounds (VOC), Nitrogen Oxides (NOx) and Carbon Monoxide (CO). Both VOC and NOx have been identified to be precursors to ozone production.

As of the writing of this document, all of the SNHPC member communities except for the towns of Deerfield, New Boston and Weare are included in the Boston-Manchester-Portsmouth (SE), New Hampshire Non-Attainment area. The City of Manchester, which was previously designated non-attainment for carbon monoxide (CO), is required to demonstrate conformity to a 20 year maintenance plan to ensure it continues to achieve compliance with the CO standard. The current Ozone Non-Attainment area is shown in Figure 4. The New Hampshire non-attainment area is situated in four MPOs in the southern portion of the state. As a result, coordination of the air quality planning process is essential to achievement of the desired results. Coordination of the air quality conformity process is accomplished through an Interagency Consultation process involving representatives of the SNHPC, other state MPOs, NHDOT, FHWA, FTA, EPA and NHDES.

On September 2, 2011, the President issued a press release requesting that EPA withdraw draft Ozone National Ambient Air Quality Standards proposed in January 2010. EPA was scheduled to make final area designations in 2011 and by December 2013, States would have been required to submit implementation plans outlining how the new standards would be met. This ruling would have been likely to impact the current Ozone Non-Attainment area and would likely have resulted in the inclusion of additional areas designated as non-attainment.

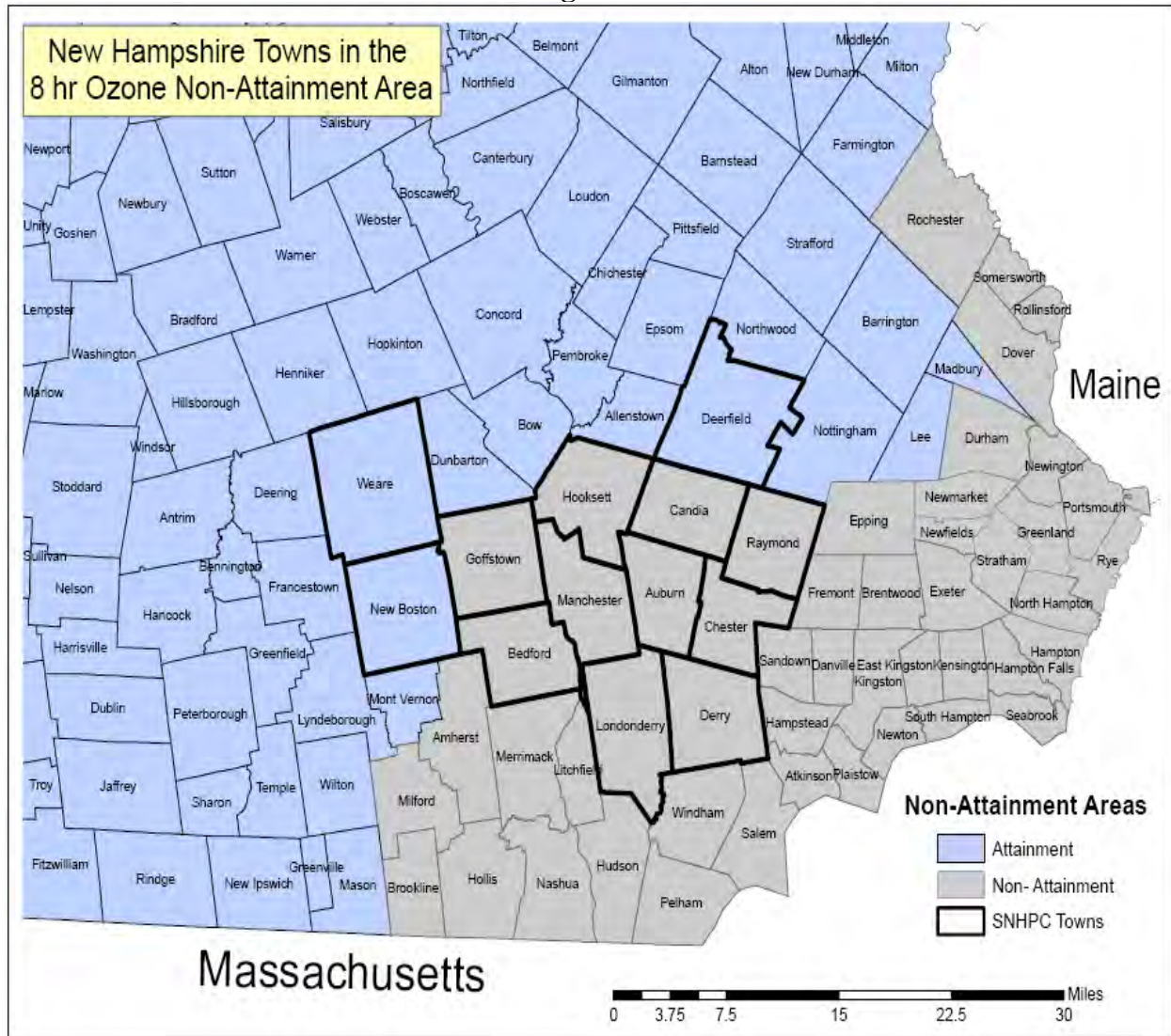
MOVES (Motor Vehicle Emission Simulator) is EPA’s state-of-the-art, upgraded model for estimating emissions from cars, trucks, motorcycles, and buses. MOVES is based on an analysis of millions of emission test results and considerable advances in EPA’s understanding of vehicle emissions. EPA released MOVES 2010 in December 2009, and subsequently released minor updates to the model in the MOVES 2010a version in August 2010. On March 2, 2010, EPA approved the use of MOVES 2010 for transportation conformity analyses. The use of MOVES 2010 for transportation conformity analyses is required by March 2012.

2.5 Project Implementation

Project implementation, although technically not a part of the planning process, is carried out by many of the same contributing agencies, such as NHDOT, SNHPC member municipalities, the CART, MTA, MBRA, and the private sector. Projects are selected for implementation under the STIP and regional TIP by the NHDOT as available funding permits. Once projects have been selected for funding, on-going communication between the MPO and the implementing agencies is essential. Information relative to the progress made and/or delay in implementation due to unforeseen circumstances needs to be communicated to the MPO by the NHDOT so that those

who are responsible for the planning process can track the status of projects as they progress through the implementation phase.

Figure 4



Once the final form of any TIP and STIP has been approved, the NHDOT may proceed with projects appearing in any one of the three years. Projects in the first year are considered to be the “agreed to” list of projects for that year and can proceed without further action by the MPO, through the Executive Director of the SNHPC. Projects in the second or third year of the current TIP and STIP may be scheduled for earlier or later implementation than planned, provided:

1. The NHDOT shall notify the MPO, through the Executive Director of the SNHPC, in writing of the need to advance or delay projects. This notice shall include an explanation of the purpose and need of the change, and an explanation of how that change will affect the implementation of any other project in the TIP.

2. For any project proposed to be advanced that requires local matching funds, the MPO, through the Executive Director of the SNHPC, shall determine that the funds will be available in the timeframe required.
3. The NHDOT shall certify to the MPO, through the Executive Director of the SNHPC, that the proposed changes in the scheduling of the project(s) for implementation will continue to maintain the TIP as a financially constrained program.
4. Written concurrence with the proposed change in the scheduling of project(s) is issued by the Executive Director of the SNHPC.

2.6 The Continuing Planning Process

Continuity in planning is an integral part of the 3C's process involving three related activities, monitoring, re-evaluation and update of the RTP.

Monitoring related to relevant data and information as well as transportation improvement projects is required to ensure continued maintenance of the RTP. Relevant data includes information concerning changes in the patterns of urban growth, socio-economic variables, and the characteristics of urban travel demand. Also a part of the surveillance process is the analyses of the effectiveness of specific transportation improvement projects. This particular activity is carried out jointly by the MPO and the NHDOT.

Part of this monitoring process involves the cooperation of the MPO, State and public transportation operators, who are responsible for preparing a list of projects for which Federal funds were obligated for spending during the immediate preceding year. This Annual Listing of Obligated Projects must also include the amount of funds programmed in the TIP, the amount obligated in the program year, and the amount of funds remaining and available for use in subsequent years. The Annual List of Obligated Projects is made available to the public on the SNHPC website.

The primary purpose of re-evaluation is to determine if the RTP is continuing to meet the changing needs of the region. Input to the re-evaluation process includes:

- Consideration of new information concerning identifiable changes in the magnitude, direction and effects of urban growth as determined from data obtained through the surveillance activity;
- Consideration of the effects on the Plan, if any, resulting from subsequent revisions in federal and state planning requirements;
- Identification and evaluation of pertinent changes in community goals and objectives;
- Assessment of the continued availability of transportation funds; and
- Review of current indicators of satisfactory transportation system performance.

Re-evaluation of the RTP is carried out jointly by the MPO staff and the TAC. Reaffirmation (or revision, if necessary and appropriate) of the Plan is the responsibility of the MPO policy body. The RTP requires an update when re-evaluation indicates that the RTP no longer adequately serves as a master guide for the funding of transportation projects in the region. Plan updates during those time periods between the regular biennial Ten-Year Plan process can be triggered by revisions to the STIP impacting the existing air quality analysis and requiring a new determination.

The next section of the Prospectus presents the functional responsibilities of the various participants in the MPO planning process.

3.0 FUNCTIONAL RESPONSIBILITIES OF THE PARTICIPANTS IN THE MPO PLANNING PROCESS

Southern New Hampshire Planning Commission MPO Policy Board

The SNHPC MPO Policy Board (MPO), representing all of the municipalities within the jurisdictional area of the SNHPC as well as state and federal transportation officials, provides overall direction for the transportation planning process. The SNHPC, when acting as the MPO, meets as the MPO Policy Board and includes additional members as described in this section. The SNHPC MPO staff, under the direction of the MPO Policy Board, has the major responsibility for conducting the 3C's metropolitan transportation planning process. Technical guidance to the MPO and MPO staff is provided by the TAC. The primary functions of the MPO are to:

1. Establish the goals, objectives and policies governing transportation planning in the region.
2. Approve the UPWP program and budget.
3. Direct the preparation of and adopt the Long-Range and Short-Range strategies of the RTP.
4. Recommend projects for implementation through adoption of the TIP.
5. Contribute to the air quality conformity determination for the RTP and the TIP.

Other agencies in the MPO planning process provide input and/or have responsibilities for performing specific tasks as determined by agreements and the New Hampshire Administrative Rule on Transportation Conformity (Appendix C). Through such agreements, the SNHPC also provides planning and related supportive services to the MTA and CART.

The basic structure of the MPO Policy Board, including the number of members from each organization, is shown in Figure 5. The nucleus of the MPO is made up of the SNHPC commissioners, the NHDOT and the MTA. FHWA and FTA and are represented in a non-voting advisory capacity. The Regional Planning Commissions/MPOs surrounding the SNHPC region and the NHDES, Air Resources Division are also included on the MPO Policy Board in a non-voting capacity. Other agencies and organizations may also be included and/or consulted on an as-needed basis. The MPO staff is assisted by personnel representing local, state, and federal departments and agencies for purposes of providing technical guidance and input in the plan development process.

Figure 5
Membership of the SNHPC MPO
Policy Board

<u>LOCAL</u>	<u>NUMBER OF REPRESENTATIVES</u>
Town of Auburn	2
Town of Bedford	3
Town of Candia	2
Town of Chester	2
Town of Deerfield	2
Town of Derry	3
Town of Goffstown	3
Town of Hooksett	2
Town of Londonderry	3
City of Manchester	4
Town of New Boston	2
Town of Raymond	3
Town of Weare	2
Manchester Transit Authority	1
<u>REGIONAL</u>	
Nashua Regional Planning Commission*	1
Rockingham Planning Commission*	1
Southwest Regional Planning Commission*	1
Central New Hampshire Regional Planning Commission*	1
Strafford Regional Planning Commission*	1
Cooperative Alliance for Regional Transportation*	1
<u>STATE</u>	
NH Department of Transportation	2
New Hampshire Department of Environmental Services, Air Resources Division*	1
<u>FEDERAL</u>	
Federal Highway Administration*	1
Federal Transit Administration*	1
* Non-voting status	

SNHPC Technical Advisory Committee

The SNHPC Technical Advisory Committee (TAC) was established to advise the MPO staff on the transportation issues and projects of concern to the municipalities and agencies represented on the MPO Policy Board. As outlined in Figure 5, the TAC is comprised of technical-level personnel from the SNHPC member communities. RPCs/MPOs surrounding the SNHPC region

are also included on the TAC in a non-voting capacity. The primary responsibilities of the TAC are to:

1. Provide input for the development of the annual UPWP, RTP and TIP.
2. Provide the MPO staff with information concerning transportation and other development projects being proposed.
3. Provide information on projects that have regional significance as they relate to the RTP.
4. Provide technical review of plans developed by the MPO staff, and make recommendations to the MPO Policy Board regarding the adoption and/or revision of RTP elements.
5. Provide the MPO staff with a list of desired projects for inclusion in the TIP in a timely fashion.
6. Ensure that public notices of regional meetings on transportation issues are disseminated in their respective agencies and communities.

Figure 6
Membership of the Technical Advisory Committee

The Committee consists of one staff person representing each of the following agencies:

LOCAL:

- Town of Auburn
- Bedford Planning & Zoning Department
- Town of Candia
- Town of Chester
- Town of Deerfield
- Derry Planning Department
- Goffstown Planning, Economic Development and Code Enforcement Office
- Hooksett Planning Department
- Londonderry Planning & Development Department
- Manchester Department of Public Works – Highway Division
- Manchester Transit Authority
- Manchester-Boston Regional Airport
- Manchester Planning & Community Development Department
- Town of New Boston
- Raymond Planning & Community Development Department
- Town of Weare

REGIONAL:

- SNHPC
- Rockingham Planning Commission*
- Nashua Regional Planning Commission*
- Southwest Regional Planning Commission*
- Central New Hampshire Regional Planning Commission*
- Strafford Regional Planning Commission*
- Cooperative Alliance for Regional Transportation

STATE: -NHDOT
Bureau of Planning and Community Assistance
Bureau of Rail and Transit
Bureau of Aeronautics
- New Hampshire Department of Environmental Services
Air Resources Division

FEDERAL: - Federal Highway Administration*
- Federal Transit Administration*

OTHER: - Any special interest groups wishing to attend will be welcomed, but with non-voting status.

*Non-voting status

The SNHPC MPO staff is made up of the transportation planning and support staff of the SNHPC. The MPO staff has principal responsibility for the development and maintenance of the various documents required for the continuation of the 3C's process, including the RTP, TIP and UPWP, as well as other required studies and research. Other MPO duties include participation, along with other agencies, in the air quality conformity process, establishing effective, early and continuing public involvement through adherence to the Public Involvement Process for the SNHPC Region and providing technical assistance to member communities. The MPO staff is also responsible for ensuring coordination of transportation planning between the various local, regional, state and federal agencies involved in the process.

The responsibilities of participating agencies, as related to the function of the MPO transportation planning process, including the MPO Policy Board and TAC, are described in the following sections.

SNHPC Member Municipalities

Each of the municipalities within the jurisdictional area of the MPO is afforded one or more opportunities to provide input for and to otherwise participate in the transportation planning and programming processes at both the technical and the policy making levels. All SNHPC member communities are afforded representation on the MPO Policy Board and TAC. As a result, all member communities are provided with the opportunity to participate in the MPO planning process, express local project-level transportation priorities and needs and participate in the review and evaluation of principal MPO documents. These responsibilities include participation in the development and maintenance of the UPWP, RTP and TIP. Participation in these processes serves to represent the short and long-term needs of the communities and region and maintain on-going communication.

New Hampshire Department of Transportation

NHDOT has statutory authority under New Hampshire law to plan, design, build, and maintain state highways and public facilities of the state. The NHDOT retains the authority for overall administration and funding of the regional transportation planning program, and the authority to select eligible transportation projects for implementation. Additionally, the NHDOT is also a participant in the Interagency Consultation process. Specific responsibilities regarding execution of the regional transportation planning and programming include:

1. Making metropolitan planning (PL) and FTA Section 5303 funds available to the MPO for area wide transportation planning.
2. Participating in the 3C's process through its representation on the TAC and the MPO Policy Board.
3. Actively participating in the preparation, amendment and update of the RTP and TIP.
4. Providing data or acting as the facilitator in having data provided to the Commission from other state agencies as required to support UPWP tasks.
5. Making available all federal and state laws and regulations that govern transportation planning (highway and transit) and compliance with the Clean Air Act Amendments of 1990.
6. Providing the MPO of available Federal and State funds which will be used for the development of the financial plan.
7. Sharing joint responsibility with and assisting the MPO in making the air quality conformity determination as per Transportation Conformity: Env.-A 1500 of the New Hampshire Code of Administrative Rules (Appendix C).
8. Soliciting the involvement of the MPO in any major study to be undertaken by the NHDOT in the Planning Commission area.

The NHDOT is represented on the MPO Policy Board by the Assistant Commissioner and the Administrator of the Bureau of Planning and Community Assistance. The Department is also represented on the TAC by personnel from the Bureau of Planning and Community Assistance, the Bureau of Rail and Public Transit, and the Bureau of Aeronautics. A February 5, 1996 agreement between the NHDOT and SNHPC outlining the responsibilities of both related to the SNHPC MPO is included in Appendix B. A copy of the original December 31, 1973 letter from Governor Meldrum Thomson, Jr. designating the SNHPC as MPO for the Manchester Metropolitan Area is also included in Appendix B.

New Hampshire Department of Environmental Services (NHDES), Air Resources Division

Through its representative on the TAC, NHDES Air Resources Division keeps MPO personnel and others participating in the transportation planning and programming process apprised of the status of the State Implementation Plan and state regulations pertaining to air quality compliance, including participation in the Interagency Consultation process. Additional responsibilities include review of air quality conformity determinations, participating in the Congestion Mitigation and Air Quality grant program and working cooperatively with the MPO to identify and develop transportation projects that improve air quality.

U.S. Environmental Protection Agency

EPA has the responsibility to provide input on the technical merits of the air quality conformity determination made for the Regional Transportation Plan and the Transportation Improvement Program. EPA also participates in the Interagency Consultation process and is involved in the Congestion Mitigation and Air Quality grant process through the review of projects.

Manchester Transit Authority

The MTA provides fixed-route bus service on eleven routes in Manchester and portions of Bedford, Goffstown, Londonderry and Hooksett. ADA paratransit service called Stepsaver is also provided for those unable to use regularly scheduled fixed-route system. As determined by an agreement between the MTA and SNHPC signed in 1995, the MTA participates in the MPO planning process. Through its membership on the TAC and the MPO Policy Board, the MTA participates in the development and update of the RTP, short-range transportation plans, and the TIP. The MTA is also an implementing agency.

CART

CART serves to expand access to transportation in a seven-town Greater Derry-Salem service area that includes the towns of Chester, Derry and Londonderry in the SNHPC region. The service coordinates the efforts of a range of existing agencies providing van service to senior citizens, people with disabilities, and others in need of transportation in the region and expands the level of service available by leveraging federal transit funds available to the region which have not been tapped previously. CART also provides out of region service to specific destinations, including Elliot Hospital and Catholic Medical Center in Manchester and Dartmouth Hitchcock Clinics in Bedford and Manchester. CART is an implementing agency.

Manchester-Boston Regional Airport

The City of Manchester Department of Aviation (MBRA) is responsible for the planning, operation and maintenance of the related lands and facilities of MBRA. The planning function, as needed, is provided by specialized consultants retained by the Authority. Airport plans are reviewed by the Federal Aviation Administration and the Aeronautics Division, New Hampshire Department of Transportation. Airport planning activities are coordinated with the Regional

Transportation Plan through the MBRA and NHDOT representatives on the Technical Advisory Committee. The MBRA is also an implementing agency.

Federal Highway Administration/Federal Transit Administration

FHWA and FTA, each of whom has non-voting representation on the TAC and the MPO Policy Board, have created an inter-agency system whereby they have the following responsibilities:

1. To provide PL and Section 5303 funds, through the state, to the Southern New Hampshire Planning Commission to carry out the 3C's planning process;
2. To attend meetings of the TAC and the MPO Policy Board to provide guidance and advice;
3. To review work products; and
4. To make the air quality conformity determination of the RTP and TIP.

New Hampshire Regional Planning Commissions/MPOs

The SNHPC is surrounded by three of New Hampshire's other MPOs (Rockingham Planning Commission, Nashua Regional Planning Commission and Strafford Regional Planning Commission) and two rural regional planning commissions (Southwest Regional Planning Commission and Central New Hampshire Regional Planning Commission). Because New Hampshire's RPCs and MPOs work cooperatively to effectively address issues regarding transportation and the four MPOs make up the entire New Hampshire air quality non-attainment area, the need for interregional cooperation is increasingly important. The MPOs are currently participating in the Interagency Consultation process developed by FHWA to coordinate air quality planning and other aspects of the MPO planning process. To encourage continuation of these processes and coordinate regional transportation planning on an on-going basis, the MPOs and regional planning commissions surrounding the SNHPC have non-voting representation on the MPO and TAC.

The next section of this Prospectus outlines the **Public Involvement Process for the SNHPC Region**, the features of the process designed to achieve fundamental objectives and adhere to specific procedures for development and amendment of the RTP and TIP as defined in Federal transportation legislation, including involving a wide variety of individuals, groups, and organizations affected by or interested in the region's transportation plans, programs and projects directly in the planning process.

4.0 PUBLIC INVOLVEMENT PROCESS FOR THE SNHPC REGION

Transportation planning in the SNHPC region began in 1967 with the publication of the Metropolitan Manchester Planning Study. During the following twenty-six years, the document was regularly updated until it was replaced by the Regional Transportation Plan for the Southern New Hampshire Planning Commission Area in 1993. During that period, the MPO gained considerable experience in dealing with the public participation aspects of the transportation planning and programming processes.

The SNHPC MPO program provides a realistic opportunity to build upon a comprehensive and integrated approach to transportation planning and programming that has included multi-agency and citizen involvement for more than a quarter of a century. This program, developed in the spirit of improving citizen participation, provides multiple opportunities for public official, special interest group, and citizen input. The product of the program, which is greater public awareness and involvement, is viewed as being an essential and integral part of the total planning process. Federal transportation legislation stipulates that MPOs must develop and utilize a “Participation Plan” that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP. The legislation further outlines that the “Participation Plan” must be developed “in consultation with all interested parties”.

This document presents the features of the Public Involvement Process for the SNHPC Region. It has been designed to satisfy specific purposes and objectives as defined in the subsequent sections of the document. The process has also been updated to incorporate current practices, technological innovations and to satisfy SAFETEA-LU requirements for increased emphasis including a need for extensive stakeholder participation above and beyond “public involvement”.

4.1 Purpose and Objectives

Purpose

Federal regulations, which govern metropolitan planning requirements, address specific minimum standards for ensuring public participation in transportation planning. As a result, MPO development and utilization of a documented Participation Plan is required. Each MPO is required to develop, adopt and implement a formal proactive process for achieving effective public participation during the development and updating of the RTP and TIP. The purpose of this document is to define the process of the SNHPC MPO. The process is intended to promote effective public involvement in the MPO’s transportation planning activities and to demonstrate compliance with applicable federal regulations.

Objectives

The fundamental objectives of the MPO’s public involvement program are:

1. To actively seek out and consider input and involvement from a wide variety of individuals, groups, and organizations who are affected by and/or interested in the area's transportation plans, programs and projects;
2. To establish effective early and continuing public involvement in the planning process, before key decisions are made, and while there is ample opportunity to affect decisions;
3. To promote opportunities for informed public input to be used in the decision making process by providing timely access to needed information and provide reasonable opportunities for interested parties to comment on the content of the RTP and TIP;
4. To demonstrate explicit consideration and response to public input received during the development of the RTP and TIP;
5. To produce transportation plans, programs and projects reflecting local, regional and State priorities and needs which consider a range of feasible transportation options;
6. To effectively convey and depict plans, programs and projects utilizing visualization techniques such as charettes, community outreach and simulation techniques and to make these materials readily available in electronically accessible formats.

4.2 Criteria for Achieving Public Involvement

Federal regulations governing metropolitan transportation planning activities specify the minimum standards which the MPO public involvement program must achieve. These standards form the basis for defining criteria that will be used to guide the MPO in the course of carrying out its public involvement program.

To the maximum extent feasible, the MPO program will comply with the following standards and, in addition, will adhere to the specific procedures for RTP and TIP development and amendment as defined in Federal law.

1. The MPO will provide a minimum public comment period of 45 calendar days before initially adopting or revising this Public Involvement Process.
2. The MPO will provide timely information about transportation issues and processes to interested parties such as citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation services, and other segments of the area's population affected by transportation plans, programs and projects. The manner in which the plans, programs and projects are conveyed will include visualization techniques and electronically accessible formats designed to make the information accessible to as many as possible.
3. The MPO will provide reasonable public access utilizing the SNHPC website and other media to make readily available technical and policy information used in the

development of the RTP and TIP. The MPO will provide open public meetings at convenient and accessible times and locations accommodating the needs of the disabled, where matters related to Federal-aid highway and transit programs are being considered. The MPO will further ensure that the provisions of NH RSA 91-A (Access to Public Records and Meetings) are followed. Public notice of public involvement activities as well as public review and comment on the TIP will satisfy the Program of Project requirements of the FTA Section 5307 program.

4. The MPO will provide a minimum of 10 calendar days notice of time for public review and comment at key decision points, including, but not limited to, the approval and amendment of the RTP and TIP. Such notice, which will be in addition to the regular 30-day comment period required for the RTP and TIP, shall be given by publication in a newspaper of general circulation in the area and through the use of the SNHPC website.
5. The MPO will demonstrate explicit consideration and response to public input received during the planning, program development, and public meeting processes.
6. The MPO will seek out through the notification process and consider the transportation needs of, those who are traditionally transportation disadvantaged or groups lacking access to information regarding transportation policies and plans within the region, including households with low income, minority and disabled persons. This process will be further facilitated by resources available through the MTA's Title VI Program designed in part to ensure meaningful access to programs and activities by persons with "Limited English Proficiency".
7. When significant written or oral comments are received on the draft RTP or TIP (including financial plan) as a result of the public involvement process or as a result of the inter-agency consultation process required under EPA's conformity regulations, the MPO will include a summary, analysis, and report on the disposition of the comments in the RTP or TIP.
8. If the proposed final RTP or TIP differs significantly from the one which was made available for public comment by the MPO, and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity will be made available for public comment on the revised RTP or TIP prior to the MPO taking any action thereon.
9. The MPO will, on a biennial basis, review and self-certify the public involvement program in terms of its effectiveness in assuring that it provides full and open access to all and provides reasonable opportunities for interested parties to comment.
10. The MPO will, whenever possible, coordinate its public involvement procedures with those of the State and other MPOs to enhance public consideration of transportation issues, plans, programs and to enhance efficiency.

4.3 Public Involvement Procedures for the Development of the Transportation Plan

During the development or updating of the Plan, the MPO will utilize the following procedures to implement its public involvement program:

Contact List of Interested and Affected Parties

Over the years, the MPO has developed a contact list of interested and affected parties whose input has been actively solicited on a variety of planning issues. The MPO will review, update and expand the list to ensure that it includes but is not limited to parties such as the following:

- The Board of Mayor and Alderman of the City of Manchester and the Boards of Selectmen and Town Councils of area towns;
- Planning boards, municipal planners, highway committees, public works officials, and road agents;
- Public and private transit and taxi operators and demand responsive service providers such as Manchester Transit Authority, Easter Seals New Hampshire Special Transit Services and Granite State Independent Living;
- Agencies representing transportation-disadvantaged groups or groups lacking access to information regarding transportation policies and plans within the region such as the Manchester Housing and Redevelopment Authority, the New Hampshire Minority Health Coalition, Manchester Community Health Center, NeighborWorks Greater Manchester and Latinos Unidos de New Hampshire;
- Representatives of adjoining MPOs/RPCs;
- The Amalgamated Transit Union, Local 717;
- Chambers of Commerce and economic development organizations such as Metro Center, INTOWN Manchester, Greater Manchester Chamber of Commerce and the Derry Economic Development Corporation;
- Appropriate State and Federal agencies such as the NHDOT (including the divisions/bureaus of Planning and Community Assistance, Rail and Transit, and Aeronautics), NHDES (Air Resources), the NH Office of Energy and Planning, FHWA, FTA and NHRTA;
- Individuals and groups having a demonstrated interest in transportation issues, such as the Audubon Society of New Hampshire, the New Hampshire Sierra Club, the Society for the Protection of New Hampshire Forests, the New Hampshire Section of the

American Society of Civil Engineers, the Queen City Trail Alliance, Friends of the Goffstown Rail Trail, Manchester Moves, Regional Trails Coordinating Council, General John Stark Scenic Byway Council, Transportation Solutions New Hampshire and Infrastructure Committee Metro Center - NH;

- Members of the MPO Policy Board and TAC who are not otherwise listed; and
- Area newspapers and radio and TV stations.

This list will be used to keep individuals, groups, and agencies informed about the development of plans and programs in addition to the SNHPC website and additional sources such as public notices, press releases, regular and special editions of the SNHPC newsletter, SNHPC Media Blast and Facebook.

Dissemination of Program and Project Information

In addition to utilizing some of the more generally accepted means of promoting public involvement in the transportation planning process, the MPO will take additional measures to effectively disseminate program, plan and project information. Specific actions will include the following:

1. In addition to meeting notices, area chambers of commerce may, in appropriate circumstances, be provided with more detailed program and project information for distribution to their members.
2. Chamber representatives may also be consulted and/or invited to cooperate with the MPO on a case-by-case basis.
3. The practice of dedicating “special” issues of the SNHPC newsletter entirely to the coverage of major transportation plans or projects such as those pertaining to bicycle and pedestrian planning may be continued.
4. Planners in SNHPC member communities will be provided with information pertaining to transportation plans, programs and projects and will be encouraged to communicate this information to local boards, commissions, groups, and organizations, particularly those who are known to have a special interest in transportation issues. Methods that could potentially be employed to depict this information will include visualization and simulation techniques such as design treatments, “build-out” scenarios, public opinion surveys, workshops, and the use of computer applications such as CommunityViz and GIS (Graphic Information Software).
5. To the extent practical, the MPO will accommodate requests from special interest groups and interested individuals to meet with staff in order to promote a better understanding of transportation plans, programs, and projects, and to help reduce potential conflicts.

Public Notification of Plan Development and Update

The MPO will provide notice to the public of the intent to develop or update the RTP at the start of the development or update process. Said notice will be published in at least one newspaper of general circulation within the area, will be posted on the SNHPC website and may also be mailed to the interested individuals, groups, and agencies such as the following:

- Public and private transit and taxi operators and demand responsive service providers;
- Agencies representing transportation-disadvantaged groups or groups lacking access to information regarding transportation policies and plans within the region such as the Manchester Housing and Redevelopment Authority, the New Hampshire Minority Health Coalition, Manchester Community Health Center, NeighborWorks Greater Manchester and Latinos Unidos de New Hampshire;
- The Amalgamated Transit Union, Local 717.

The MPO may consider using other forms of public notice including, but not necessarily limited to press releases, newspaper articles and programming on local-access cable TV.

Public Informational/Discussion Meetings

Approximately every two years and through consultation with FHWA, the NHDOT and other State MPOs, the RTP will be updated. In accordance with this schedule, public informational meetings will be held at three points, as follows:

- Prior to the start of the RTP development or update process;
- During the RTP development or update process; and
- Following the completion of the draft RTP or update.

The MPO will hold such public informational meetings for the purpose of discussing the various aspects of the RTP or update, including transportation system deficiencies, alternative options for resolution, project priorities, project costs and other issues as may be appropriate.

RTP Review and Comment

Copies of the new or updated draft RTP will be made available through the SNHPC website for review and comment at least 30 days prior to the date on which the MPO Policy Board is expected to adopt such document.

Public Meeting on the Draft RTP

Following the completion of the RTP development or update process, the MPO will schedule the third of the three public meetings cited above to present the draft RTP or update. The primary

purpose of this meeting shall be for the MPO to obtain oral and written comments regarding the content of the draft RTP from the general public and from those individuals, groups, agencies, and other interested parties specified above.

A handout, summarizing the contents of the draft RTP or update, may be made available to all attendees at the public informational meeting. Comments will be invited and encouraged, and the MPO staff will document all significant comments received during the proceedings. Written comments received will be acknowledged in writing.

Comment Period on Draft RTP

The MPO shall provide for a comment period of 30 calendar days, beginning from the date of publication of the public notice pertaining to the development of the draft RTP, during which comments may be submitted to the MPO for consideration. Oral or written comments may be presented during the public meeting and written comments may also be presented to the MPO at any time during the comment period. Copies of the draft RTP or update shall be made available at the MPO and on the SNHPC website.

Preparation of the Final RTP

Using the public input gained from the previous procedures, the MPO will prepare the final RTP. If significant written or oral comments are received on the draft RTP, either through the public involvement process or through the inter-agency consultation process, a summary, analysis, and reporting of the disposition of those comments shall be included in the final RTP. If the final RTP will contain significant changes, in comparison to the draft which was made available for public comment, or if it raises new material issues which interested parties could not have reasonably foreseen from the public involvement efforts, the MPO shall provide an additional duly noticed public comment period of not less than 10 days. The final RTP shall include a summary of all significant public comments received and MPO responses thereto.

4.4 Public Involvement Procedure for the Development or Update of the Transportation Improvement Program

General

When developing or updating the TIP, the MPO shall follow the same public involvement procedures as described for the RTP above.

Concurrent RTP and TIP Development

At its discretion, the MPO may choose to develop the TIP concurrently with the RTP. If developed concurrently, no separate public involvement procedures shall be required for the TIP.

4.5 Public Involvement Process for Amending RTPs and TIPS

SAFETEA-LU specifies that in non-attainment areas, the RTP and TIP must be updated at least every four years. In New Hampshire, RTP/TIP updates are generally coordinated through the Ten-Year Plan process that begins during the Fall of even-numbered years. The approved STIP is frequently revised to reflect changes in project status, therefore, before the STIP is revised to reflect a project change in an MPO area, the MPO TIP must first be revised. Concurrent revisions to the RTP are also occasionally required when the TIP is amended. Changes in project schedules, funding needs, and project scopes require revising the approved STIP. When RTP or TIP amendments are proposed during periods between updates, the MPO shall, at a minimum, carry out the following portions of the regular public involvement process:

Public Notice and Public Meeting on Proposed Amendments to RTPs and TIPS

The MPO shall schedule and conduct a public informational meeting on any amendment which is proposed to the RTP or TIP. The general public, and the individuals, groups and agencies identified above in Public Notification of Plan Development and Update shall be notified and afforded an opportunity to review and offer comment on the proposal.

1. The notice of the meeting shall be disseminated in the manner prescribed in Public Notification of Plan Development and Update.
2. A comment period beginning from the date of publication of the public meeting notice pertaining to the amendments to the RTP or TIP shall be provided during which comments may be submitted to the MPO for consideration. As part of the interagency consultation process, for each amendment the group will recommend a length for the public comment period between ten and thirty days. For the update that is processed on a two year cycle concurrent with New Hampshire's Ten Year Plan update, the public comment period will be a minimum of thirty days. Public notice of public involvement activities as well as public review and comment on the TIP is required to satisfy the Program of Project requirements of the FTA Section 5307 program.
3. Oral or written comments may be presented during the public meeting; written comments may also be presented to the MPO at any time during the comment period.
4. Copies of the draft proposed amendments to the RTP or TIP shall be made available for public inspection at the MPO and on the SNHPC website.
5. At the public meeting, a handout summarizing and explaining the amendments to the RTP or TIP may be made available to all attendees. Comments will be invited and encouraged, and the MPO staff will document all significant comments received during the proceedings. The receipt of written comments will be acknowledged in writing.

FY 2017 – FY 2020 TIP

APPENDIX B- MPO SELF-CERTIFICATION RESOLUTION

SELF-CERTIFICATION RESOLUTION
SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION
MPO

WHEREAS the Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450.306 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

WHEREAS the requirements of 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects, and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.324 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

WHEREAS the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

NOW, THEREFORE, BE IT RESOLVED THAT the Southern New Hampshire Planning Commission, the Metropolitan Planning Organization (MPO) for Auburn, Bedford, Candia, Chester, Deerfield, Derry, Frankestown, Goffstown, Hooksett, Londonderry, Manchester, New Boston, Raymond, Weare and Windham certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that this resolution was adopted by the Southern New Hampshire Planning Commission at its meeting on December 20, 2016.

ATTEST:

David J. Preece, AICP, Executive Director & CEO
Southern New Hampshire Planning Commission

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation

FY 2017 – FY 2020 TIP

**APPENDIX C- NHDOT FY 2017 – FY 2020 STIP FISCAL
CONSTRAINT SUMMARY**

	2017 Improvement Program					2018 Improvement Program				
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 930,000.00	\$ 930,000.00	\$ 5,114,025.60	\$ -	\$ -	\$ 930,000.00	\$ 930,000.00	\$ 3,720,000.00
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 915,372.12	\$ -	\$ -	\$ -	\$ -	\$ 3,933,479.14
Congestion Mitigation and Air Quality Program	\$ 10,311,516.72	\$ -	\$ 460,337.11	\$ 10,771,853.83	\$ 7,161,451.01	\$ 10,534,348.60	\$ -	\$ -	\$ 10,534,348.60	\$ 2,594,099.41
Highway Safety Improvement Program (HSIP)	\$ 8,947,147.52	\$ -	\$ -	\$ 8,947,147.52	\$ 6,166,800.00	\$ 9,140,495.38	\$ -	\$ -	\$ 9,140,495.38	\$ 8,586,650.70
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 4,417,002.90	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 5,010,503.53	\$ -	\$ -	\$ 5,010,503.53	\$ -	\$ 5,118,780.52	\$ -	\$ -	\$ 5,118,780.52	\$ -
National Highway System	\$ 95,089,600.31	\$ -	\$ 105,437.38	\$ 95,195,037.69	\$ 51,477,535.69	\$ 97,144,486.57	\$ -	\$ 169,262.13	\$ 97,313,748.71	\$ 54,174,682.11
NSIT National Summer Transportation Institute	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00
RL - Rail Highway	\$ 1,084,259.97	\$ -	\$ -	\$ 1,084,259.97	\$ 1,044,000.00	\$ 1,107,690.83	\$ -	\$ -	\$ 1,107,690.83	\$ 1,044,000.00
Recreational Trails	\$ 1,281,186.22	\$ -	\$ 312,500.00	\$ 1,593,686.22	\$ 1,250,000.00	\$ 1,308,872.66	\$ -	\$ 266,256.00	\$ 1,575,128.66	\$ 1,250,000.00
Redistribution	\$ 510,051.47	\$ -	\$ -	\$ 510,051.47	\$ 68,112.00	\$ 521,073.68	\$ -	\$ -	\$ 521,073.68	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 854,995.00	\$ -	\$ -	\$ -	\$ -	\$ 302,000.00
TAP - Transportation Alternatives	\$ 2,677,664.05	\$ -	\$ 638,420.00	\$ 3,316,084.05	\$ 2,553,680.00	\$ 2,735,528.37	\$ -	\$ 638,420.00	\$ 3,373,948.37	\$ 2,553,680.00
Transportation and Community and System Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-5 to 200K	\$ 7,416,677.74	\$ -	\$ 671,372.00	\$ 8,088,049.74	\$ 3,126,853.76	\$ 7,576,952.15	\$ -	\$ -	\$ 7,576,952.15	\$ 5,793,042.09
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,025,718.32	\$ -	\$ -	\$ -	\$ -	\$ 38,688.49
STP-Areas Over 200K	\$ 5,189,122.39	\$ -	\$ 175,440.00	\$ 5,364,562.39	\$ 722,602.26	\$ 5,301,259.32	\$ -	\$ -	\$ 5,301,259.32	\$ 1,895,346.51
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,281,052.15	\$ -	\$ -	\$ 9,281,052.15	\$ 4,838,853.48	\$ 9,481,615.69	\$ -	\$ -	\$ 9,481,615.69	\$ 10,368,172.57
STP-Off System Bridge	\$ 3,748,686.19	\$ -	\$ -	\$ 3,748,686.19	\$ 54,489.60	\$ 3,829,695.30	\$ -	\$ -	\$ 3,829,695.30	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 187,444.22	\$ -	\$ -	\$ -	\$ -	\$ 193,442.44
STP-State Flexible	\$ 17,117,026.99	\$ -	\$ 251,808.00	\$ 17,368,834.99	\$ 42,532,137.00	\$ 17,486,925.95	\$ -	\$ -	\$ 17,486,925.95	\$ 43,704,405.89
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 673,689.60	\$ -	\$ 2,476.80	\$ 676,166.40	\$ 2,138,304.00	\$ 688,248.03	\$ -	\$ 64,997.35	\$ 753,245.38	\$ 1,299,946.99
FHWA Earmarks	\$ 8,179,392.70	\$ -	\$ 364,671.54	\$ 8,544,064.24	\$ 8,179,392.70	\$ 3,079,762.92	\$ -	\$ 769,940.73	\$ 3,849,703.65	\$ 3,079,762.92
Training and Education	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00
National Highway (NHPP) Exempt	\$ 2,631,528.42	\$ -	\$ -	\$ 2,631,528.42	\$ -	\$ 2,688,395.75	\$ -	\$ -	\$ 2,688,395.75	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 28,282,689.65	\$ -	\$ -	\$ -	\$ -	\$ 29,144,628.59
Total	\$ 179,329,105.98	\$ -	\$ 3,912,462.83	\$ 183,241,568.80	\$ 174,381,459.32	\$ 177,924,131.70	\$ -	\$ 2,838,876.21	\$ 180,763,007.91	\$ 173,946,027.84
FTA (Federal-Aid with Match)										
FTAS307	\$ 7,877,373	\$ -	\$ 2,934,745	\$ 10,812,117.68	\$ 10,868,414.08	\$ 7,515,662	\$ -	\$ 3,120,540	\$ 10,636,201.92	\$ 10,516,919.23
FTAS307_NHDDOT	\$ 2,787,128	\$ -	\$ 696,782	\$ 3,483,910.00	\$ 3,797,428.83	\$ 2,876,317	\$ -	\$ 719,079	\$ 3,595,396.00	\$ 3,868,387.74
FTAS309	\$ 800,000	\$ -	\$ 200,000	\$ 1,000,000.00	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 2,004,646	\$ -	\$ 501,161	\$ 2,505,807.00	\$ 2,732,185.00	\$ 2,068,794	\$ -	\$ 517,199	\$ 2,585,993.00	\$ 2,819,615.00
FTAS311	\$ 6,585,718	\$ -	\$ 1,646,430	\$ 8,232,148.00	\$ 8,883,951.00	\$ 6,796,462	\$ -	\$ 1,699,115	\$ 8,495,577.00	\$ 9,168,238.00
FTAS339	\$ 2,462,957	\$ -	\$ 615,739	\$ 3,078,696.00	\$ 2,899,746.17	\$ 2,541,771	\$ -	\$ 635,443	\$ 3,177,214.00	\$ 3,088,299.75
Prior Grant Funds	\$ 1,069,046.40	\$ -	\$ -	\$ 1,069,046.40	\$ -	\$ 971,077.80	\$ -	\$ -	\$ 971,077.80	\$ -
\$	\$ 23,586,867.90	\$ -	\$ 6,594,857.18	\$ 30,181,725.08	\$ 30,181,725.08	\$ 22,770,083.53	\$ -	\$ 6,691,376.19	\$ 29,461,459.72	\$ 29,461,459.72
Total	\$ 202,915,973.88	\$ -	\$ 10,507,320.01	\$ 213,423,293.89	\$ 204,563,184.41	\$ 200,694,215.22	\$ -	\$ 9,530,252.41	\$ 210,224,467.63	\$ 203,407,487.56
Innovated Financing										
GARVEE Bond Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
StateFund Sources										
Turnpike Capital	\$ -	\$ 8,936,503	\$ -	\$ 8,936,502.61	\$ 8,936,502.61	\$ -	\$ 9,651,811.74	\$ -	\$ 9,651,811.74	\$ 9,651,811.74
Turnpike Program	\$ -	\$ 28,057	\$ -	\$ 28,057.30	\$ 28,057.30	\$ -	\$ 28,165.07	\$ -	\$ 28,165.07	\$ 28,165.07
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,978,388.58	\$ -	\$ 1,978,388.58	\$ 1,978,388.58
\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,964,559.91	\$ -	\$ 8,964,559.91	\$ 8,964,559.91	\$ -	\$ 11,658,365.39	\$ -	\$ 11,658,365.39	\$ 11,658,365.39
Total	\$ 202,915,973.88	\$ 8,964,559.91	\$ 10,507,320.01	\$ 222,387,853.80	\$ 213,527,744.32	\$ 200,694,215.22	\$ 11,658,365.39	\$ 9,530,252.41	\$ 221,882,833.02	\$ 215,065,852.95

* Federal Funding estimated from the FAST Act

	2019 Improvement Program					2020 Improvement Program				
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 925,000.00	\$ 925,000.00	\$ 5,411,965.59	\$ -	\$ -	\$ 925,000	\$ 925,000.00	\$ 3,779,853.04
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 7,184,372.74	\$ -	\$ -	\$ -	\$ -	\$ 6,219,675.71
Congestion Mitigation and Air Quality Program	\$ 10,772,108.84	\$ -	\$ -	\$ 10,772,108.84	\$ 4,220,562.31	\$ 11,029,993.13	\$ -	\$ -	\$ 11,029,993.13	\$ 2,177,810.15
Highway Safety Improvement Program (HSIP)	\$ 9,346,796.36	\$ -	\$ -	\$ 9,346,796.36	\$ 8,740,935.90	\$ 9,570,558.67	\$ -	\$ -	\$ 9,570,558.67	\$ 8,918,172.90
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 5,234,311.39	\$ -	\$ -	\$ 5,234,311.39	\$ -	\$ 5,359,620.81	\$ -	\$ -	\$ 5,359,620.81	\$ -
National Highway System	\$ 99,306,360.14	\$ -	\$ 177,173.93	\$ 99,483,534.07	\$ 37,375,824.64	\$ 101,683,754.40	\$ -	\$ -	\$ 101,683,754.40	\$ 29,149,454.02
NSTI National Summer Transportation Institute	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$ 30,000.00	\$ 30,718.20	\$ -	\$ -	\$ 30,718.20	\$ 30,000.00
RL - Rail Highway	\$ 1,132,691.41	\$ -	\$ -	\$ 1,132,691.41	\$ 1,044,000.00	\$ 1,159,808.04	\$ -	\$ -	\$ 1,159,808.04	\$ 1,044,000.00
Recreational Trails	\$ 1,338,413.91	\$ -	\$ 312,500.00	\$ 1,650,913.91	\$ 1,250,000.00	\$ 1,370,455.54	\$ -	\$ 312,500	\$ 1,682,955.54	\$ 1,250,000.00
Redistribution	\$ 532,834.31	\$ -	\$ -	\$ 532,834.31	\$ -	\$ 545,590.36	\$ -	\$ -	\$ 545,590.36	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP - Transportation Alternatives	\$ 2,797,269.24	\$ -	\$ 638,420.00	\$ 3,435,689.24	\$ 2,533,680.00	\$ 2,864,235.87	\$ -	\$ 638,420	\$ 3,502,655.87	\$ 2,533,680.00
Transportation and Community and System Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-5 to 200K	\$ 7,747,963.96	\$ -	\$ 603,336.00	\$ 8,351,299.96	\$ 4,528,651.58	\$ 7,933,450.22	\$ -	\$ 525,680	\$ 8,459,130.02	\$ 4,315,631.57
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 49,908.15	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,420,908.75	\$ -	\$ 549,552.38	\$ 5,970,461.13	\$ 2,222,111.38	\$ 5,550,685.30	\$ -	\$ 56,714	\$ 5,607,399.11	\$ 1,859,523.23
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,695,615.75	\$ -	\$ -	\$ 9,695,615.75	\$ 4,999,210.33	\$ 9,927,728.79	\$ -	\$ -	\$ 9,927,728.79	\$ 4,418,907.47
STP-Off System Bridge	\$ 3,916,131.52	\$ -	\$ -	\$ 3,916,131.52	\$ -	\$ 4,009,883.71	\$ -	\$ -	\$ 4,009,883.71	\$ 74,862.22
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 199,632.60	\$ -	\$ -	\$ -	\$ -	\$ 206,020.84
STP-State Flexible	\$ 17,779,348.87	\$ -	\$ 527,570.29	\$ 18,306,919.15	\$ 66,699,311.35	\$ 18,204,986.48	\$ -	\$ -	\$ 18,204,986.48	\$ 71,302,214.88
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 703,781.79	\$ -	\$ 2,476.80	\$ 706,258.59	\$ -	\$ 720,630.33	\$ -	\$ -	\$ 720,630.33	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	\$ 150,000.00
National Highway (NHPP) Exempt	\$ 2,690,922.02	\$ -	\$ -	\$ 2,690,922.02	\$ -	\$ 2,755,342.69	\$ -	\$ -	\$ 2,755,342.69	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 31,371,507.20	\$ -	\$ -	\$ -	\$ -	\$ 30,345,908.58
Total	\$ 178,595,458.26	\$ -	\$ 3,736,029.40	\$ 182,331,487.66	\$ 178,121,673.78	\$ 182,867,442.53	\$ -	\$ 2,458,313.61	\$ 185,325,756.14	\$ 167,885,714.61
FTA (Federal-Aid with Match)										
FTAS307	\$ 3,334,930	\$ -	\$ 2,165,120	\$ 5,500,049.51	\$ 6,868,214.80	\$ 4,066,855	\$ -	\$ 2,841,399	\$ 6,908,253.81	\$ 8,516,800.23
FTAS307_NHDOT	\$ 2,968,359	\$ -	\$ 742,090	\$ 3,710,449.00	\$ 3,807,328.03	\$ 3,063,346	\$ -	\$ 765,837	\$ 3,829,183.00	\$ 3,895,623.82
FTAS309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 2,134,996	\$ -	\$ 533,749	\$ 2,668,745.00	\$ 2,781,165.55	\$ 2,203,315	\$ -	\$ 550,829	\$ 2,754,144.00	\$ 2,867,520.00
FTAS311	\$ 7,013,949	\$ -	\$ 1,753,487	\$ 8,767,436.00	\$ 8,892,962.85	\$ 7,238,395	\$ -	\$ 1,809,599	\$ 9,047,994.00	\$ 9,172,215.23
FTAS339	\$ 2,623,108	\$ -	\$ 655,777	\$ 3,278,885.00	\$ 2,901,746.12	\$ 2,707,047	\$ -	\$ 676,762	\$ 3,383,809.00	\$ 3,162,240.36
Prior Grant Funds	\$ 1,325,852.84	\$ -	\$ -	\$ 1,325,852.84	\$ -	\$ 1,691,015.83	\$ -	\$ -	\$ 1,691,015.83	\$ -
\$	\$ 19,401,194.38	\$ -	\$ 5,850,222.98	\$ 25,251,417.35	\$ 25,251,417.35	\$ 20,969,974.44	\$ -	\$ 6,644,425.20	\$ 27,614,399.64	\$ 27,614,399.64
Total	\$ 197,996,652.64	\$ -	\$ 9,586,252.38	\$ 207,582,905.02	\$ 203,373,091.13	\$ 203,837,416.97	\$ -	\$ 9,102,738.81	\$ 212,940,155.78	\$ 195,500,114.25
Innovated Financing										
GARVEE Bond Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
StateFund Sources										
Turnpike Capital	\$ -	\$ 11,183,211	\$ -	\$ 11,183,211.16	\$ 11,183,211.16	\$ -	\$ 18,565,831.54	\$ -	\$ 18,565,831.54	\$ 18,565,831.54
Turnpike Program	\$ -	\$ 32,033	\$ -	\$ 32,033.30	\$ 32,033.30	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 2,041,697	\$ -	\$ 2,041,697.02	\$ 2,041,697.02	\$ -	\$ -	\$ -	\$ -	\$ -
\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 13,256,941.47	\$ -	\$ 13,256,941.47	\$ 13,256,941.47	\$ -	\$ 18,565,831.54	\$ -	\$ 18,565,831.54	\$ 18,565,831.54
Total	\$ 197,996,652.64	\$ 13,256,941.47	\$ 9,586,252.38	\$ 220,839,846.49	\$ 216,630,032.60	\$ 203,837,416.97	\$ 18,565,831.54	\$ 9,102,738.81	\$ 231,505,987.32	\$ 214,065,945.80

FY 2017 – FY 2020 TIP

**APPENDIX D- ANNUAL LIST OF OBLIGATED PROJECTS FOR FY
2016**

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION- FISCAL YEAR 2016 ANNUAL LIST OF OBLIGATED PROJECTS

FED #	STATE#	LOCATION	ROUTE	SCOPE OF WORK	FY 2015 OBLIGATED FUNDING	FY 2016 OBLIGATED FUNDING	FY 2016 PROGRAMMED FUNDING	TOTAL FY 2015-2018 PROGRAMMED FUNDING	FUNDING REMAINING AND AVAILABLE FOR THE PROJECT IN THE FY 2015-2018 TIP PERIOD	FUNDING PROGRAM	RESPONSIBLE AGENCY
A000143	13953	Bedford	NH 101	Widen NH 101 to 5 lanes from NH 114 to Wallace Road	\$3,025,000.00	\$4,235,000.86	\$4,235,000.00	\$22,255,992.00	\$14,995,991.14	NHS, STP State Flexible	NHDOT
A001160	16156	Bedford	NH 114	Culvert Slipline/Rehab for Redlist Bridge carrying NH 114 over Bowman Brook (Br No 151/151)	\$110,000.00	\$27,500.00	\$27,500.00	\$222,640.00	\$85,140.00	Redistribution	NHDOT
A004475	40731	Bedford - Manchester	I-293 EB & WB	Bridge Preservation efforts for the bridges carrying I-293 EB & WB over Merrimack River (199/128 & 199/129)	\$0.00	\$335,500.00	\$335,500.00	\$5,773,727.18	\$5,438,227.18	STP- State Flexible	NHDOT
A004223	29641	Bow	NH 3A	NH Rte 3A Corridor safety improvements	\$0.00	\$110,000.00	\$110,000.00	\$520,034.00	\$410,034.00	NHS	NHDOT
A001281	16413	Candia	NH 43 / Old Candia Road	NH 43 & Old Candia Road, Intersection Safety Improvements	\$0.00	(\$9,824.10)	\$0.00	\$0.00	N/A	HSIP	NHDOT
A003376	26606	Candia-Epping	NH 101	TW inlay from 150' west Candia/Raymond to 250' east Raymond/Epping	\$6,697,323.82	(\$946,000.00)	\$0.00	\$5,751,323.82	\$0.00	NHS	NHDOT
A003857	28903	Candia-Raymond	Varies	Rehabilitation of 3 Bridges	\$1,297,988.89	(\$198,000.00)	\$0.00	\$1,099,988.89	\$0.00	STP- Off System Bridge	NHDOT
A002975	24861	Derry	NH 28 Bypass	English Range Road / Scobie Pond Road intersection safety improvements	\$0.00	\$45,801.39	\$110,000.00	\$1,150,468.00	\$1,104,666.61	HSIP	NHDOT
A001095	16029	Goffstown	Goffstown Branch Rail Corridor	Four Project Improvement Sites	\$527,888.61	(\$959.80)	\$0.00	\$381,982.00	(\$144,946.81)	TAP	Town of Goffstown
A002062	20259	Hooksett	College Park Drive	Construct sidewalk along College Park Drive Between Main St. and US Route 3	\$0.00	\$15,933.60	\$352,334.00	\$352,334.00	\$336,400.40	CMAQ	Town of Hooksett
A003751	28435	Hooksett	Main Street	Bridge Rehabilitation over Riverside Street, BMRR, and Merrimack River	\$1,876,372.33	(\$220,000.01)	\$0.00	\$1,656,372.32	\$0.00	STP- 5 to 200K	NHDOT
A001086	16016	Manchester	Elm and Old Granite Streets	Elm St-Old Granite St to W. Auburn St & Old Granite St at Franklin St-improve pedestrian facilities	\$0.00	\$921,455.00	\$953,006.00	\$953,006.00	\$31,551.00	FHWA Earmark	City of Manchester
A001207	20004	Manchester	Maple/Spruce, Maple/Hanover, Beech/Cilley	Replacement of exist traffic signals and other equipment.	(\$19,203.73)	(\$2.90)	\$0.00	\$1,275.12	\$1,275.12	HSIP	City of Manchester
A003505	27412	Manchester	Maple Street/Hooksett Road	Realignment of Maple Street/Hooksett Road intersection.	\$94,361.89	\$5,729.32	\$5,729.32	\$100,091.21	\$0.00	HSIP	City of Manchester
A004311	29811	Manchester	South Manchester Rail Trail	Construct Multi-use path along the abandoned rail corridor from Gold St. to Perimeter Road	\$112,000.00	\$0.00	\$0.00	\$1,320,630.00	\$1,208,630.00	CMAQ	City of Manchester
A004399	40428	Manchester	Rail Trail	Construct multi-use path along Baker St, Brown Ave, Dubisz St, and Sundial Ave.	\$0.00	\$58,000.00	\$58,000.00	\$686,915.13	\$628,915.13	TAP	City of Manchester
A000461	14604	Manchester - Hooksett	I-93	I-93 NB/SB Bridge deck replacement over the Merrimack River and deck Rehab over NH 3A	\$0.00	\$0.00	\$0.00	\$0.00	N/A	Interstate Maintenance	NHDOT
A004482	40763	Manchester-Auburn	NH 101	Pavement Preservation Project from Signed (100.3 to 102.1)/GIS (60.1 to 61.9) including exit 1.	\$0.00	\$33,000.00	\$165,000.00	\$3,684,120.00	\$3,651,120.00	NHS	NHDOT
A004387	40400	Manchester-Hooksett-Concord	I-93 Crack Seal	I-93 Crack Seal from mm 21 to 26.1 and mm 38.5 to 44 incl. ramps at exits 8, 9, 10, 14, 15, & 16	\$82,500.00	\$379,610.00	\$429,110.00	\$543,180.00	\$81,070.00	NHS	NHDOT
A000563	14835	New Boston	Multi-use path	Millpond Footbridge: Const Steel Truss Bridge, boardwalk, and multi-use path.	\$0.00	\$0.00	\$0.00	\$0.00	N/A	TAP	Town of New Boston
A000414	14477A	Pembroke	US 3 / Pembroke Hill Road	Intersection improvements at Pembroke Hill Road	\$1,439,221.96	(\$461,827.82)	\$0.00	\$1,494,222.00	\$516,827.86	FHWA Earmark, STP State Flexible	NHDOT
A003787	28754	Pembroke	Pembroke Village, Pembroke Hill & Three Rivers Schools	Pembroke Village, Pembroke Hill & Three Rivers Schools-Ped/Bike Infrastructure Improvements	\$136,352.00	\$54,388.00	\$190,040.00	\$192,180.00	\$1,440.00	SRTS	Town of Pembroke

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION- FISCAL YEAR 2016 ANNUAL LIST OF OBLIGATED PROJECTS

FED #	STATE#	LOCATION	ROUTE	SCOPE OF WORK	FY 2015 OBLIGATED FUNDING	FY 2016 OBLIGATED FUNDING	FY 2016 PROGRAMMED FUNDING	TOTAL FY 2015-2018 PROGRAMMED FUNDING	FUNDING REMAINING AND AVAILABLE FOR THE PROJECT IN THE FY 2015-2018 TIP PERIOD	FUNDING PROGRAM	RESPONSIBLE AGENCY
A004410	40458	Raymond	Prescott Road	Prescott Rd over NH 101 Br. No. 161/105 Rehabilitation	\$276,894.20	\$14,538.47	\$40,938.00	\$291,432.67	\$0.00	STP- Off System Bridge	NHDOT
A001097	16031	Salem	Manchester & Lawrence Rail Corridor	Multi-use Trail Improvements in Windham & Salem	\$869,919.95	\$175,905.76	\$0.00	\$878,285.00	(\$167,540.71)	TAP	Town of Salem
0931174	10418C	Salem To Manchester	I-93	Reconstruct & Widen Mainline, EIS & Final Design- Salem to Manchester-PE/ROW thru 9/4/14	\$0.00	\$0.00	\$0.00	\$0.00	N/A	Interstate Maintenance	NHDOT
0931205	10418F	Salem To Manchester	I-93	I-93 - South Road Mitigation Site (Londonderry)	\$0.00	(\$124,078.84)	\$0.00	\$0.00	N/A	High Priority Projects	NHDOT
A000712	10418H	Salem To Manchester	I-93	I-93 - Exit 3 Park & Ride in Windham	\$0.00	\$2,326,072.60	\$2,485,280.00	\$2,485,280.00	\$159,207.40	CMAQ	NHDOT
A003077	10418V	Salem To Manchester	I-93	Final design services for PE & ROW	\$1,420,759.50	\$2,882,770.40	\$0.00	\$2,884,568.00	(\$1,418,961.90)	NHS	NHDOT
A003954	10418X	Salem To Manchester	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$4,384,813.83	\$1,586,393.19	\$1,586,393.00	\$6,021,772.00	\$50,564.98	STP Over 200K, STP State Flexible	NHDOT
A000124	13933D	Salem To Manchester	I-93	Mainline, Exit 1 to Station 1130 & NH38 (Salem), Includes Red List Bridges 073/063 & 077/063	\$1,208,596.08	\$1,705,241.44	\$0.00	\$0.00	N/A	GARVEE	NHDOT
A001243	13933N	Salem To Manchester	I-93	Exit 3 Area, Reconstruct the SB Mainline Bridges over NH 111 and NH 111A (Windham)134/101 & 135/090	\$416,955.61	\$630,643.68	\$0.00	\$0.00	N/A	GARVEE	NHDOT
A004115	14633B	Salem To Manchester	I-93	NB & SB Mainline, Weigh Station to Kendall Pond Rd (Windham & Derry)	\$0.00	\$550,000.01	\$3,396,025.00	\$3,396,025.00	\$2,846,024.99	NHS	NHDOT
A004375	14633D	Salem To Manchester	I-93	Exit 4 Interchange, NB & SB Mainline & NH 102 approach work	\$0.00	\$0.00	\$63,689,028.00	\$70,763,357.00	\$70,763,357.00	NHS, TIFIA, FHWA Earmark	NHDOT
A004376	14633H	Salem To Manchester	I-93	I-93 NB & SB mainline reconstruction, Exit 5 to I-293 split (Londonderry & Manchester)	\$0.00	\$550,000.00	\$3,281,399.00	\$3,281,399.00	\$2,731,399.00	NHS	NHDOT
A004126	14633Z	Salem To Manchester	I-93	Corridor Smart Work Zone	\$1,100,000.00	\$440,000.00	\$440,000.00	\$2,093,122.00	\$553,122.00	STP Over 200K, STP State Flexible	NHDOT
A000501	14800B	Salem To Manchester	I-93	I-93 Exit 5 Interchange Reconstruction (Londonderry) - Debt Service Project	\$982,572.34	\$1,917,200.68	\$1,593,122.00	\$5,973,220.00	\$3,073,446.98	CMAQ, STP Over 200K, RZED	NHDOT
A000129	14800D	Salem To Manchester	I-93	I-93 Exit 3 area - Reconstruct SB ML, NH111 & SB on ramp (Windham) - debt service project for 13933I	\$4,763,883.19	\$9,527,140.70	\$4,763,570.00	\$17,148,326.00	\$2,857,302.11	CMAQ, NHS	NHDOT
A000128	14800F	Salem To Manchester	I-93	I-93 Exit 3 area -NB ML connections, NB Ramps & NH 111A relocation - debt service project for 13933H	\$2,534,083.87	\$6,456,901.88	\$10,031,169.00	\$18,494,838.00	\$9,503,852.25	CMAQ, NHS, RZED	NHDOT
A002053	20248	Statewide	ITS Equipment	Software & hardware for an transportation management system (ATMS) and traveler information system	\$109,799.80	\$50,600.00	\$50,600.00	\$160,400.00	\$0.20	CMAQ	NHDOT
A002801	23980	Statewide	NHDOT District 5	Horizontal curve signing project - Two-lane roads in District 5	\$0.00	(\$137,072.89)	\$0.00	\$6,486.33	\$6,486.33	HSIP	NHDOT
A003699	28138	Statewide	NHDOT District 5	Horizontal curve signing project - Two lane urban roads in District 5	\$188,365.93	(\$6,938.57)	\$0.00	\$181,427.36	\$0.00	HSIP	NHDOT
A003762	28513	Statewide	Various	Installation of centerline and shoulder rumble stripes along State roadways.	\$22,000.00	\$450,670.00	\$450,670.00	\$472,670.00	\$0.00	HSIP	NHDOT
A003864	28914	Statewide	FEET, I-93, I-95 and NH 16	Signing improvements at Portsmouth Traffic Circle, I-93 for Hooksett Rest Areas and Exit 11 of FEET	\$0.00	(\$11,000.00)	\$32,166.29	\$548,123.08	\$548,123.08	N/A	NHDOT
A004492	40802	Statewide	Tier 2 Cable Replacement	Replace cable guardrail on Tier 2 roadways.	\$0.00	\$685,962.75	\$647,276.85	\$647,276.85	(\$38,685.90)	HSIP	NHDOT
A004513	40871	Statewide	Tier 2 - Southeast	Pavement preventative Preventative Maint and Preservation along Tier 2 roadways in Southeast region	\$0.00	\$165,000.00	\$165,000.00	\$9,625,000.00	\$9,460,000.00	STP- 5 to 200K	NHDOT
A004522	40921	Statewide	Various	Perform Road Safety Audits at various locations; RSAs to be conducted by NHDOT personnel	\$0.00	\$11,000.00	\$11,000.00	\$84,788.00	\$73,788.00	HSIP	NHDOT
0101036	13692	Wilton - Milford - Amherst - Bedford	NH 101	PE and ROW for corridor improvements from NH 31 in Wilton to Wallace Rd in Bedford	\$0.00	\$330,000.00	\$330,000.00	\$633,857.00	\$303,857.00	NHS	NHDOT

FY 2017 – FY 2020 TIP

APPENDIX E- PUBLIC NOTICE

PUBLIC NOTICE FOR NOVEMBER 16, 2016

Notice of Public Comment Period and Public Hearing Southern New Hampshire Planning Commission 2017 – 2020 Transportation Improvement Program 2017-2040 Metropolitan Transportation Plan Update

The Southern New Hampshire Planning Commission (SNHPC) Metropolitan Planning Organization, in accordance with the Fixing America's Surface Transportation (FAST) Act, is conducting a public comment period and public hearing on the draft 2017 – 2020 Transportation Improvement Program (TIP) and draft 2017-2040 Metropolitan Transportation Plan (MTP). The TIP and MTP documents included in this notice are currently available on the SNHPC website (www.snhpc.org) and at the SNHPC offices located at 438 Dubuque Street, Manchester, New Hampshire.

A thirty day public comment period for the TIP and MTP begins on November 16, 2016 and runs through December 16, 2016. During this period, the TIP and MTP will be available for public review on the SNHPC website (www.snhpc.org) and at the SNHPC offices on regular business days, Monday through Friday, between the hours of 8:00 AM and 4:30 PM.

Following the thirty day public comment period, and pursuant to the SNHPC Public Involvement Process, a public hearing to review comments, solicit final public feedback, and consider adoption of the TIP and MTP has been scheduled for **December 20, 2016** at the offices of the SNHPC located at 438 Dubuque Street, Manchester, New Hampshire.

The draft TIP reflects all projects and programs expected to utilize Federal transportation funding in the SNHPC region between fiscal year 2017 and fiscal year 2020, including highway, bridge, bicycle, pedestrian, and public transportation projects. If no substantive changes to the projects or programs proposed in the TIP are made pursuant to public comment during the public review period or in the course of the public hearing, the draft TIP will become the Final Program of Projects.

Agencies receiving Federal Transit Administration (FTA) funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to FTA Section 5307. For transit providers operating in the SNHPC Region, and represented in the TIP, the SNHPC process for public review, participation and comment on the TIP and MTP serves as the public participation process regarding the program of projects for such providers. These providers include, but are not limited to, the Manchester Transit Authority (MTA) and the Cooperative Alliance for Regional Transportation (CART).

As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard, and the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester- Portsmouth (SE) NH area. Transportation conformity no longer applies to the ozone NAAQS in New Hampshire in accordance with the 40 CFR section 93.102(b) "Geographic applicability" of the transportation conformity rule.

On March 10, 2014, the U.S. Environmental Protection Agency approved a maintenance plan, known as a "limited maintenance plan," for the City of Manchester. This limited maintenance plan has a 2021 horizon year, (the second ten year carbon monoxide (CO) maintenance period terminates on January 29, 2021). Because of the approved limited maintenance plan, the SNHPC no longer has to complete a regional emissions analysis for the City of Manchester for carbon monoxide pursuant to 40 CFR

93.109(e) “Areas with limited maintenance plans”. However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply, including project level conformity determinations based on carbon monoxide hot spot analyses under 40 CFR 93.116. The draft TIP meets all applicable conformity requirements under the conformity rule.

Comments on the draft TIP and MTP should be submitted in writing to the SNHPC during the comment period, or at the public hearing. Comments on the draft TIP and MTP will be considered for incorporation into the final documents, as directed by the SNHPC Policy Committee following the public hearing. Comments on the draft TIP and MTP should be submitted to Nathan Miller, AICP, Principal Transportation Planner by regular mail at 438 Dubuque Street, Manchester, New Hampshire or by e-mail at nmiller@snhpc.org.

Individuals requiring assistance or special arrangements to attend the public hearing should contact Linda Moore-O’Brien, Office Administrator, at (603) 669-4664.

(END)