

Transportation Improvement Program

Amendment #2

FY 2021 – FY 2024

Southern New Hampshire Planning Commission



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

DRAFT

October 8, 2021

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**SNHPC FY 2021-2024 TIP AMENDMENT
#2 PUBLIC NOTICE**

PUBLIC NOTICE

CONTACT:

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Southern New Hampshire Planning Commission
(603) 669-4664
LMOore-O'Brien@snhpc.org



Notice of Public Comment Period and Public Hearing Southern New Hampshire Planning Commission

Amendment #2 to the FY 2021-2024 Transportation Improvement Program and FY 2021-2045 Metropolitan Transportation Plan

The Southern New Hampshire Planning Commission (SNHPC), as the designated Metropolitan Planning Organization for the southern New Hampshire region, announces its intention to adopt Amendment #2 to the FY 2021-2024 SNHPC Transportation Improvement Program (TIP) and the SNHPC FY 2021-2045 Metropolitan Transportation Plan (MTP).

A ten (10) day public comment period for Amendment #2 to the TIP and MTP begins on October 8, 2021 and runs through October 18, 2021. During this period, Amendment #2 to the TIP and MTP will be available for public review on the SNHPC website (www.snhpc.org) and physical copies can be provided upon request to Carl Eppich, Principal Transportation Planner at ceppich@snhpc.org.

Following the public comment period, and pursuant to the SNHPC Public Participation Plan, the SNHPC MPO Policy Committee will hold a public hearing to review comments, solicit final public feedback, and consider adoption of Amendment #2 to the TIP and MTP. The public hearing has been scheduled for October 26, 2021 at 11:30 AM.

Those wishing to participate in the October 26, 2021 public hearing in-person may do so at the SNHPC Office, 438 Dubuque St., Manchester, NH 03102. In-person participants are encouraged to wear a mask and respect prevailing social distancing guidelines.

Those wishing to participate in the October 26, 2021 public hearing electronically or by telephone-only may do so as follows:

- Online Access: <https://us02web.zoom.us/j/88449253557>
- Telephone-only: Dial (646) 558-8656 with Meeting ID 884 4925 3557

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, the SNHPC process for public review, participation and comment on the TIP serves as the public participation process regarding the program of projects for such providers. These providers include, but may not be limited to, the Manchester Transit Authority (MTA).

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS again applies in the Boston-Manchester-Portsmouth (SE) NH “Orphan Area.” Therefore, the SNHPC is required to demonstrate conformity for the 1997 ozone NAAQS for any plans approved after February 16, 2019.

Comments on Amendment #2 to the TIP and MTP should be submitted in writing to the SNHPC during the comment period, or verbally at the public hearing. Comments on Amendment #2 to the TIP and MTP will be considered for incorporation into the final document, as directed by the SNHPC Policy Committee following the public hearing.

Comments on Amendment #2 to the TIP and MTP should be submitted to Carl Eppich, Principal Transportation Planner by regular mail at 438 Dubuque St., Manchester, NH or by e-mail at ceppich@snhpc.org.

At the October 26, 2021 public hearing, information about Amendment #2 to the TIP and MTP will be presented using the Microsoft Powerpoint software platform.

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

(END)

SNHPC FY 2021-2024 TIP AMENDMENT #2 PROJECT CHANGES

<i>Approved</i>						
WEARE (41471)						
Route/Road/Entity:	NH 77			Total Project Cost:		\$3,951,883
Scope:	Address Bridge Carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (159/178)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2024	\$119,501	\$0	\$0	\$119,501	STBG-Off System Bridge, Toll Credit
		\$119,501	\$0	\$0	\$119,501	
Regionally Significant:	No		CAA Code:		ATT	
Managed By:	NHDOT					
<i>Proposed</i>						
WEARE (41471)						
Route/Road/Entity:	NH 77			Total Project Cost:		\$3,847,240
Scope:	Address Bridge Carrying NH 77 over Canal 2 Choate Brook in the Town of Weare (159/178)					
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$110,000	\$0	\$0	\$110,000	STBG-Non Urban Areas Under 5K, Toll Credit
PE	2024	\$116,246	\$0	\$0	\$116,246	STBG-Non Urban Areas Under 5K, Toll Credit
		\$226,246	\$0	\$0	\$226,246	
Regionally Significant:	No		CAA Code:		ATT	
Managed By:	NHDOT					

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SNHPC FY 2021-2024 TIP AMENDMENT #2 FISCAL CONSTRAINT

FFY 2021 - STIP Amendment 2 Financial Constraint

Funding Sources	Federal Available (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Transfer or Committed Funds
FWHA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed (2)	Used	Sources
Congestion Mitigation and Air Quality Program	\$ 18,673,830	\$ -	\$ 1,205,065	\$ 19,878,895	\$ 7,430,423		
Highway Safety Improvement Program (HSIP)	\$ 14,898,943	\$ -	\$ -	\$ 14,898,943	\$ 7,731,232		
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 69,625	\$ 102,045,387	\$ 93,771,375		
Recreational Trails	\$ 4,200,034	\$ -	\$ 312,500	\$ 4,512,534	\$ 1,562,500		
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655		
RL - Rail Highway	\$ 4,824,999	\$ -	\$ -	\$ 4,824,999	\$ 1,761,540		
STBG-5 to 200K	\$ 8,575,653	\$ -	\$ 621,165	\$ 9,196,818	\$ 6,712,370		
STBG-Areas Over 200K	\$ 6,270,796	\$ -	\$ 32,355	\$ 6,303,151	\$ 8,949,880	\$ 2,646,729	Use Transferred funds
STBG-Non Urban Areas Under 5K	\$ 12,469,115	\$ -	\$ 7,749	\$ 12,476,864	\$ 8,223,637		
STBG-Off System Bridge	\$ 10,611,927	\$ -	\$ -	\$ 10,611,927	\$ 2,588,802		
STBG-State Flexible	\$ 22,296,202	\$ -	\$ 2,219,565	\$ 24,515,767	\$ 44,766,505	\$ 20,250,738	Transfers and Redistribution
TAP - Transportation Alternatives	\$ 4,937,500	\$ -	\$ 630,870	\$ 5,568,370	\$ 3,217,000		
Statewide Planning & Research (SPR Part 1 & 2)	\$ 7,847,172	\$ 1,250	\$ 390,000	\$ 8,238,422	\$ 5,438,538		
TOTAL	\$ 218,791,588	\$ 1,250	\$ 5,488,894	\$ 224,281,732	\$ 193,363,457		

Total Resources	\$ 224,281,732
Total Programmed	\$ 193,363,457
Surplus/(Deficit)	\$ 30,918,275

FWHA (Non- Formula Funds/Other)						
Bridge Special	\$ 240,000	\$ -	\$ -	\$ 240,000	\$ 240,000	
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	
FWHA Earmarks	\$ 160,000	\$ -	\$ 40,000	\$ 200,000	\$ 200,000	
Highway Infr. Exempt	\$ 39,187,835	\$ -	\$ 219,470	\$ 39,407,305	\$ 39,407,305	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	
NHPP Exempt	\$ 2,500,000	\$ 69,625	\$ -	\$ 2,569,625	\$ 2,569,625	
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	
Repurposed Earmarks Non-Fed-Aid	\$ 181,827	\$ -	\$ -	\$ 181,827	\$ 181,827	
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912	
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	
GRAND TOTAL	\$ 43,122,574	\$ 94,625	\$ 259,470	\$ 43,476,669	\$ 43,476,669	

Federal Transit Administration ⁽³⁾						
FTA5307	\$ 15,811,564	\$ -	\$ 3,763,760	\$ 19,575,324	\$ 19,575,324	
FTA5310	\$ 2,728,160	\$ -	\$ 682,039	\$ 3,410,199	\$ 3,410,199	
FTA5311	\$ 6,877,688.50	\$ -	\$ 6,877,688.50	\$ 13,755,377	\$ 13,755,377	
FTA5339	\$ 8,009,828	\$ -	\$ 2,002,457	\$ 10,012,285	\$ 10,012,285	
FTA-Other	\$ 1,299,040	\$ 47,016	\$ 233,362	\$ 1,579,418	\$ 1,579,418	
GRAND TOTAL	\$ 34,726,280	\$ 47,016	\$ 13,559,307	\$ 48,332,603	\$ 48,332,603	

INNOVATIVE & TURNPIKE FINANCING ⁽⁴⁾						
BETTERMENT	\$ -	\$ 6,162,332	\$ -	\$ 6,162,332	\$ 6,162,332	
RZED	\$ -	\$ -	\$ 1,409,496	\$ 1,409,496	\$ 1,409,496	
SB367-4 Cents	\$ -	\$ 11,328,885	\$ -	\$ 11,328,885	\$ 11,328,885	
Turnpike Capital	\$ -	\$ 33,882,908	\$ -	\$ 33,882,908	\$ 33,882,908	
Turnpike R&R	\$ -	\$ 11,296,123	\$ -	\$ 11,296,123	\$ 11,296,123	
GRAND TOTAL	\$ -	\$ 62,670,247	\$ 1,409,496	\$ 64,079,743	\$ 64,079,743	

(1) Federal Available for 2021 is based on 7/15/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2022 - STIP Amendment 2 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 9,608,150	\$ -	\$ 2,329,474	\$ 11,937,624	\$ 14,451,208
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,049,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 158,450	\$ 102,134,212	\$ 70,551,478
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 127,705	\$ 8,591,869	\$ 5,957,479
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 102,800	\$ 6,024,802	\$ 11,346,531
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 545,089	\$ 11,136,939	\$ 19,269,293
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 3,704,250
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 2,173,683	\$ 18,937,400	\$ 35,467,927
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 4,806,436	\$ -	\$ 390,000	\$ 5,196,436	\$ 5,432,288
TOTAL	\$ 177,773,775	\$ -	\$ 6,778,101	\$ 184,551,876	\$ 182,378,690

Total Resources	\$ 184,551,876
Total Programmed	\$ 182,378,690
Surplus/(Deficit)	\$ 2,173,186

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 2,973,971	\$ -	\$ 743,493	\$ 3,717,464	\$ 3,717,464
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 11,827,339	\$ -	\$ -	\$ 11,827,339	\$ 11,827,339
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ -	\$ 158,450	\$ 2,658,450	\$ 2,658,450
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ -	\$ 25,000	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 451,851	\$ -	\$ 112,963	\$ 564,814	\$ 564,814
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 18,956,074	\$ -	\$ 1,039,906	\$ 19,995,979	\$ 19,995,979

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 12,193,804	\$ -	\$ 3,499,342	\$ 15,693,146	\$ 15,693,146
FTA5310	\$ 1,681,330	\$ -	\$ 670,333	\$ 2,351,663	\$ 2,351,663
FTA5311	\$ 6,970,183.00	\$ -	\$ 6,970,183	\$ 13,940,366	\$ 13,940,366
FTA5339	\$ 7,859,006	\$ -	\$ 1,964,752	\$ 9,823,758	\$ 9,823,758
FTA-Other	\$ 95,916	\$ -	\$ 23,979	\$ 119,895	\$ 119,895
GRAND TOTAL	\$ 28,800,239	\$ -	\$ 13,128,589	\$ 41,928,828	\$ 41,928,828

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,007,110	\$ -	\$ 6,007,110	\$ 6,007,110
GARVEE	\$ -	\$ -	\$ -	\$ -	\$ -
RZED	\$ -	\$ -	\$ 1,193,723	\$ 1,193,723	\$ 1,193,723
SB367-4 Cents	\$ -	\$ 3,120,000	\$ -	\$ 3,120,000	\$ 3,120,000
Turnpike Capital	\$ -	\$ 29,979,430	\$ -	\$ 29,979,430	\$ 29,979,430
Turnpike R&R	\$ -	\$ 6,490,378	\$ -	\$ 6,490,378	\$ 6,490,378
GRAND TOTAL	\$ -	\$ 45,596,918	\$ 1,193,723	\$ 46,790,641	\$ 46,790,641

(1) Federal Apportionment for 2022-2024 is based on 7/15/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2023 - STIP Amendment 2 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 9,608,150	\$ -	\$ 1,142,440	\$ 10,750,590	\$ 6,389,997
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,909,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 70,918,064
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 77,650	\$ 8,541,814	\$ 13,265,251
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 721,354	\$ 6,643,356	\$ 8,532,241
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 12,893	\$ 10,604,743	\$ 18,774,716
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 626,756
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 1,741,115	\$ 18,504,832	\$ 41,525,326
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 4,806,436	\$ -	\$ 390,000	\$ 5,196,436	\$ 5,432,288
TOTAL	\$ 177,773,775	\$ -	\$ 5,036,352	\$ 182,810,127	\$ 182,517,875

Total Resources	\$ 182,810,127
Total Programmed	\$ 182,517,875
Surplus/(Deficit)	\$ 292,252

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 1,489,010	\$ -	\$ 372,252	\$ 1,861,262	\$ 1,861,262
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 15,318,031	\$ -	\$ -	\$ 15,318,031	\$ 15,318,031
Local Tech AssistanceProgram	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 20,509,953	\$ 25,000	\$ 372,252	\$ 20,907,205	\$ 20,907,205

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 9,874,874	\$ -	\$ 3,530,689	\$ 13,405,563	\$ 13,405,563
FTA5310	\$ 1,253,305	\$ -	\$ 563,326	\$ 1,816,631	\$ 1,816,631
FTA5311	\$ 4,811,564	\$ -	\$ 4,811,564	\$ 9,623,128	\$ 9,623,128
FTA5339	\$ 7,946,186	\$ -	\$ 1,986,547	\$ 9,932,733	\$ 9,932,733
GRAND TOTAL	\$ 23,885,929	\$ -	\$ 10,892,126	\$ 34,778,055	\$ 34,778,055

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,024,364	\$ -	\$ 6,024,364	\$ 6,024,364
GARVEE	\$ -	\$ -	\$ 30,490,905	\$ 30,490,905	\$ 30,490,905
RZED	\$ -	\$ -	\$ 931,834	\$ 931,834	\$ 931,834
SB367-4 Cents	\$ -	\$ 4,148,200	\$ -	\$ 4,148,200	\$ 4,148,200
Turnpike Capital	\$ -	\$ 30,948,407	\$ -	\$ 30,948,407	\$ 30,948,407
Turnpike R&R	\$ -	\$ 4,008,414	\$ -	\$ 4,008,414	\$ 4,008,414
GRAND TOTAL	\$ -	\$ 45,129,385	\$ 31,422,738	\$ 76,552,123	\$ 76,552,123

(1) Federal Apportionment for 2022-2024 is based on 7/15/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

FFY 2024 - STIP Amendment 2 Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 9,608,150	\$ -	\$ 701,561	\$ 10,309,711	\$ 3,164,759
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 10,249,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 42,430	\$ 102,018,192	\$ 70,611,696
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 1,209,655	\$ -	\$ -	\$ 1,209,655	\$ 1,209,655
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 102,457	\$ 8,566,621	\$ 14,125,516
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ -	\$ 5,922,002	\$ 2,936,380
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 2,173	\$ 10,594,023	\$ 18,284,199
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 377,800
STBG-State Flexible	\$ 16,763,717	\$ -	\$ 1,675,000	\$ 18,438,717	\$ 45,874,636
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 4,806,436	\$ -	\$ 390,000	\$ 5,196,436	\$ 5,432,288
TOTAL	\$ 177,773,775	\$ -	\$ 3,864,521	\$ 181,638,296	\$ 178,205,511

Total Resources \$ 181,638,296
 Total Programmed \$ 178,205,511
 Surplus/(Deficit) \$ 3,432,785

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 1,418,204	\$ -	\$ -	\$ 1,418,204	\$ 1,418,204
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,000	\$ -	\$ 42,430	\$ 2,542,430	\$ 2,542,430
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 5,121,116	\$ 25,000	\$ 42,430	\$ 5,188,546	\$ 5,188,546

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 10,077,164	\$ -	\$ 3,602,104	\$ 13,679,268	\$ 13,679,268
FTA5310	\$ 1,298,370	\$ -	\$ 574,593	\$ 1,872,963	\$ 1,872,963
FTA5311	\$ 4,907,795	\$ -	\$ 4,907,795	\$ 9,815,590	\$ 9,815,590
FTA5339	\$ 4,535,111	\$ -	\$ 1,133,778	\$ 5,668,889	\$ 5,668,889
GRAND TOTAL	\$ 20,818,440	\$ -	\$ 10,218,270	\$ 31,036,710	\$ 31,036,710

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 568,177	\$ 568,177	\$ 568,176.75
RZED	\$ -	\$ -	\$ 691,720	\$ 691,720	\$ 691,720.02
SB367-4 Cents	\$ -	\$ 2,197,986	\$ -	\$ 2,197,986	\$ 2,197,986.00
Turnpike Capital	\$ -	\$ 39,967,573	\$ -	\$ 39,967,573	\$ 39,967,572.99
Turnpike R&R	\$ -	\$ 686,910	\$ -	\$ 686,910	\$ 686,909.60
GRAND TOTAL	\$ -	\$ 48,852,469	\$ 1,259,897	\$ 50,112,365	\$ 50,112,365

(1) Federal Apportionment for 2021-2024 is based on 7/15/2021 Status of Funds.

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

(4) Innovative & Turnpike Financing includes STIP projects only.

**SNHPC FY 2021-2024 TIP AMENDMENT
#2 -PUBLIC TRANSPORTATION SAFETY
PERFORMANCE MEASURES**

Pursuant to the Federal Transit Administration's (FTA's) final rule on Public Transportation Safety (49 CFR Part 673), the Southern New Hampshire Planning Commission (SNHPC) Metropolitan Planning Organization (MPO) is required to incorporate public transportation safety targets in the first Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) updates or amendments occurring after July 20, 2021 including a description of the targets and a description of the anticipated effect of the TIP toward achieving the identified performance targets.

Given the recent merger between the Manchester Transit Authority (MTA) and the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART), the Manchester Transit Authority's Public Transportation Agency Safety Plan (PTASP) is the only applicable plan in the SNHPC region. Accordingly, the SNHPC will continue to work cooperatively with the Manchester Transit Authority to develop and share public transportation safety performance data, set performance targets, report targets, and track progress toward meeting targets.

Description of Public Transportation Safety Performance Measures

The seven federally-required public transportation safety performance measures are as follows.

1. **Number of Fatalities:** The total number of fatalities reported to the National Transit Database (NTD).
2. **Rate of Fatalities:** The ratio of the total number of fatalities reported to the NTD to total vehicle revenue miles.
3. **Number of Injuries:** The total number of injuries reported to the NTD.
 - a. An "*injury*" in this context is defined as an injury requiring medical attention at a location other than the location at which the event occurred.
4. **Rate of Injuries:** The ratio of the total number of injuries reported to the NTD to total vehicle revenue miles.
5. **Number of Safety Events:** The total number of safety events reported to the NTD.
 - a. A "*safety event*" in this context is an event that occurs on a transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit related maintenance activity, or involving a transit revenue vehicle that includes, but is not limited to: 1) A fatality confirmed within 30 days; 2) An injury requiring transport away from the scene for medical attention; 3) A serious injury; or 4) Substantial property damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
6. **Rate of Safety Events:** The ratio of the total number of safety events reported to the NTD to total vehicle revenue miles.
7. **System Reliability:** The mean distance (number of miles) between major mechanical failures.

At their May 25, 2021 meeting, the SNHPC MPO Policy Committee unanimously adopted the Manchester Transit Authority's public transportation safety targets as the region's initial targets as detailed in the following table.

SNHPC Initial Public Transportation Safety Targets							
<i>Mode of Bus Service</i>	<i>Fatalities (Total)</i>	<i>Fatalities (Rate)</i>	<i>Injuries (Total)</i>	<i>Injuries (Rate)</i>	<i>Safety Events (Total)</i>	<i>Safety Events (Rate)</i>	<i>System Reliability (Miles)</i>
Fixed Route	0	0	2	1.6	17	13.85	30,460
Demand Response	0	0	1	2.75	7	19.55	13,764

Note: All rate-based targets are calculated per 500,000 revenue miles.

Effect of the TIP on Public Transportation Safety Performance

The SNHPC FY 2021-2024 TIP includes both region-specific and statewide transit investments as detailed below. The MTA's adoption of a PTASP has informed not only that agency's safety practices, but also informs the SNHPC's metropolitan transportation planning efforts.

The SNHPC FY 2021-2024 TIP includes more than \$18 million for region-specific transit capital and operating activities, which will allow for the continued implementation of the MTA's public transportation safety objectives as outlined in the PTASP, including but not limited to:

- Providing adequate safeguards to the maximum extent possible;
- Providing necessary personal protective equipment to MTA staff with instructions for its use and care;
- Developing, updating, and enforcing safety and health rules and requiring all MTA staff to cooperate and comply with the rules;
- Training all MTA staff in prevailing safety, Safety Management System (SMS), and health practices;
- Conducting a program of safety and health inspections to identify and eliminate unsafe working conditions and practices, control health hazards, and ensure compliance with prevailing safety and health standards;
- Implementing a non-punitive Safety Reporting Program for MTA staff to report hazards and unsafe working conditions, and to eliminate the hazard or reduce the potential risk of the hazard to an acceptable level using SMS processes; and
- Investigating, promptly and thoroughly, each accident, incident, and occurrence to determine the causal factors and institute appropriate mitigations to prevent future occurrence or reduce the risk of reoccurrence to an acceptable level using SMS processes.

Additionally, the TIP includes more than \$77 million in funding for statewide transit capital and operating programs which may benefit public transportation safety in the SNHPC region or support the implementation of the MTA's public transportation safety objectives as outlined in the PTASP.

SNHPC FY 2021-2024 TIP Transit Investments (Through Amendment #2)

Regional Transit Projects		
Project	Scope	FY 2021-2024 TIP Funding
MTA5307	MTA Operating, ADA, Capital Preventive Maintenance, and Planning Utilizing FTA Section 5307 Funds, Includes CART Service Area	\$17,452,545
MTA 5310	Funding for Seniors and Individuals with Disabilities, Annual FTA Section 5310 Apportionment for CART Service Area	\$621,184
MTA5339	Funding for Capital Vehicles and Equipment for CART Service Area, Annual FTA Section 5339 Apportionment	\$199,367
		\$18,273,096

Statewide Transit Projects		
Project	Scope	FY 2021-2024 TIP Funding
CMAQ-FTA	Funds Transferred from CMAQ to FTA (Statewide)	\$11,000,000
FTA5307	Boston Urbanized Area (UZA) FTA Section 5307 Apportioned Funds for NHDOT Transit Projects	\$18,982,097
FTA5310	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	\$13,160,675
FTA5339	Capital Bus and Bus Facilities - FTA 5339 Program for Statewide Public Transportation	\$34,467,531
		\$77,610,303