

Fiscal Year 2018
Annual Listing of Obligated Projects
for the Strafford Region



Approved December 21, 2018

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PREFACE

The Annual Listing of Obligated Projects provides transparency for federal transportation expenditures. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require the annual publication of an obligated projects report. The document’s primary purpose is to relay information about planned expenditures and schedules for transportation projects and the actual expenditure of federal funds for those projects during the preceding fiscal year.

The federal fiscal year runs from October 1 to September 30. The Annual Listing of Obligated Projects must be published within 90 days after the close of the federal fiscal year (i.e., by December 30). The FHWA and FTA fund the preparation of the Annual Listing of Obligated Projects.

The Strafford Metropolitan Planning Organization’s Technical Advisory and Policy committees have reviewed a draft of this document. The Policy Committee accepted the 2018 Annual Listing of Obligated Projects at its meeting on Dec. 21, 2018.

Please contact the Strafford Metropolitan Planning Organization with any questions and comments:

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INTRODUCTION

Every day, the Strafford region’s transportation system safely, efficiently, and reliably moves people and goods to destinations within and beyond the region. The transportation system comprises all of the facilities and services that enable residents to get from home to work, freight to arrive at its destination, businesses to access markets, and visitors to experience New Hampshire’s many attractions.

The Strafford Metropolitan Planning Organization (Strafford MPO) is designated under federal law (23 CFR 450). The purpose of a metropolitan planning organization is “to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.” (23 CFR 450.300a)

One of Strafford MPO’s duties is to monitor and report on federal funds dedicated to transportation projects in the Strafford region. The Annual Listing of Obligated Projects is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to track federal funding for regional projects and public transportation providers.

On Dec. 4, 2015, President Obama signed into law the Fixing America’s Surface Transportation (FAST) Act. This latest transportation act authorizes funding to meet national surface transportation needs for the federal fiscal years 2016 to 2020. Under the FAST Act, FHWA established performance measures and defined a schedule for states and MPOs to set targets related to those measures. The New Hampshire Department of Transportation (NHDOT) and the four MPOs in New Hampshire are now setting targets and integrating performance based planning into their planning documents and processes. Future iterations of this document will link obligated funds to performance areas. For more information, see the Strafford MPO Metropolitan Transportation Plan or go to the [*Partnering for Performance NH*](#) website.

STRAFFORD METROPOLITAN PLANNING ORGANIZATION BACKGROUND

Strafford MPO is responsible for regional planning for 18 communities in Strafford County and portions of Rockingham and Carroll counties. The region is located in the southeast corner of New Hampshire near the Atlantic Ocean and borders Berwick and Lebanon, Maine. Communities in the Strafford MPO are an approximately one-hour drive from Concord, N.H.; Portland, Maine; and Boston, Mass.

Communities in the Strafford Region

Barrington	Durham	Madbury	New Durham	Nottingham	Somersworth
Brookfield	Farmington	Middleton	Newmarket	Rochester	Strafford
Dover	Lee	Milton	Northwood	Rollinsford	Wakefield

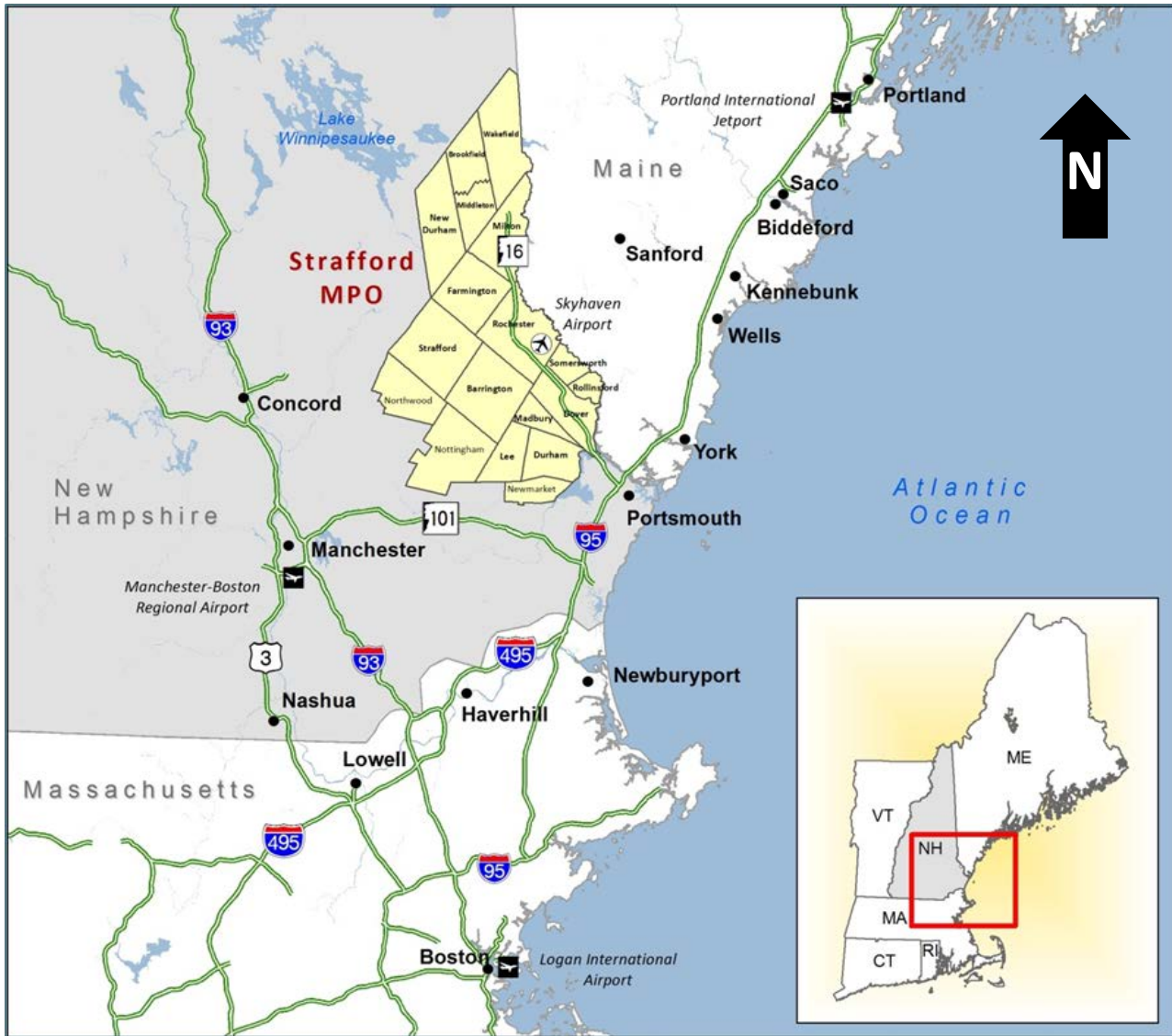


Figure 1- The Strafford Region and Surrounding Geography
 Source: SRPC

PROJECT PLANNING AND FUNDING

New Hampshire’s four MPOs follow a thorough planning process to secure federal funding for projects. This process includes the development and maintenance of several planning documents that have specific time horizons: the Strafford region’s short-range (4-year) transportation plan, known as the Transportation Improvement Program (TIP); the Statewide Ten Year Transportation Improvement Plan (or Ten Year Plan); and the 20-year Metropolitan Transportation Plan. Projects in the TIP and the Ten Year Plan are developed in coordination with municipalities, transit agencies, and NHDOT.

The Strafford 2017–2040 Metropolitan Transportation Plan includes the following information:

- A regional vision for transportation infrastructure for a **20**-year planning horizon.
- Conceptual strategies for achieving regional transportation goals.
- Transportation projects in the short-, mid-, and long-range planning stages.
- The relationship of current and proposed projects to transportation performance goals.
- A comparison of the estimated costs to implement projects on the list with the revenues anticipated to be available to the region.

New Hampshire’s 2017–2026 Ten Year Plan is a list of all transportation projects and funding programs in New Hampshire for the period. Projects on this list are ranked using a standardized methodology to assess their feasibility, cost, and importance to the state.

The Ten Year Plan Includes the following:

- A List of projects planned statewide over 10 years.
- Estimated project costs.
- Revenue projections and known funding sources.
- Project scopes and estimated timing of phases.

The TIP is a federally required document that summarizes programmed funding for transportation improvement projects. Each state maintains a corresponding Statewide Transportation Improvement Program (STIP) that includes all transportation improvement projects in the state. The projects in Strafford MPO’s 2017–2020 TIP have been thoroughly vetted, and the TIP shows their dedicated funding sources. Projects listed in the TIP are either already being constructed or will likely begin construction during the four-year period covered by the plan. The TIP the following information for each project:

- The scope of work.
- Detailed project phasing information (specific fiscal years for planning, preliminary engineering, right of way, and construction).
- Specific funding amounts for each project phase.

Programmed Funding vs. Obligated Funding:

- **Programmed** funding implies an eventual commitment of funding to support a project
- **Obligated** funding is a formal commitment of a specific amount of funding for a project

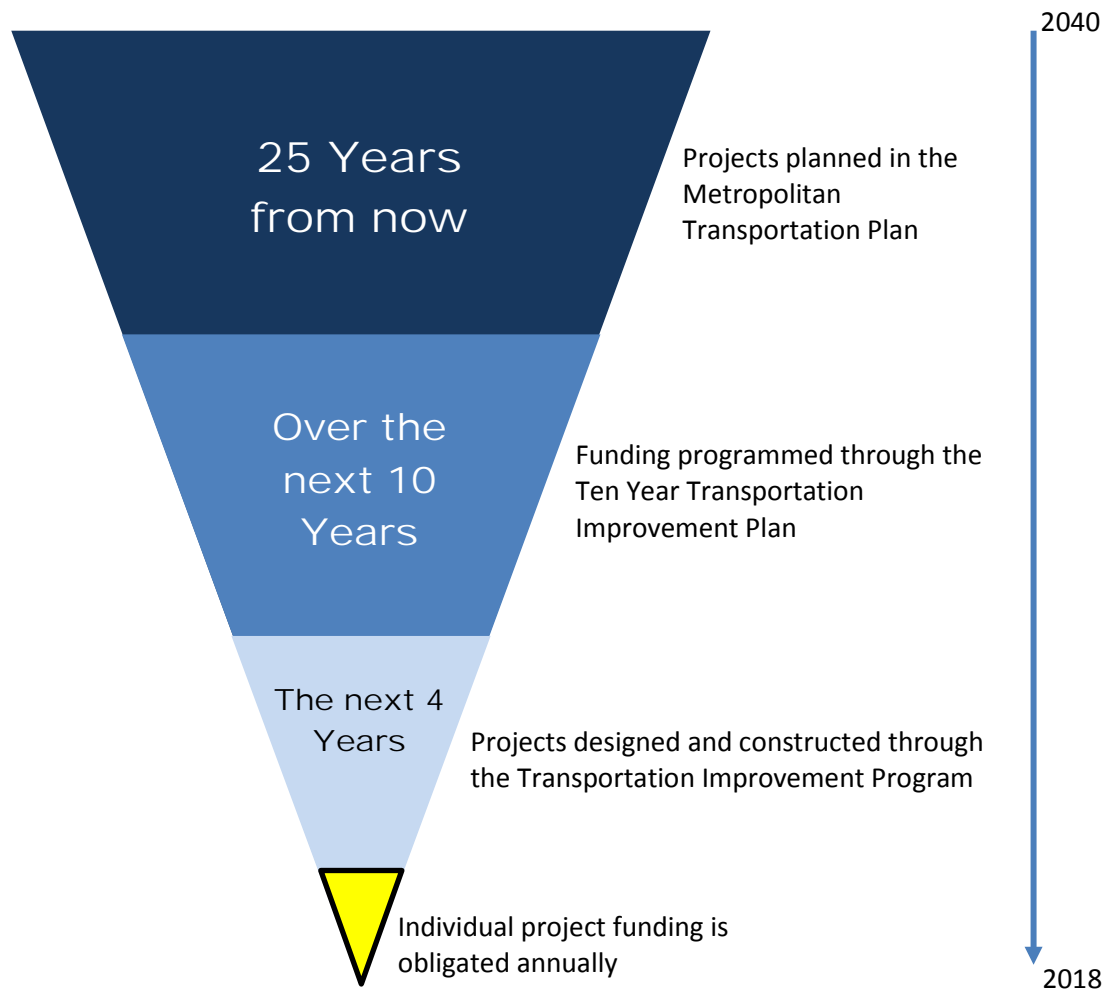


Figure 2 - The project planning, development, and implementation process

Funds programmed for projects in the TIP must be *obligated* before implementation of the project can begin. An *obligation* is a formal commitment to provide a specified amount of money for a project. Obligated funds are different from *programmed* funds; programming implies only the eventual commitment of dollars.

Funds for FTA projects are obligated when the FTA grant is awarded (usually annually). Funds for FHWA projects are obligated when the state and the party responsible for administering the project sign a formal project agreement. The obligation of funding marks the transition from initial planning to implementation of a project. The obligated FTA or FHWA funds may not cover the total cost of a project, however. *Some* projects rely on multiple funding federal, state, or local sources.

ANNUAL LISTING OF OBLIGATED PROJECTS REQUIREMENTS

In December 2015, President Obama signed into law the Fixing America's Surface Transportation Act (FAST Act). This law defers to the previous surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), for guidance on preparing the *Annual Listing of Obligated Projects*.

Federal regulations require MPOs to publish a list of obligated projects within 90 days after the end of the federal fiscal year, which runs from October 1 to the following September 30.

The Cooperative Alliance for Seacoast Transportation (COAST), the University of New Hampshire's Wildcat Transit, and NHDOT provide the New Hampshire MPOs with lists of the federal *obligations* made in the preceding year. The information is critical to our compiling a list of obligated projects.

This document fulfills Strafford MPO's requirement under **23 CFR 450.334 Annual listing of obligated projects**:

- a) *In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.*
- b) *The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*

The minimum project information that must be included in the Annual Listing of Obligated Projects according to the regulations above is as follows:

- Location of the project (Municipality, Route/Road).
- Scope of work for the project.
- Responsible agency for the project (the entity responsible for administering the project).
- Obligated level of funding in the previous federal fiscal year by project.
- Actual obligated funding level for the project for the relevant federal fiscal year.
- Total amount of funding that has been obligated to the project.
- Funding program being used to implement the project.

THE OBLIGATION REPORT

Reading the Obligation Report

Project Number	State identification number associated with the project
Municipality	Municipality or region for which the project is planned
Route/Road	The route or road on which the project takes place
Scope/Summary	Project details regarding construction, project boundaries, and project purpose
FY17 Obligated	Net federal funding obligated to a project for the relevant fiscal year*
FY18 Obligated	Net federal funding obligated to a project for the relevant fiscal year*
Total Obligated to-Date	The total funding obligated to the project through the current fiscal year
Funding Source(s)	Funding sources being used (different funding sources may support individual project phases)

*Note on individual project funding reporting

Table 1 of Appendix 1 includes information about the total balance of federal funds for each project. From year to year, some funds may be *deobligated* from a project. Deobligated funds are shown in parentheses. A deobligation occurs when NHDOT returns obligated funds to the federal government. Deobligation can occur for several reasons:

- Project bids may be lower than the original estimate programmed for a project. After the winning bid is accepted, the remaining funds are returned and shown as a deobligation.
- The sponsor pays for a project first and later is reimbursed by the government. The funds originally obligated for the project are deobligated when the sponsor agrees to this arrangement. Those funds are obligated again when it is time for the government to reimburse the sponsor.
- A project phase is closed out and the remaining funds must be deobligated before they can be obligated to another phase of the same project.
- A project is complete, all the bills are paid, and any remaining *obligation* authority is returned to the federal government and shown as a deobligation, or a negative number, in the following table.

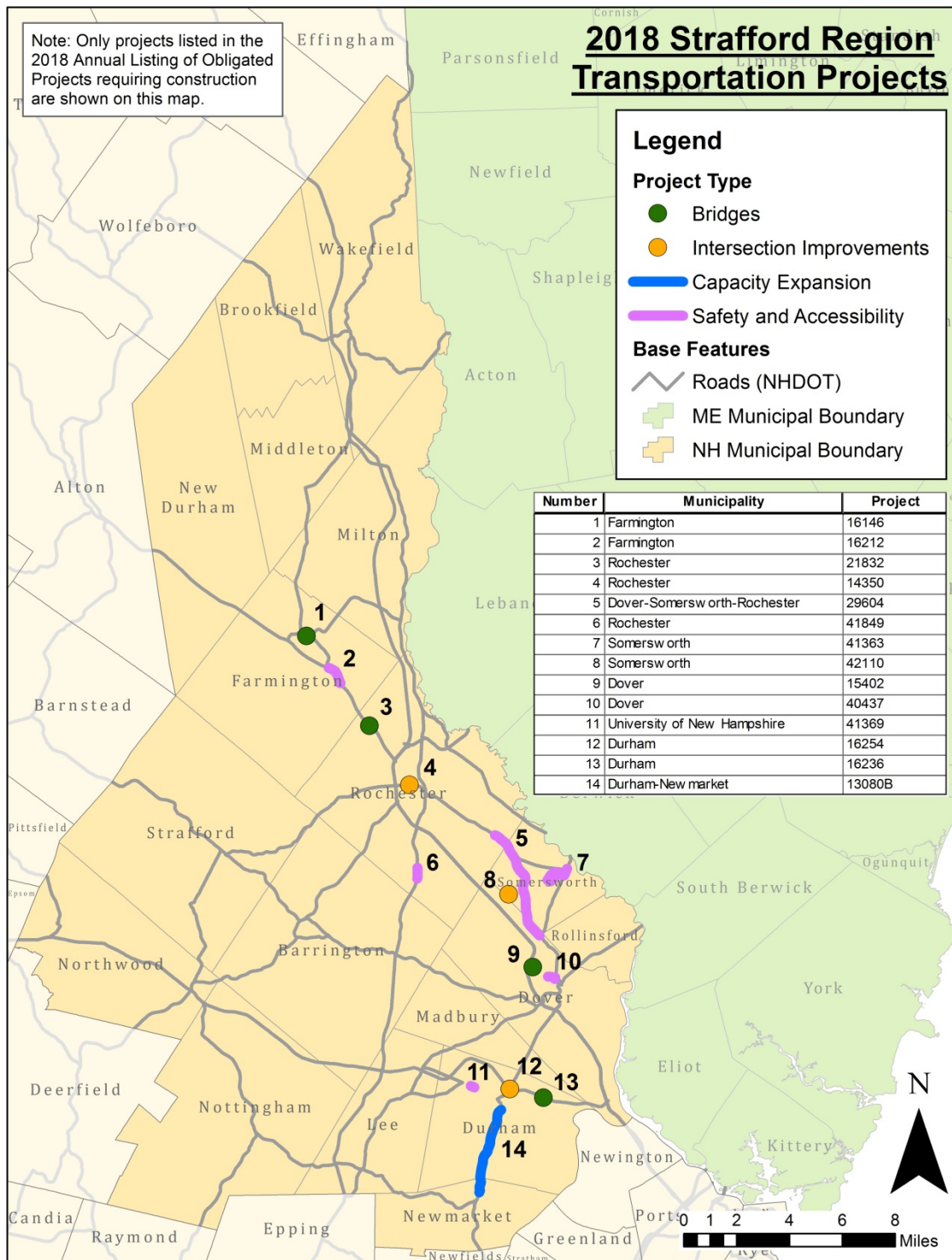


Figure 3 – 2018 Strafford Region Transportation Projects with Obligated Federal Funds
 Source: SRPC

Appendix 1: 2018 Obligated Funding Report

TABLE 1. REGIONAL AND LOCAL PROJECTS

FY2018 REGIONAL AND LOCAL PROJECTS							
Project Number	Municipality	Route/Road	Scope/Summary	FY17 Federal Obligated	FY18 Federal Obligated	Total Obligated to Date	Funding Source(s)
40437	Dover	Dover Community Trail	Construct multi-use path to connect 2 portions of the Dover Community Trail	\$41,200	\$34,000	\$115,500	Transportation Alternatives
29604	Dover – Somersworth – Rochester	NH 108	NH 108 – Complete Streets consistent with improvements under U-3 alternative	No funds obligated in FY17	\$440,000	\$495,000	STP-State Flexible, Toll Credit
16236	Durham	US 4	Bridge Replacement, for Bridge carrying US 4 over Bunker Creek (Br No 145/116)	No funds obligated in FY17	\$660,000	\$2,211,000	National Highway System, Toll Credit
16254	Durham	US 4 / NH 108	Intersection improvements at the intersection of NH108 & US4.	\$120,999	\$27,500	\$265,999	STP-Areas Over 200K, Toll Credit
13080B	Durham – Newmarket	NH 108	Reconstruct Roadway and construct bike shoulders on NH 108	\$376,924	\$330,000	\$6,691,360	STP-Areas Over 200K, Toll Credit
15333	Farmington	Grove Street	Streets surrounding Farmington schools, sidewalk repair, crosswalk striping, new signs	\$242,960	Completed	\$305,010	Safe Routes to School
16146	Farmington	NH 153	Replace Bridge carrying NH 153 over Cocheco River (Br No 096/140, Red List)	Construction Complete	\$174,203	\$3,820,693	STP-5 to 200K, STP-State Flexible, Toll Credit, Bridge On/Off System

FY2018 REGIONAL AND LOCAL PROJECTS							
Project Number	Municipality	Route/Road	Scope/Summary	FY17 Federal Obligated	FY18 Federal Obligated	Total Obligated to Date	Funding Source(s)
16212	Farmington	NH 11	Install two-way left turn lane to improve safety	\$1,830,108	Complete	\$2,341,583	Highway Safety Improvement Program
41322	Lee	NH125	Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084	New Project	\$220,000	\$220,000	STP-State Flexible
14350	Rochester	NH 202A (Walnut St)	Intersection improvements to improve safety through Strafford Square North Main and Washington Street	\$64,800	No Federal funds in 2018	\$1,156,743	STP-State Flexible
21832	Rochester	NH 11	Repair deteriorated culvert bottom or replace CMP to meet stream-crossing regs.	\$498,298	Complete	\$584,802	STP-State Flexible
41849	Rochester	NH125	NH 125 corridor safety improvements	New project	\$550,450	\$550,450	Highway Safety Improvement Program
42110	Somersworth	Old Rochester Rd	Conduct Road Safety Audit at Old Rochester Rd / Blackwater Road intersection	New Project	\$36,300	\$36,300	Highway Safety Improvement Program
41363	Somersworth	Portions of Highstreet, Memorial Drive, Cemetery Rd	Const sidewalks on High St, Memorial Dr, Cemetery Rd, upgrade crosswalk across High St, const Path	New Project	\$72,721	\$72,721	Transportation Alternatives
41369	University of New Hampshire	Main Street	Construct sidewalks, crosswalks, lighting and landscaping along Main Street on UNH Campus	New Project	\$52,455	\$52,455	Transportation Alternatives
29216D	University of New Hampshire	National Summer Transportation Institute	National Summer Transportation Institute at UNH 2016. STEM/ Transportation training	\$20,000	\$20,000	Annual program	Individual Federal Program

TABLE 2. STATEWIDE PROJECTS & PROGRAMS

FY 2018 STATEWIDE PROJECTS						
Project Number	Project Name	Route/Road	Scope/Summary	FY17 Federal Obligated	FY18 Federal Obligated	Funding Source
41550	Tier 2 Highway Resurfacing	Statewide	Pavement Resurfacing on Tier 2 roadways. (Strafford region communities include: Farmington, Lee and Rochester)	\$7,751,588	\$5,751,183	STP-State Flexible Toll Credit
A004267	Statewide Transit Assessment	Planning	Inventory & assess the needs of NH's public transit systems & intercity bus transportation network.	\$259,000	One-time obligation	State Planning & Research (SPR)
20248	Statewide – ITS & TSMO	ITS Equipment	Statewide Transportation Systems Management & Operations, ITS Technologies	\$349,999	\$350,000	STP-State Flexible, Toll Credit
68069B	Trapeze Software Group, Inc.	Various	Statewide rideshare database using Trapeze Ridepro software	\$34,018	\$35,719	Congestion Mitigation Air Quality Improvement Program
103440	T2 UNH	Statewide	Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$395,000	\$420,000	LTAP
40792	STIC	Statewide	Innovation incentive program (multiple projects)	NA	\$166,400	STIC (Fed program)
41694	Statewide Bike/Ped Plan	Statewide	Statewide pedestrian & bicycle plan and limited economic analysis	NA	\$45,375	State Planning & Research (SPR)

Appendix 2. FY 2018 Funds Obligated to Regional Transit Providers

Transit Provider	Source of Funds	Application of Funds	Funding Levels			
			Program Status	FY18 Federal Obligated	Match	Total
UNH Wildcat	FTA 5339	UNH Bus Maintenance Lift Replacement	Executed	\$106,000		\$106,000
UNH Wildcat	NHDOT/CMAQ/UNH	Little Bay Bridge peak-hour congestion reduction	Active	\$575,046	\$143,761	\$718,807
UNH Wildcat	FTA/UNH	Main Street West Bus Pads, Shelters & Enhancements	Active	\$60,000	\$15,000	\$75,000
UNH Wildcat	FTA/UNH	Real-time sign installation	Active	\$14,000	\$3,500	\$17,500
UNH Wildcat	FTA 5339	UNH Bus Maintenance Lift Replacement	Grant Application Submitted	\$150,000	\$37,500	\$187,500
			Totals	\$905,046	\$199,761	\$4,423,607

Transit Provider	Source of Funds (FTA Grant Number)	Application of Funds	Status	Funding Levels		
				FY18 Federal Obligated	Match	Total
COAST	FTA 5307 (NH-90-X159-04)	Operating	Open	\$64,147	\$64,147	\$128,294
		Mobility Management		\$540,042	\$135,011	\$675,053
		Rolling Stock - Bus		\$357,821	\$89,455	\$447,276
		Mobility Management		\$46,625	\$11,656	\$58,281
		Total	\$1,008,635	\$300,269	\$1,308,904	

COAST	FTA 5307 (NH-90-X199-00)	Station Stops/Terminals (Bus)	Open	\$28,000	\$7,000	\$35,000
		Support Equipment/Facilities (Bus)		\$424,681	\$106,171	\$530,852
		Other Capital Items (Bus)		\$1,066,395	\$266,599	\$1,332,994
		Operating Assistance		\$1,550,000	\$1,550,000	\$3,100,000
		Planning		\$80,000	\$20,000	\$100,000
Total	\$3,149,076	\$1,949,770	\$5,098,846			

COAST	FTA 5307 (NH-2016-005-00)	Support Equipment & Facilities Bus)	Open	\$22,116	\$5,529	\$27,645
		Other Capital Items (Bus)		\$459,264	\$114,816	\$574,080
		Operating Assistance		\$505,680	\$505,680	\$1,011,360
		Planning		\$66,048	\$16,512	\$82,560
Totals	\$1,053,108	\$642,537	\$1,695,645			

Transit Provider	Source of Funds	Application of Funds	Status	Funding Levels		
				FY18 Federal Obligated	Match	Total
COAST	FTA 5307 (NH-2017-009-01)	<30' Buses	Open	\$351,900	\$62,100	\$414,000
COAST		Used Commuter Buses		\$14,400	\$3,600	\$18,000
COAST		Vans		\$190,250	\$33,574	\$223,824
COAST		Bus Passenger Shelters		\$16,720	\$4,180	\$20,900
COAST		Misc. Bus Station Equip.		\$80,000	\$20,000	\$100,000
COAST		ADP Software		\$428,100	\$107,250	\$535,125
COAST		Preventative Maintenance		\$852,438	\$213,110	\$1,065,548
COAST		Non Fixed Route ADA Service		\$377,357	\$94,340	\$471,697
COAST		TDM Activities		\$224,000	\$56,000	\$280,000
COAST		Mobility Management		\$69,900	\$17,475	\$87,375
COAST		Up to 50% Federal Share		\$1,415,988	\$1,415,988	\$2,831,976
COAST		Up to 80% Federal Share		\$804,542	\$201,135	\$1,005,677
COAST		Short Range Transit Planning		\$88,162	\$22,041	\$110,203
COAST						
Totals					\$4,913,576	\$2,250,568

	FY18 Federal Obligated	Match	Total
Grand Total	\$10,124,576	\$5,143,144	\$15,267,720