

Strafford Metropolitan Planning Organization Policy Committee Meeting



Friday, March 19th 2021 9:00 – 10:30 AM
Remote Zoom Meeting

The Chair of SRPC has found that, due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor’s Emergency Order #12 pursuant to Executive Order 2021-04, SRPC and committees thereof are authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor’s Emergency Order.

SRPC is utilizing Zoom for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through this platform, and the public has access to contemporaneously listen and, if necessary, participate in the meeting as follows:

[Click here to access the meeting online](#)

Telephone-only Access: +1 646 558 8656 and Meeting ID: 833 2937 9249

These instructions have also been provided on the SRPC website at www.trafford.org. If anybody is unable to access the meeting, please email clentz@trafford.org. In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

1. Introductions	5 mins
2. Staff Communications	5 mins
3. Public Hearing [Motion required to open and close the hearing] 3.1. Draft 2021-2024 Transportation Improvement Program and 2021-2045 Metropolitan Transportation Plan update	10 mins
4. Action Item(s) [Motion Required] 4.1. Draft minutes from February 19 th 2021 4.2. Candidate Ten Year Plan projects (final vote for submission to NHDOT) 4.3. Draft 2021-2024 Transportation Improvement Program and 2021-2045 Metropolitan Transportation Plan update 4.4. Draft 2022-2023 Unified Planning Work Program	30 mins
5. Project Updates 5.1. Commissioner skills matrix	5 mins
6. Commissioner Roundtable – Updates from your community What should SRPC be focused on for COVID-19 recovery planning that would help your community?	5 mins
7. Other Business	5 mins
8. Citizen’s Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes	
9. Adjournment	

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srpc@trafford.org.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others, or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as citizen forum, public hearings, public comment periods, outreach events, seminars, workshops, listening sessions, etc.

Strafford Metropolitan Planning Organization

Policy Committee

Meeting Minutes

Friday, February 19th 2021

9:00 – 11:00 AM

Strafford Regional Planning Commission
Virtual Meeting via Zoom
Rochester, NH

The meeting was called to order at 9:07am

The chair read the following statement prior to the roll call:

The chair of the Strafford MPO Technical Advisory Committee has found that, due to the COVID-19/Coronavirus crisis and in accordance with Governor Sununu's Emergency Order #12 pursuant to Executive Order 2020-21, this Committee is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to the meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, this is to confirm that we are:

- *Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means.* We are utilizing the Zoom platform for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through the Zoom platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following phone number 1-646-558-8656 and meeting ID 829 0534 5549, or by clicking on the following website address: <https://us02web.zoom.us/j/82905345549?pwd=eTQ4dEVrbjVPbm5iL2dqQmxIdXpyQT09>
- *Providing public notice of the necessary information for accessing the meeting.* We previously gave notice to the public of how to access the meeting using Zoom, and instructions are provided on the SRPC website at www.strafford.org.
- *Providing a mechanism for the public to alert the public body during the meeting if there are problems with access.* If anybody has a problem, please call 603-948-9483 or email at: clentz@strafford.org
- *Adjourning the meeting if the public is unable to access the meeting.* In the event the public is unable to access the meeting, we will adjourn the meeting and have it rescheduled at that time. Please note that all votes that are taken during this meeting shall be done by Roll Call vote. Let's start the meeting by taking a Roll Call attendance. When each member states their presence, also please state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law.

1. **Attendance:**

Committee Members

Steve Diamond (Barrington), Michael Williams (COAST), Glenn Davison (NHDOT), Tim White (NHDES), Dave Landry (Dover), Wayne Burton (Durham), Bill Fisher (Farmington), Mark Avery (Madbury), Mike Bobinsky (Somersworth), Mark Richardson (Somersworth), Don Hamann (Rochester), Joe Boudreau (Rochester), Barb Holstein (Rochester), Gary Anderson (Nottingham), Beverly Cray (UNH)

Staff

Rachel Dewey, Natalie Moles, Nancy O'Connor, Alaina Rogers, Jackson Rand, Stephen Geis, Jen Czysz, Colin Lentz

2. **Staff Communications**

C. Lentz said SRPC was finalizing paperwork with NHDOT to hire an engineering consultant to develop scopes and cost estimates for prospective projects, develop a project database, and implement the SRPC travel demand model.

3. **Action Items**

3.1 Minutes from January 15th, 2021

D. Hamann made a motion to approve the minutes as written.

Seconded by G. Anderson

Vote: All in favor (via roll-call vote)

G. Anderson commented about the importance about increasing access to crash reports for local safety improvements.

4. **Discussion Items**

4.1 Metro Plan updates

Draft section on Environmental Justice and Equity

C. Lentz described a draft section of the Metro Plan that will lay out a new strategy for increasing outreach to historically underserved communities in the region. The strategy will focus on speaking directly to people who have a stake in the planning process, and incorporating a data-driven approach to identifying people who are most vulnerable to climate change impacts and other environmental hazards. Nancy O'Connor and Alaina Rogers have been drafting the section and it will be incorporated into a comprehensive update to SRPC's documents on Environmental Justice and Title VI populations.

C. Lentz asked for feedback from committee members:

- Is SRPC's approach to improved EJ&E planning clearly described?
- Do you feel the proposed four-phase framework is an effective path to increasing equity in SRPC's transportation planning efforts?
- Do you have specific recommendations for communities/neighborhoods/locations where SRPC should consider equity challenges and potential improvement actions or projects?

J. Boudreau asked if the Metro Plan went beyond transportation on the topic of equity. C. Lentz said equity is an all-encompassing issue and the draft metro plan section uses a resilience and disaster recovery framework, but transportation is the primary lens.

S. Diamond said food security and access for low-income residents was an important issue for him and he was glad SRPC was increasing its focus on equity challenges.

W. Burton noted that transportation was a major barrier for continuing education and employment. Most Great Bay Community College students can't afford to live near the main campus in Newington. They also cannot afford to live in larger communities where jobs are concentrated. Public transit is limited by the lack of state funding support, so often the only option is to drive and owning a car is expensive.

N. O'Connor noted that the section would include specific strategies for increasing engagement with people whose voices are not typically represented in the MPO process. M. Richardson reminded SRPC staff to contact the commissioners in each municipality if they were planning an outreach event because they could promote it and engage community members.

W. Burton noted that the pandemic will make equity challenges worse in many cases. Some people may be able to switch permanently to virtual work, while so many others whose jobs require face-to-face contact won't have that option. S. Diamond noted that part of the solution to improving access and equity is to adapt development patterns to reduce the need for personal vehicle transportation. Communities would be more equitable if housing and essential services were closer together and accessible by foot, bike, or transit.

Draft Economic Vitality metrics

C. Lentz presented a new batch of snapshots for metrics related to economic vitality to be added to the regional database. He noted that 2020 data for multiple metrics will be available soon and will added as they become available. The following metrics were briefly described:

- Housing Costs
- Living Wage and Poverty Wages by Household Type
- Typical Expenses by Household Type
- In-Area Labor Force Efficiency
- Labor Force Size
- Labor force participation rate by age
- Percent of employees under the age of 18
- Building permits
- Broadband internet access

W. Burton asked about large annual increases in employees under 18 in the North Country. R. Dewey said employment data are reported quarterly and the large spikes were from summer employment for seasonal jobs. D. Landry said the formatting and graphics were well done and the snapshots would be great for continuing conversations about regional challenges. W. Burton added that town councilors would love to see materials like these.

S. Diamond asked about the broadband internet graphics and suggested that the DSL and satellite access service areas be removed. He said DSL is too slow to be useful these days and satellite is available essentially everywhere but is currently too expensive for most users. He suggested removing them would make the service area map more representative; there aren't that many options for internet service in the region.

M. Bobinsky said he was interested to see the 2020 and 2021 data because at the beginning of the pandemic he would not have guessed that building permits and housing costs would rise so significantly.

5. Project Updates

C. Lentz noted that there were three critical items requiring a vote at the March meeting:

- Ten Year Plan Projects – Final decision on candidate projects
- STIP Update – public hearing and vote
- Draft UPWP for fiscal years 2022 & 2023

He said a quorum would be vital to discuss these items and vote on them.

N. O'Connor described SRPC's current project called Communities for Healthy Aging Transitions (CHAT). The project is funded through the Tufts Health Plan Foundation. She said they had held a community forum in Durham and had developed a survey to understand the municipalities' levels of age-friendly-ness. She said they wanted to have forums in all municipalities. The next commission meeting will focus on the project and have a guest speaker.

6. Municipal Roundtable – Updates on local COVID-19 adaptation Are there ways that SRPC can help your community recover from COVID-19?

G. Anderson noted that Nottingham was working with NHDOT to coordinate a bridge replacement project on NH152. It's on the primary access road to the town and near local schools and the fire and police department, so it's not as easy as simply shutting down the road.

B. Cray said the UNH Transportation Policy Committee was discussing the upcoming budget for Wildcat Transit service. There will be more funds in the coming year than the previous year, but the committee is also seriously considering discontinuing service to Newmarket because ridership has been well below minimum levels for multiple years. She said 14 riders per run is the minimum for viable service and the average for several years has been less than 7 riders per run. D. Landry asked about potential causes. B. Cray said it was likely a combination of the increased student housing in Durham and the fact that housing costs in Newmarket had risen to the point where it is less expensive to live in Dover. B. Cray added that UNH was applying for funds to purchase electric buses for the UNH fleet.

M. Bobinsky said Somersworth was going to release an invitation to bid on constructing a complete streets improvement project on Cemetery Road.

S. Diamond said Barrington was experiencing increased residential development at the intersection of NH9 and NH125 and local board members were considering impacts from increasing traffic.

D. Hamann said Rochester would be starting construction on the Strafford Square roundabout project: Utilities improvements were scheduled for the 2021 season and roundabout construction was scheduled for 2022.

W. Burton said Durham was considering what to do with the historic dam on the Oyster River and the town seemed to be divided between preserving the historic structure and removing it for environmental benefits. W. Burton added that the Durham Agricultural committee was working on updating the local agricultural ordinance that would enable more small-scale agriculture without impacting homeowner interests. He said they were happy to help municipalities working on similar ordinance.

7. **Other Business**

No other business was brought before the committee.

8. **Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.

No citizens were present to provide input.

9. **Adjournment**

D. Hamann made a motion to adjourn

Seconded by M. Bobinsky

Vote: unanimous in favor

The meeting was adjourned at 10:20am

Meeting Prep Memo
MPO Policy Committee – March 2021

Decision #1 – 2022-2023 Unified Planning Work Program

The TAC recommended that the Policy Committee approve the draft UPWP. The UPWP needs to be approved by Governor and Council in time to start on July 1st.

SRPC has submitted a draft Unified Planning Work Program (UPWP) to NHDOT for review. It is a detailed program of transportation-related tasks comprising the next two state fiscal years (2022 to 2023) – starting in July of 2021. More detail will be provided at the meeting. General notes on the new UPWP:

- The general outline of tasks and goals hasn't changed much from 2020-2021 UPWP, except SRPC will define more specific deliverables that will come from individual efforts
- The approach to managing funds and hours has been modified so it mirrors the other contracts SRPC manages. This helps with management of the overall SRPC budget and available staff hours.
- The UPWP includes a sub-contract with the consulting firm VHB who will be providing on-call engineering services for transportation project scoping, database development, and travel-demand modeling support.

Decision #2 – Ten Year Plan Candidate Projects

The Policy Committee needs to consider TAC's recommendation to approve the Rochester, Barrington, and Milton projects for funding through the Ten Year Plan. NHDOT needs our final list of approved projects before April 1st.

The TAC discussed candidate projects based on the original recommendation from a sub-committee. There are five final candidate projects (a sixth project in Rochester is already funded through a direct swap with an existing Rochester project). Unfortunately, we can't fund all of them. Rochester has requested to reduce the scope and cost of the proposed widening project on NH11 because a scheduled project to build a traffic signal at Nashoba Drive would accomplish widening at the northern end of the corridor. SRPC and Rochester staff will be meeting with NHDOT next Wednesday to review an engineering report on the proposed change. Approval of the new scope would result in a significantly reduced cost of the widening project. Out of an abundance of caution, I don't want to assume the modified scope and cost for the NH11 widening project is guaranteed. Therefore, there are still two possible scenarios to consider.

Scenario 1 –The proposed scope change is not accepted.

If this is the case, the decision comes down to funding only the Rochester widening project, or the other 4 projects. There is no other possible combination.

Original NHDOT costs for projects

Municipality	Project	Year of Expenditure cost
Barrington	NH125/NH9 sidewalks	\$ 1,253,514
Rochester	NH11 Widening (3,200 ft scope)	\$ 4,538,029
Farmington	Sidewalk network expansion	\$ 990,160

Milton	sidewalk expansion (Dawson and Silver St)	\$ 684,080
Durham	Main St/NH155A intersection	\$ 1,596,500
Total		\$ 9,062,283
Regional Allocation		\$ 4,901,449

Scenario 2 – The proposed scope change is accepted.

If this is the case, there is more room to mix and match projects. Even if the final cost needs to be negotiated, there is a margin of error of about \$400,000 so we have additional flexibility built-in.

Requested change to Rochester widening project

Municipality	Project	Year of Expenditure cost
Barrington	NH125/NH9 sidewalks	\$ 1,253,514
Rochester	NH11 Widening (2,100 ft scope)	\$ 2,800,000
Farmington	Sidewalk network expansion	\$ 990,160
Milton	sidewalk expansion (Dawson and Silver St)	\$ 684,080
Durham	Main St/NH155A intersection	\$ 1,596,500
Total		\$ 7,324,254
Regional Allocation		\$ 4,901,449

I calculated that there are three possible project combinations under this scenario:

- BAR, ROC, MIL
- ROC, DUR
- ROC, FAR, MIL

**** TAC recommended that Policy approve the Rochester, Barrington, and Milton projects under the condition that Rochester commit to staying within the \$2.8 million cost. ****

Decision #3 – Draft 2021-2024 Transportation Improvement Program & concurrent 2021-2045 Metro Plan update

The TAC recommended that the Policy Committee approve the draft 21-24 TIP and 21-45 Metro Plan. Timing is critical as all MPO TIPs need to be approved before NHDOT can finalize the statewide TIP and get FHWA approval.

I will give a presentation at the meeting covering details. The overall document content hasn't changed except to update dates. The updates primarily concern projects and the fiscal constraint approach. The Strafford MPO Metro Plan contains projects and funding for the TIP, the statewide Ten Year Plan, and the "out-years" (10-25 years from now), so an update to the projects and funding in the TIP requires a concurrent update to the Metro Plan to ensure consistency.

Please note that the fiscal constraint approach in the TIP has changed. Page 20 shows the overall approach. The assumption is that the region's "share" of funding is the funds programmed for projects in the region over the next four years. Since this is the amount of funding that will be spent, the plan is essentially constrained. I have also improved the level of detail for operations and maintenance funding.

This is an estimate of need, not an assumption of the level of funding the region and municipalities is entitled to. This discussion and information start of page 27.

The project lists in the Metro Plan, TYP, and TIP have been updated. The Metro Plan now extends out to 2045 and includes long-range projects discussed and developed with municipalities through project solicitation.



Strafford Metropolitan Planning Organization

Fiscal Year 2022-2023 Unified Planning Work Program

"The preparation of this document was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research [Section 505(a)], and Metropolitan Planning Programs [Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official view or policies of the U. S. Department of Transportation."

Draft February 8, 2021

Strafford Regional Planning Commission & Metropolitan Planning Organization
Unified Planning Work Program FY2022-2023

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Endorsements

ORGANIZATION DATE OF ENDORSEMENT or ADOPTION

Strafford Metropolitan Planning Organization- Technical Advisory Committee	
Strafford Metropolitan Planning Organization- Policy Committee	
NH Department of Transportation	

List of Abbreviations

AADT	Average Annual Daily Traffic
ACS	American Community Survey
ACT	Alliance for Community Transportation
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic
CAAA	Clean Air Act Amendments (1990)
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation/Air Quality Program
CMP	Congestion Management Process
COAST	Cooperative Alliance for Seacoast Transportation
CTAP	Community Technical Assistance Program
CTPP	Census Transportation Planning Package
DBE	Disadvantaged Business Enterprises
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GACIT	Governor’s Advisory Council on Intermodal Transportation
GIS	Geographic Information System
GPS	Global Positioning System
GSCC	Granite State Clean Cities Coalition
HPMS	Highway Performance Monitoring System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
MAP-21	Moving Ahead for Progress in the 21 st Century
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NHDES	New Hampshire Department of Environmental Services
NHDOT	New Hampshire Department of Transportation
NHOEP	New Hampshire Office of Energy & Planning
NHARPC	New Hampshire Association of Regional Planning Commissions
PBP	Performance Based Planning

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PBPP	Performance Based Planning and Programming
PL	MPO Planning Funds (administered by FHWA)
RCC	Regional Coordinating Council
RPA	Regional Planning Agency
RPC	Regional Planning Commission
PSAP	Participant Statistical Areas Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users
SCC	Statewide Coordinating Council
SIP	State Implementation Plan (for Air Quality Conformity)
Strafford MPO	Strafford Metropolitan Planning Organization
SMPDC	Southern Maine Planning & Development Commission
SPR	State Planning and Research Funds
SRPC	Strafford Regional Planning Commission
TAC	Technical Advisory Committee
TAZ	Transportation Analyses Zone
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TMA	Transportation Management Area
TMA	Transportation Management Association
TPC	Transportation Planners Collaborative
UNH	University of New Hampshire
UZA	Urbanized Area
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
WBE	Women's Business Enterprises
3Cs	Continuing, Comprehensive, and Cooperative Transportation Planning

Introduction

The *Unified Planning Work Program* of the Strafford Metropolitan Planning Organization (Strafford MPO) identifies the planning priorities and work activities that the Metropolitan Planning Organization will address during the two year program period. The development of the *Unified Planning Work Program* is required as part of the Continuing, Comprehensive, and Cooperative (3C's) metropolitan planning process and specifically the Metropolitan Planning Rules (23 CFR 450:308 - <http://cfr.vlex.com/vid/450-308-metropolitan-boundaries-19724985>). The unified aspect of the document, as indicated in the title, means that it encompasses all transportation planning activities that are foreseen, regardless of funding source or implementing agency. The contracted program period for this program is the two-year period from July 1, 2021 to June 30, 2023.

The Strafford Regional Planning Commission (SRPC) provides staffing, and through its appointed Commissioners, with the addition of affiliated state, federal and regional transportation agencies, acts as the policymaking body of the Strafford MPO. Strafford MPO has played an important role in transportation planning for the southeastern region of New Hampshire for thirty-four years and key dates include the following:

1982 The Seacoast Metropolitan Planning Organization was created when the 1980 Census population of the Dover-Rochester-Portsmouth urbanized area went over 50,000. Urbanized regions with populations greater than 50,000 are required to have Metropolitan Planning Organizations.

1993 In response to mandates of the Clean Air Act and the Intermodal Surface Transportation Equity Act (ISTEA), organizational changes occurred in FY 1993 and 1994 to expand the Seacoast Metropolitan Planning Organization to include all communities in the regional planning commission area.

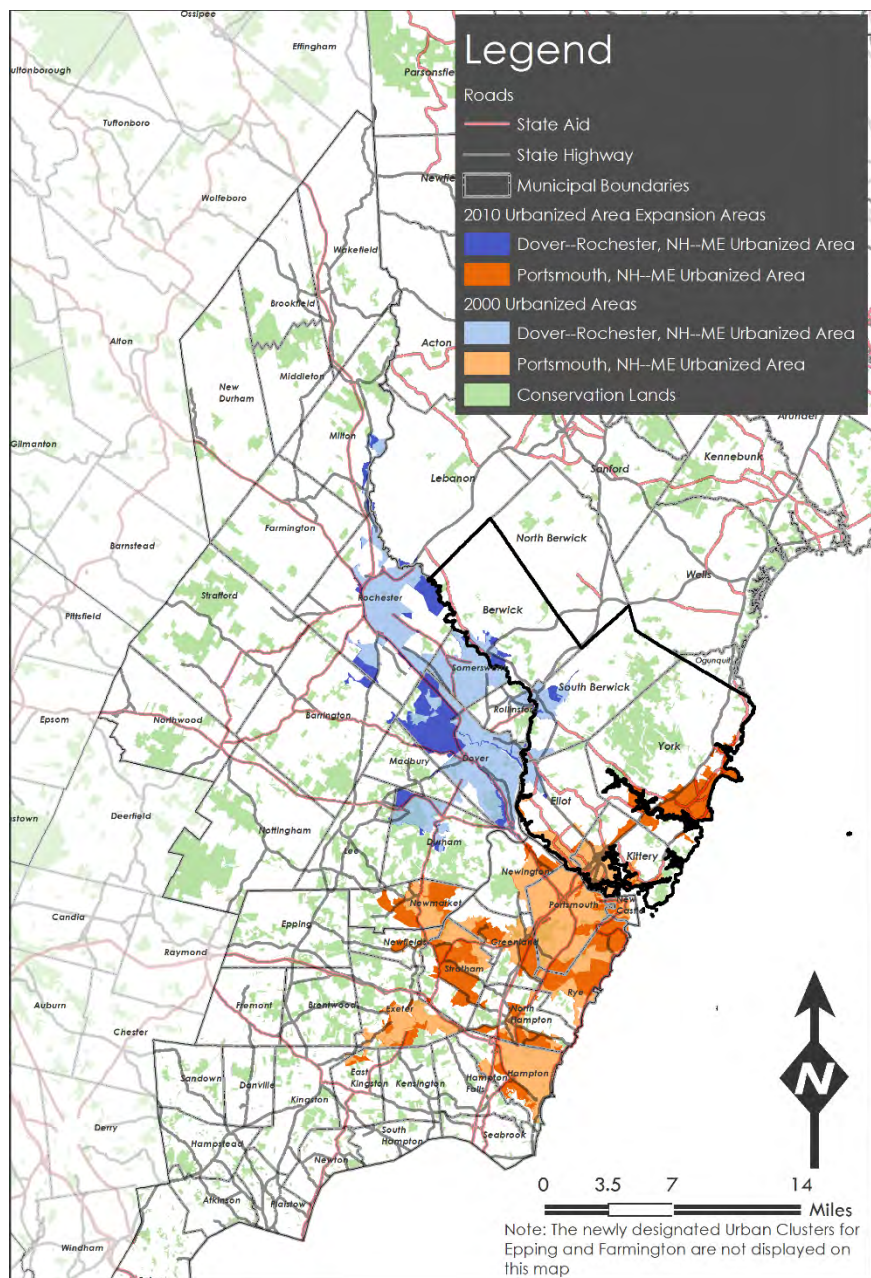
2007 The Seacoast Metropolitan Planning Organization and the Salem Plaistow Windham Metropolitan Planning Organization were realigned to conform to the existing Rockingham Planning Commission and Strafford Regional Planning Commission boundaries. The Governor approved the re-designation on July 19, 2007. The Strafford Metropolitan Planning Organization is coterminous with the boundaries of the Strafford Regional Planning Commission. The Rockingham Metropolitan Planning Organization is coterminous with the boundaries of the Rockingham Planning Commission.

Stafford Region Communities and Organizations

The Stafford Regional Planning Commission (SRPC) staff perform several roles derived from state and federal designations. Work completed under the planning commission designation is enabled by New Hampshire state legislation for regional planning commissions. Work completed under the MPO designation is enabled by federal legislation and overseen by FHWA. Lastly, work completed under the Economic Development District designation is enabled by federal legislation and overseen by the Economic Development Administration.

The Metropolitan Planning Organization represents the cities of Rochester, Somersworth, and Dover and the towns of Barrington, Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood, Nottingham, Rollinsford, Stafford, and Wakefield, New Hampshire.

Stafford MPO is a collaborating partner with regional transit operators including Amtrak Downeaster, COAST public transit, Alliance for Community Transportation, University of New Hampshire Wildcat Transit, and C&J Buslines – which provides intercity bus service from Dover, NH to Boston and New York City.



Funding Sources for the Unified Planning Work Program

Transportation planning funds that support the unified planning work program scope of work are received from the primary sources listed below. Transportation projects in the Strafford region that are not included as part of the *2022-2023 Unified Planning Work Program* scope of work are listed at the end of the document with their respective funding sources.

1. Federal Highway Administration (PL Funds)
2. Federal Transit Administration (Section 5303 funds)
3. State Planning & Research (SPR Funds)
4. New Hampshire Department of Transportation (Local Match-subject to funding)
5. Strafford Regional Planning Commission (Local Match-subject to funding)
6. Toll Credits (see Section 120(j) of Title 23)

The majority of funds are authorized by 23 USC 104¹, Metropolitan Planning (PL) funds, and 49 USC 5303² with local match provided by state and local revenue sources or toll credits. The New Hampshire Department of Transportation serves as the administrator and grantor.

Consistent with past programs, the *2022-2023 Unified Planning Work Program* has been prepared to reflect the ongoing implementation of the *Clean Air Act Amendments of 1990*, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA- LU)* of 2005, and *Moving Ahead for Progress in the 21st Century (MAP-21)* of 2012. These laws and their implementing regulations require a high level of transportation planning and analysis, while maintaining a strong emphasis on community involvement in the planning process.

The most recently approved transportation bill, *Fixing America's Surface Transportation (FAST) Act*, was approved in December 2015³. The FAST Act builds on the principles and planning factors included in *Moving Ahead for Progress in the 21st Century (MAP-21)*. Transportation funding levels in the *FAST ACT* are consistent with *MAP-21*. However, funding programs have been simplified, reducing the number of total funding programs from around 90 to closer to 30. This was done with the intention of adding clarity and flexibility to funding programs.

The major focus in the FAST Act is shifting to performance-based planning and programming (PBPP). This planning approach takes advantage of recent technological improvements data management and sharing. Performance based planning relies on improved data tracking and analysis. The products and processes are designed to ensure data on the performance of infrastructure investments are used to inform transportation decision-making.

The FAST Act established seven national performance goals (see page 16) which requires states and

¹ U.S. Government Publishing Office, *Electronic Code of Federal Regulations*: <http://www.ecfr.gov/cgi-bin/text-idx?SID=a7c6c33d42dc19c78260c69e08469d50&mc=true&node=pt23.1.450&rgn=div5>

² U.S. Government Publishing Office <https://www.gpo.gov/fdsys/pkg/USCODE-2007-title49/pdf/USCODE-2007-title49-subtitleIII-chap53-sec5303.pdf>

³ U.S. Government Publishing Office, *Electronic Code of Federal Regulations*: http://www.ecfr.gov/cgi-bin/text-idx?SID=6aad3c98fd1fd225be9d400e99e9f7d&mc=true&tpl=/ecfrbrowse/Title23/23cfrv1_02.tpl#0

Strafford Regional Planning Commission & Metropolitan Planning Organization
Unified Planning Work Program FY2022-2023

metropolitan planning organizations to integrate PBP into their tasks and work products. USDOT will be codifying performance measures in consultation with states and metropolitan planning organizations. States and metropolitan planning organizations will be responsible for setting performance targets in support of the USDOT measures, and further describing how programs and project selection will help achieve their targets. Annually, states and metropolitan planning organizations will be required to report to USDOT on their progress in achieving these targets. Currently, TIPs and Metropolitan Transportation Plans amended or adopted after May 27, 2018 must address PBPP requirements. However, Metropolitan Transportation Plans are not required to be modified out of cycle and can be made compliant during a normal scheduled update. During the 2022-2023 UPWP contract, Strafford MPO will be working to integrate PBPP requirements into its planning documents and processes in order to be in compliance with forthcoming requirements.

Public involvement remains a hallmark of the planning process, and Strafford MPO is committed to strong public engagement for the development of all of its programs and products. States and metropolitan planning organizations will be working together to achieve compliance with all federal requirements. This applies to any guidance that may be created that outlines performance measures. A full description of the public involvement process can be found in the *2019-2040 Metropolitan Transportation Plan* and a full description of the agencies and their responsibilities can be found in the *Strafford Metropolitan Planning Organization Prospectus*. Copies of each of these documents are available at the Strafford Regional Planning Commission office in Rochester, New Hampshire and on the website.

Purpose & Contents of the Unified Planning Work Program

The *2022-2023 Unified Planning Work Program* performs three major functions: (1) it provides information about the transportation planning activities Strafford Metropolitan Planning Organization intends to undertake in fiscal years 2018 and 2019 to support regional goals; (2) it provides accountability and transparency by outlining how federal, state, and local funding will be invested to support transportation planning functions; and (3) it is a tool for managing Strafford Metropolitan Planning Organization's transportation planning activities by providing a budget, guidance, performance measures, and a description of the expected work products. These functions are informed by federal regulations for implementing transportation policy (23CFR §450.308) and requires that:

"(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)...

(c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a Unified Planning Work Program that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The Unified Planning Work Program shall identify work proposed for the next one-or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds."

Organization of the Unified Planning Work Program

The Unified Planning Work Program summarizes the tasks and activities that will be undertaken to support Strafford MPO's planning efforts. The scope of work comprises five main categories, each containing specific activities and work products. Each MPO in New Hampshire uses a similar structure for their UPWP. UPWP's use the following organizational structure:

- Category 100 – Administration and Training
- Category 200 – Policy and Planning
- Category 300 – Public Involvement and Coordination
- Category 400 – Plan Support
- Category 500 – Technical Assistance and Support
- Category 600 - Federal Transit Administration (FTA) 5305(e) Planning Grant (pending)

Within each of these programmatic areas, the UPWP includes the following elements:

Task and Objective:

Tasks are included in sequential order. The name and number of the task will be listed along with the overall objective(s) of the task, reflecting how it supports planning efforts in its respective category.

Activities and Work Products:

Under each task, all activities and work products are listed that will be included in the task. Task/activity descriptions and work products for this scope of work are created in consultation with Strafford MPO's Technical Advisory Committee and Policy Committee, as well as federal and state agencies and transit providers. This list reflects ongoing, cyclical, and emerging tasks.

The scope of work for the *2022-2023 Unified Planning Work Program* is based upon a continuous, cooperative, and comprehensive (3-Cs) process. The scope of work in this document is designed to fulfill the federal *Planning Factors* (outlined in the current transportation authorization bill – the FAST Act) and the New Hampshire *Planning Emphasis Areas* (PEAs), which are developed specifically for the state by Federal Highway Administration and Federal Transit Administration. The *2022-2023 Unified Planning Work Program* scope of work is designed to facilitate progress toward the Strafford Metropolitan Planning Organization regional transportation objectives outlined in the *2020-2045 Metropolitan Transportation Plan*. Strafford MPO fulfills specific federal requirements through the UPWP (such as development of the TIP and Metro Plan, public engagement, and assistance to municipalities and transit providers). These “core functions” are facilitated through several supporting tasks that are not specified in federal regulations, but are no less critical for fulfillment of the core MPO role. The core functions and supporting tasks are developed collaboratively between the four MPOs with guidance from NHDOT. Table 2 on page 18 cross-references the UPWP tasks listed in this scope of work with federal planning factors, PEAs, and performance-based planning requirements.

The tables on the following pages outline the scope of work for the *2022-2023 Unified Planning Work Program*, corresponding with the descriptions of tasks and activities in the document.

Table 1: 2022-2023 Unified Planning Work Program Category & Task Outline

Category 100: Administration & Training	
Task #	Task Title
101	Invoices and Accounting
102	Program Administration UPWP Development & Amendments UPWP Administration & Reporting SMPO Prospectus & Bylaws Certifications, Compliance, Planning Review & Reporting
103	Training Training Review of Transportation Materials
104	Indirect Cost Rate (Set Aside)
Category 200: Policy & Planning	
Task #	Task Title
201	Ten-Year Plan (TYP) A) GACIT B) Statewide Ten-Year Plan
202	Planning & Environmental Linkages A) Natural Hazard Mitigation, Climate Change, Livability and Sustainability B) Stormwater Management C) Natural Resource Management and Environmental Mitigation
203	Transportation Planners Collaborative
204	Interagency Consultation
205	Transportation Improvement Program A) Annual Listing of Obligated Projects B) 2021-2024 Transportation Improvement Program Management C) 2023-2026 Transportation Improvement Program Development D) Project Database
206	Congestion Management Process
207	Intelligent Transportation System
208	Metropolitan Transportation Plan (MTP) A) Metropolitan Transportation Plan Development & Amendments B) System Performance Reporting C) Transportation and Environmental Justice D) Freight Planning
209	Transportation Air Quality Conformity
210	Statewide Long-Range Transportation Plan (SLRTP)
211	Bicycle and Pedestrian Planning A) Complete Streets, Bicycle & Pedestrian Planning Assistance B) Walkability, and Public Health Planning Assistance C) Multi-Use & Recreational Trail Planning Assistance

Table 1 (continued):

2022-2023 Unified Planning Work Program Category & Task Outline

Category 300: Public Involvement and Coordination	
Task #	Task Title
301	Technical Advisory Committee
302	Committee Meetings
303	Public Participation Plans
	A) Public Participation Plan (PPP)
	B) Title VI Civil Rights Program
	C) Environmental Justice Plan
304	Public Outreach
	A) Public Involvement and Inclusionary Actions
	B) Media Activities & Website
	C) Strafford MPO Representation and Professional Presentations
305	Policy Committee
Category 400: Plan Support	
Task #	Task Title
401	Traffic Counts
	A) Traffic Count Data Collection, QA/QC, & Management
	B) Supplemental Traffic Counts
	C) Turning Movement Counts
	D) Bike/Pedestrian Count Data Collection & Management
402	SADES Inventory Efforts
	A) SADES Road Surface Management Systems
	B) SADES Culvert Assessments
	C) SADES Regional Sidewalk Inventory
403	Geographic Information Systems
	A) Standardized GIS Data Layers
	B) Regional Safety Analyses
	C) Assessment of Water & Natural Resources
	D) GIS Data Organization & Quality Assurance
	E) Regional Bicycle & Pedestrian Traffic Data Analysis
	F) Multimodal Transportation Infrastructure Inventories
404	Demographics & Socioeconomics
	A) Demographic Data
	B) Economic Data
405	Equipment & Supplies
	A) UPWP Equipment Administration
	B) Maintenance and repairs
	C) Transportation Equipment and Software Acquisition and Disposal
406	Transportation Model
	A) Model & Land Use Updates, Enhancements, & Development Coordination
	B) Building and Development Growth
	C) Analyses & Visualization
407	Memberships, Subscriptions & Professional Costs

Table 1 (continued):

2022-2023 Unified Planning Work Program Category & Task Outline

Category 500: Technical Assistance and Support	
Task #	Task Title
501	Local & Regional Assistance A) General Transportation Assistance B) Development Impact Review C) Coordination with Other MPOs and RPCs D) Scenic Byways Planning and Technical Assistance E) Land Use and Economic Development F) Parking Studies and Analysis G) Passenger and Freight Rail Planning H) Aviation and Port Planning
502	State & Federal Assistance
503	LPA Program Support A) Congestions Mitigation Air Quality (CMAQ) B) Highway Safety Improvement Program (HSIP) C) Transportation Alternatives Program (TAP)
504	Special Projects
505	Regional Coordinating Council A) Coordinated Plan Activities B) Planning Assistance to the Alliance for Community Transportation (ACT)
506	Transit Agency Support A) Planning Assistance to Regional Transit Providers B) Transit Data collection, Analysis and Mapping
507	Travel Demand Management C) Regional Transportation Management Association Support D) Statewide TDM support
Category 600: Other Transportation Planning Activities	
Task #	Task Title
602	COAST Transit Access Plan and Coordinated Plan Update FTA 5305e application pending

Federal Transportation Planning Factors

The FAST Act maintained the MPO framework established in Title 23, §450.206(a) – which requires a Continuous, Cooperative, and Comprehensive process (known as the “three Cs”) – which includes ten core planning factors:

1. Support the economic vitality of the metropolitan area, 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, 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; and
10. Enhance travel and tourism.

National Performance Goals

MAP-21, and the subsequent FAST Act, strengthened the federal focus on performance-based planning. The National Performance Goals for federal highway programs, as described in [23 USC §150\(b\)](#) and which support UPWP tasks are as follows:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
4. **System Reliability** - To improve the efficiency of the surface transportation system
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

New Hampshire Planning Emphasis Areas

Federal Highway Administration & Federal Transit Administration

The Federal Highway Administration's New Hampshire Division Office and the Federal Transit Administration's Region 1 Office released their Planning Emphasis Areas for consideration in the development of the *2022-2023 Unified Planning Work Program*. These directives provide guidance regarding areas for improvement in current activities, areas of ongoing importance (MAP-21 Planning Factors, Financial Constraint), and new Federal Highway & Federal Transit Administration.

In the *2022-2023 Unified Planning Work Program*, Strafford Metropolitan Planning Organization is striving to incorporate these recommendations into the scope of work. This reflects Strafford Metropolitan Planning Organization's ongoing efforts to comply with federal goals and regulations, while meeting the needs of the Strafford region.

The New Hampshire Planning Emphasis Areas outline 7 areas of focus applicable to Strafford Metropolitan Planning Organization as follows:

1. Performance Based Planning & Programming Requirements Urbanized Area Set-asides, Suballocation and Project Selection Census 2020- UZA Boundary Smoothing, MPO/TMA Designation/Re-Designation and Functional Reclassification
2. Congestion Management Process (CMP) Implementation
3. Freight Planning
4. Fiscal Constraint and Financial Planning
5. Metropolitan and Statewide Travel Demand Model Maintenance
6. Data Collection for HPMS, Performance Measures, and 500 Series Reporting Project Monitoring and Planning Work Program Reporting
7. Climate Adaptation and Resilience
8. Emerging Technologies

SRPC will work collaboratively with other MPOs, rural RPCs, and NHDOT to ensure that all required SPR and UPWP program monitoring and reporting activities are implemented in a timely manner, including providing performance and expenditure reports within 90 days after the end of the reporting period for mid-contract and final reports.

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Table 2: Linkages Between UPWP Tasks, Planning Factors, Goals, and Emphasis Areas

Note: Numbers in table below match planning factors, performance goals, and emphasis areas on pages above.

UPWP Task	Description	Federal Transportation Planning Factors	Supports National Performance Goals	NH Planning Emphasis Areas
101	Invoices and Accounting	NA	NA	NA
102	Program Administration	NA	NA	1, 4, 6
103	Training	All	All	All
104	Indirect Cost Rate	NA	NA	NA
201	Ten-Year Plan (TYP)	All	All	All
202	Planning and Environmental Linkages	1, 5, 9, 10	6	1, 3
203	Transportation Planners Collaborative	6, 7, 8	All	1 and 3
204	Interagency Consultation	7	7	1, 4
205	Transportation Improvement Program	All	All	All
206	Congestion Management Process	5, 7, 9	3, 5, 6	2, 4, 5, 6, 7
207	Intelligent Transportation System	1, 2, 4, 6, 7	1, 3, 4, 5	1, 3, 4, 5
208	Metropolitan Transportation Plan (MTP)	All	All	All
209	Transportation Air Quality Conformity	5, 6, 7	6	1, 2, 5, 6, 7
210	Statewide Long-Range Transportation Plan	All	All	All
211	Bicycle and Pedestrian Planning	2, 3, 4	1, 4	1, 7
301	Technical Advisory Committee	All	All	All
302	Committee Meetings	All	NA	All
303	Public Participation Plan	5	1, 12	NA
304	Public Outreach	All	All	All
305	Policy Committee	All	All	All
401	Traffic Counts	All	5, 6	1, 3, 5
402	SADES Inventory Efforts	7, 8	2	6, 8
403	Geographic Information Systems	All	All	All
404	Demographics & Socioeconomics	1,5	2,5	1, 4, 5, 7
405	Equipment Budget	NA	NA	NA
406	Transportation Model	2, 4, 6, 7, 10	5	1, 5, 6, 7, 8
407	Memberships, Subscriptions, & Professional Costs	NA	NA	NA
501	Local & Regional Assistance	All	All	All
502	State & Federal Assistance	All	All	All
503	LPA Program Support	All	3, 7	1, 2, 3, 5, 6
504	Special Projects	NA	NA	NA
505	Regional Coordinating Council	2, 4, 5	1,3	NA
506	Transit Agency Support	2, 4, 5	1,3	1
507	Travel Demand Management	4-7, 10	2-6	2, 3, 5, 6, 8
602	TBD			

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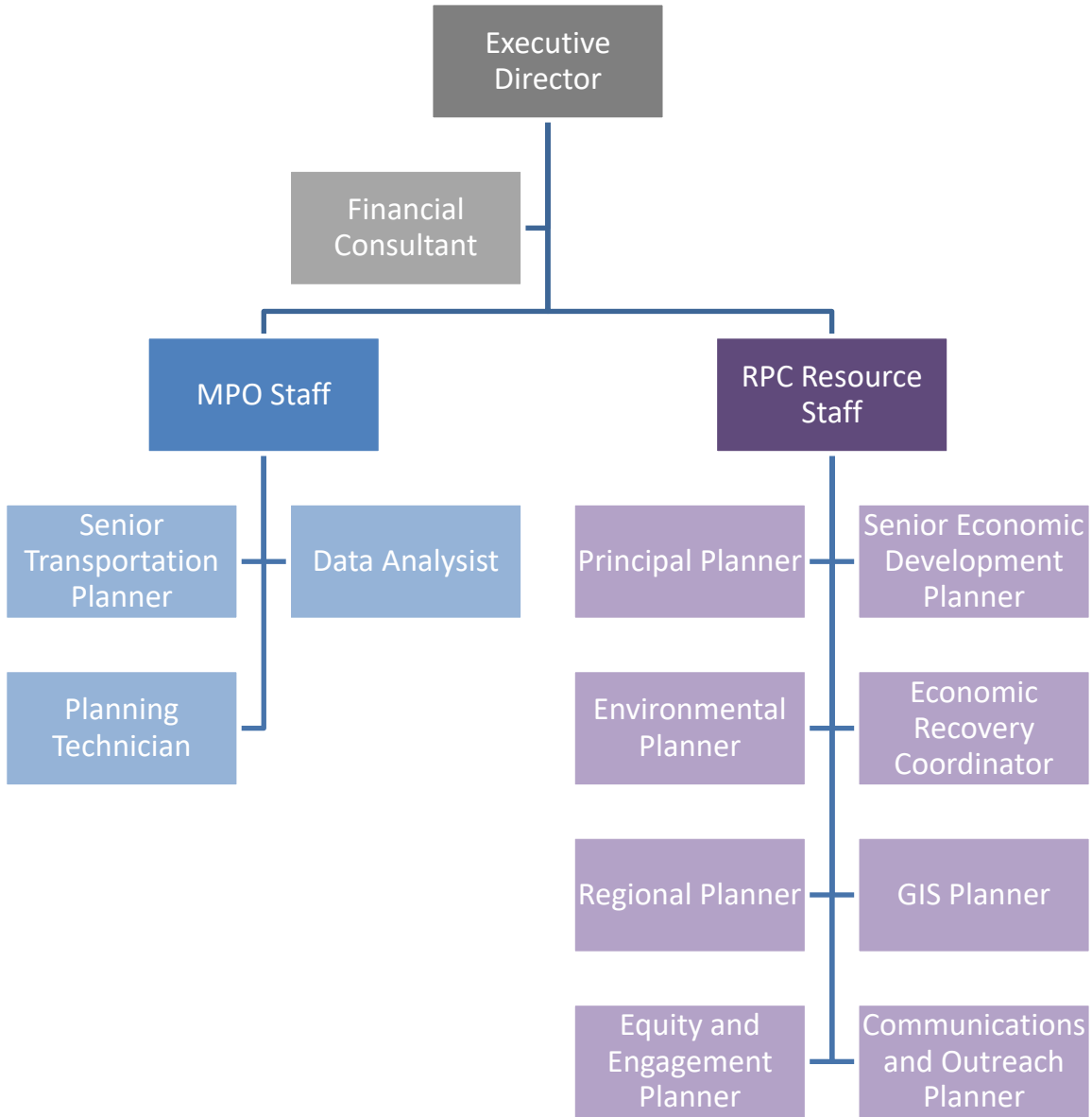
Table 3: Tasks Addressing Recommendations from the Strafford MPO 2018 Planning Review

	Recommendations	Category 100	Category 200	Category 300	Category 400	Category 500
1	Ensure fiscal constraint is balanced in the Metro Plan and TIP. Neither should be under or over programmed.		205, 208			
2	Detailed project information needs to be included in each plan.		205, 208			
3	Efforts to enhance public involvement and input should be documented in the Metro Plan.		208	303, 304		
4	Develop a more analytic, data-driven approach to Ten Year Plan and Metro Plan project development and selection.		201, 208	301, 302, 303, 304, 305	401, 403, 404, 406	501, 505, 506
5	Metro Plan out-years projects should have more descriptive scopes and need cost estimates.		208			
6	Ensure that language specifies that the Metro Plan financial plan includes the TIP as well.		205, 208			
7	The next comprehensive update to the Metro Plan needs to include a detailed System Performance Report.		208			
8	The Metro Plan and System Performance Report need a more detailed analysis of funds programmed long-term for operations and maintenance.		208			
9	Form a Model Users Group for continued MPO and NHDOT collaboration on regional and statewide travel demand modeling efforts. Specific model development recommendations below.				406	501, 502
9a	Recommend not devoting resources to updating the transit mode choice model. Use off-model approaches such as the FTA STOP (Simplified Trips-on-Project Software) method to obtain transit trip tables can be used to capture transit and rail commuter travel markets.				406	
9b	Separate resident and tourist model components within the Transportation Model.				406	
9c	Recommend developing a truck model to account for truck traffic, major truck generators, and growing shares of e-commerce truck traffic.				406	
9d	Recommend adding model sensitivity to tollways, allowing MPOs to evaluate toll rates and capital improvement project impacts on the regions' tollways.				406	
9e	Given that almost all future projects listed in the TIP and MTP are not related to high capacity highway/transit projects, the model sensitivities to relatively smaller scale projects (such as intersection reconfigurations, signal timing coordination, upgraded street designs etc.) may be considered.				406	
10	Some UPWP task descriptions are too broad in scope to discern anticipated outcomes/products or what is definitely planned.	102				
11	Posted UPWP needs to include signature from NHDOT.	102				
12	FHWA and FTA support the proposed development of a statewide UPWP development guide/manual for RPCs and MPOs. Such as manual should include all relevant FHWA/FTA Planning Factors and Emphasis Areas.	102				

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Recommendations		Category 100	Category 200	Category 300	Category 400	Category 500
13	Ensure Annual Listing of Obligated Projects includes accurate tracking of transit funds. New/old/ongoing projects need to be clearly delineated. Need to compare new obligations to what was requested in the TIP and what remains in current grants.		205			
14	Strafford and Rockingham MPO need to jointly update the inter-regional Intelligent Transportation Systems architecture and plan.		207			
15	The self-certification document for the TIP posted online needs to include NHDOT signature as well as MPO signature.		205			
16	MapGeo is a good tool. It should include more detailed incorporation of the regional transit system.				403	506
17	Strafford MPO should review member community ADA transition plans as they identify studies and projects to be included in the UPWP and Metro Plan.	102	208	304		501
18	Strafford MPO should develop a process consistent with 23 CFR 450.316(a)(1)(x) to periodically review the effectiveness of the procedures and strategies contained in the Public Participation Plan to ensure a full and open public participation process.			303, 304		
19	The MPO might consider further efforts to engage EJ/LEP communities via piggybacking on community fairs and events. NHDOT staff have also offered further assistance with EJ data analysis, and remind SRPC that their updated Standard Assurances including Appendices A and E are required in all contracts.			303, 304		
20	The federal agencies recommend continuing vigilance to ensure that outreach to low-income and minority communities occurs as needed to identify any barriers they might have in advancing studies for the UPWP or projects for the MTP or TIP. Some of these communities might need more proactive technical assistance from the SRPC to ensure that their needs are met by the planning process.			303, 304		
21	With the new performance-based planning requirements, SRPC must integrate system performance measures into their planning and programming processes.	102, 105	205, 208	301, 303, 304, 305	401, 406	501, 502, 503, 505, 506
22	Future updates to the Metro Plan should include more engagement with state natural and cultural resource agencies to ensure projects and planning goals are coordinated across agencies.		202, 208			

Strafford MPO Organizational Chart



Category 100 Administration

Purpose: This category oversees and facilitates the administration of the agency and its contractual agreements; financial, legal, and program reporting requirements; administrative documents, such as certification, statements, and assurances; management and monitoring of progress toward goals, work tasks and performance measures; staff training and development; organization memberships; and conduct of other activities needed to fulfill the MPO's mission as established by federal and state statutes.

Task 101: Invoices and Accounting

Objectives: Develop and submit in timely manner, per NHDOT requirements, the reimbursement requests and required financial and program supporting documents.

A) Financial Management and Reporting: The purpose of this task is to administer the Unified Planning Work Program contract and any subcontracts. This includes invoices and annual audit preparations, cost accounting, and monitoring UPWP task fulfillment and amendments. SRPC staff and finance contractor perform these tasks.

Work Products:

- 1) Biweekly Time Sheets with notes
- 2) Monthly Unified Planning Work Program Invoices
- 3) Unified Planning Work Program Financial Compliance reports
- 4) Annual audit report
- 5) Implementation of any management recommendations from auditors

Task 102: Program Administration

Objectives: Provide for management of the Unified Planning Work Program contracts in compliance with federal and state statutes and regulations, as well as the development and updates to the Metropolitan Planning Organization Prospectus, Bylaws, and contract development processes and management.

A) Unified Planning Work Program Development & Amendments: The purpose of this activity is to develop and obtain approval of the 2024-2025 Unified Planning Work Program and to monitor and amend the 2022-2023 Unified Planning Work Program.

Work Products:

- 1) Unified Planning Work Program for Fiscal Years 2024-2025
- 2) Amendments to the FY2022-2023 UPWP (if required)

B) Unified Planning Work Program Administration & Reporting: The purpose of this activity is to encompass all general administrative and support activities necessary to implement the 2022-2023 Unified Planning Work Program. It allows for the management and administration of the Unified Planning Work Program to ensure compliance with state and federal regulations. It provides for the timely completion of monthly Unified Planning Work Program progress reports, the annual Unified Planning Work Program performance report and the NHDOT UPWP Midterm Review.

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Work Products:

- 1) Monthly Program Reports
- 2) Annual Program Reports- Mid-Term Review of FY22-23 UPWP and Close-Out of FY20-21 UPWP
- 3) Updates to the Memorandum of Understanding between NH's MPOs, NH DOT and Transit Agencies as required
- 4) Compliance with federal and state regulations and statutes
- 5) Internal contract administration (personnel, clerical, and supervisory support)

C) SMPO Prospectus and Bylaws: The purpose of this activity is to update the Prospectus and Bylaws as necessary in compliance with state and federal statutes and as may be recommended by the Executive Committee. The Technical Advisory Committee will review updates and provide recommendations to Policy Committee. The Policy Committee will approve recommended changes made to the Prospectus or Bylaws.

Work Products:

- 1) Amendments (as needed)
- 2) 30-45 Day Public Notices for public hearings and public comments
- 3) Comments & response documents

D) Certifications, Compliance, & Reporting: The purpose of this activity is to ensure that all required certifications, statements and assurances are updated and submitted in compliance with state and federal statutes and regulations. This includes Title VI of the Civil Rights Act of 1964, Environmental Justice, DBE Policy Statements, and Limited English Proficiency. Consistent with 23 U.S.C 134(k)(5) and 49 U.S.C 5303(k)(5), the primary purpose of a certification review is to formalize the continuing oversight and day-to-day evaluation of the planning process. The certification review process ensures that the planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303 are being satisfactorily implemented⁴.

Work Products:

- 1) Title VI, Environmental Justice, and Annual Certifications
- 2) FHWA/FTA non-TMA MPO planning Review (in CY 2021 or 2022)

Task 103: Training

Objectives: Provide staff development and training through attendance and presentations at transportation related online and onsite courses, webinars, workshops, seminars, and conferences.

A) Training: The purpose of this activity is to continue to develop staff knowledge and capacity for transportation-related planning tasks through attendance at webinars, online and onsite courses, conferences, workshops, and seminars as necessary. Per federal guidance, travel or training for staff working on eligible PL/SPR funded activities may be billed to PL/SPR funds at the federal matching ratio if the travel or training is necessary for performance of PL/SPR funded work and the cost is reasonable⁵.

⁴ Government Printing Office – Electronic Code of Federal Regulations (http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=1&SID=594c5326645b38b05f14603586f980e3&ty=HTML&h=L&mc=true&r=SECTION&n=se2.3.1.450_1336)

⁵ <https://www.fhwa.dot.gov/hep/guidance/confmtg.cfm>

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Emphasis will be placed on developing staff capacity for several tasks, including but not limited to: performing air quality conformity and greenhouse gas emissions analyses on a limited basis, utilizing GIS-based analytics mapping and data management (including, but not limited to, the Statewide Asset Data Exchange System), integrating performance measures into existing planning and programming functions, updating and running the transportation demand model, supporting regional inter-modal and complete streets transportation planning, supporting regional freight and rail improvements, linking smart growth and economic development, and incorporating climate adaptation and resiliency into the mandatory functions⁶.

Work Products:

- 1) Transportation planning training course certifications
- 2) Staff knowledge and skill set development: such as modeling, facilitation, and data analysis
- 3) Association of Metropolitan Planning Organization Annual Meeting attendance
- 4) Association of Metropolitan Planning Organization Technical Advisory committee attendance and attendance at Annual Meeting
- 5) Transportation Research Board Annual Meeting Attendance
- 6) Transportation Research Board Boston Meeting Attendance
- 7) NESCAUM (Northern Transportation and Air Quality Summit) Attendance
- 8) NEARC (Northeast ARC Users Group) Meeting Attendance
- 9) Caliper International TransCAD training
- 10) Attendance at additional transportation related training events that may be hosted by:
 - a. The NH Planners Association (NHPA)
 - b. Northern New England Chapter of the American Planning Association (NNECAPA)
 - c. The Urban and Regional Information Systems Association (URISA)
 - d. Transportation Research Board's Tools of the Trade Conference
 - e. University of NH, UNH Cooperative Extension, and UNH Technology Transfer Center
 - f. Federal Agencies including: FHWA, USDOT, FTA, HUD and EPA
 - g. NH State Agencies including: DOT and Office of Energy and Planning
 - h. NH Municipal Association (NHMA)

B) Review of Transportation Materials and Documents: The purpose of this activity is for staff to read materials and other documents and materials related to transportation from a range of resources (e.g. USDOT, FHWA, FTA, EPA, TRB, NHDES Air Resources, NHDOT, AMPO, AASHTO, NH Climate Collaborative). This provides time for staff to review CFRs and other federal guidance and to learn best practices for implementing transportation programs and emerging programs. This task fosters a high level of understanding about rules and regulations regarding operations, transportation technology, planning emphasis areas, and other transportation materials that allow staff working in the Unified Planning Work Program to be on the forefront of transportation planning.

Work Products:

- 1) Knowledge of CFRs, federal and state guidance, rulemakings, newly released reports, studies, best practices research, and other transportation-related planning materials

⁶ <https://www.fhwa.dot.gov/hep/guidance/sprt.cfm>

Task 104: Indirect Cost Rate

Objectives: **(NOT APPLICABLE)** Set aside a portion of the Unified Planning Work Program funding for the potential financial costs associated with annual indirect cost rate adjustments. On an annual basis, as the indirect cost rate adjustment is finalized, any unused portion of the set aside may be reallocated to other tasks with the approval of NHDOT.

Category 200: Policy & Planning

Purpose: This category provides for the development and update of the Metropolitan Transportation Plan, Transportation Improvement Program and other guiding documents and reports reflective of local and regional priorities as well as federal and state policies, and New Hampshire Ten Year Plan. It includes special studies, such as corridor plans.

Task 201: Ten Year Plan

Objectives: Assist the Technical Advisory Committee in recommending projects of local and regional importance for the New Hampshire Ten Year Plan for approval by the Policy Committee. This task includes updating and submitting project priorities for the Ten-Year Plan per the processes established in New Hampshire RSA 228:99 and RSA 240.

A) Governor’s Advisory Council on Intermodal Transportation: The purpose of this activity is to ensure that regional and local transportation priorities and projects receive a public hearing and are represented at GACIT meetings and within draft review documents. Staff will collaborate with communities and regional agencies to ensure that their voices are being heard at GACIT and that there is public outreach to citizens and businesses.

Work Products:

- 1) Presentations and attendance at GACIT meetings and hearings
- 2) Assistance to communities in presentations of local issues

B) Statewide Ten-Year Plan: The purpose of this activity is to ensure that the public, communities, and regional and statewide agencies are provided an opportunity to participate in the Ten-Year Plan process. This is facilitated through project solicitation, which includes project development and scoping meetings with individual municipalities, agencies, and MPO committees. A comprehensive process ensures that public participation occurs continuously throughout the process, and that regional projects are included in the draft Ten Year Plan.

Work Products:

- 1) Regional Ten-Year Plan project development and prioritization
 - a. Ongoing Local and regional project development including meetings with municipalities
 - b. Project Solicitation
 - c. Set project prioritization criteria in partnership with NHDOT and the NH RPCs. The project evaluation criteria will incorporate performance trends and targets.
 - d. Meet with NH DOT to review draft project priorities
 - e. Convene project development and evaluation committee to score projects and establish draft priorities to be presented to the SMPO TAC and Policy Committee.
- 2) Adoption of local and regional Ten Year Plan project priorities
 - a. Present draft priorities to the SMPC TAC for their review and recommendation to the SMPO Policy Committee.
 - b. Present draft priorities to the SMPO Policy Committee.
 - c. Adopt regional priorities for inclusion in the Statewide Ten Year Plan

3) Review of draft and final Statewide Ten Year Plan

Task 202: Planning and Environmental Linkages

Objectives: Facilitate transportation planning connectivity and integration in relation to local land use and environmental Planning. This task specifically enables staff to address federal planning factors (1, 4, 5, 6, 9, and 10).

A) Natural Hazard Mitigation, Climate Change, Livability and Sustainability: Provide technical assistance to foster the identification and strategic implementation of resilient transportation systems and facilities supporting local and regional goals. SRPC will work to address resilience to climate change and extreme weather, and present approaches/tools for assessing criticality and sensitivity of different assets in the context of assessing vulnerability to climate change and extreme weather events. To further the sustainability of our transportation infrastructure, SRPC will promote energy efficiency and coordinate with partner agencies to further opportunities for alternative fuel vehicles. This effort will also address the six livability principles developed by the US DOT, HUD and EPA. Additionally, working in coordination with our municipalities, SRPC will implement appropriate transportation recommendations identified in local evacuation plans, municipal vulnerability assessments and hazard mitigation plans, and other state and regional plans and reports prepared by non-profits and academic institutions.

Work Products:

- 1) Assess Regional Climate Change Risk and Develop Transportation Adaptation Resiliency Strategies
 - a. Regional infrastructure vulnerability assessment (survey)
 - b. Inter-municipal climate adaptation meetings
 - c. Identification of vulnerable transportation assets in the region.
 - d. Travel demand model scenario planning
 - e. Evaluation of climate adaptation strategies to address critical infrastructure.
 - f. Incorporate research, goals and objectives into the Long-Range Metropolitan Transportation Plan and project selection for both the MTP and the Ten-Year Plan.
- 2) Incorporate local hazard mitigation recommendations into the Long-Range Metropolitan Transportation Plan and other transportation planning activities.
- 3) Technical Assistance to Municipalities and Committee Participation
 - a. Transportation technical guidance for the Coastal Adaptation Workgroup (CAW). The goal of CAW is to help coastal communities develop and implement adaptation strategies through training, education, technical assistance, and outreach.
 - b. Participation in local energy working groups related to local energy infrastructure, alternative fuels, and electric vehicles as needed/as requested.
 - c. Transportation-related technical assistance for the development of municipal hazard mitigation plans.

B) Stormwater Management: Work with communities in the SRPC region to plan implement, and invest in wastewater and stormwater, non-point source controls and integrated management approaches that protect the water quality, natural hydrology, and habitats of the state's coastal watershed resources and associated waters. SRPC staff will work with the Stormwater Coalition that assists communities in meeting Phase II of the National Pollutant Discharge Elimination System Federal Stormwater Regulations and the Municipal Separate Storm Sewer System (MS4) requirements which for New Hampshire communities is

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primarily concerned with managing roadway drainage and runoff. Planning and technical assistance efforts may include collaboration with such regional groups as the Southeast Watershed Alliance, Salmon Falls Watershed Collaborative, the Piscataqua Region Estuaries Partnership, and the Seacoast Stormwater Coalition.

Work Products:

- 1) Collaboration with coastal watershed communities to plan implement, and invest in wastewater and stormwater, non-point source controls and integrated management approaches that protect the water quality.
- 2) Participation & technical assistance to the Seacoast Stormwater Coalition, especially relating to managing runoff and nonpoint source pollution and related MS4 requirements pertaining to roads, parking facilities and drainage facilities.
- 3) Reports, maps, fact sheets, and presentations identifying transportation linkages.

C) Natural Resource Management and Environmental Mitigation: SRPC will monitor environmental issues in support of the region's transportation planning efforts. Specific activities may focus on transportation projects' and infrastructures' relationship to water quality, wetlands, habitat, hazard mitigation, and historic, cultural and archeological resources. The FAST Act requires that the Long-Range Metropolitan Transportation Plan (MTP) include discussions environmental mitigation associated with proposed projects. Work under this task will serve to update the environmental mitigation discussion in the MTP. NRPC will consult the environmental resource agencies during the update of the MTP.

Work Products:

- 1) Attend Natural Resource Agency Coordination Meetings.
- 2) Transportation technical review of plans and projects for state, regional, and local agencies, committees, and workgroups upon request or notification.
- 3) Incorporate an analysis of transportation projects and potential environmental impacts into the MTP.

Task 203: Transportation Planners Collaborative

Objectives: Improve coordination, communication, and collaboration with the agencies involved in transportation planning in New Hampshire.

A) Transportation Planners Collaborative (TPC): The purpose of this task is to foster better communication among the metropolitan planning organizations, regional planning commissions and the NHDOT. The Bureau of Planning & Community Assistance will facilitate quarterly meetings of the Transportation Planning Collaborative (TPC) to increase understanding of the issues and needs faced by the transportation planners around the state, whether they work for NHDOT or a regional planning commission. Continue work to revise and implement the New Hampshire transportation planning process.

Work Products:

- 1) Quarterly Meetings with TPC group
- 2) Presentations and reports for TPC members

Task 204: Interagency Consultation

Objectives: Improve coordination, communication, and collaboration amongst the federal, state, and

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metropolitan planning organizations involved with transportation planning and the air quality conformity process through monthly meetings.

A) Interagency Consultation: The purpose of this task is to continue an ongoing dialogue that strengthens the process and products of each agency. The agencies include EPA, NHDES, FHWA, FTA, NHDOT, MPOs, and regional planning commissions. The Bureau of Planning & Community Assistance will facilitate monthly meetings to ensure ongoing information sharing and collaborative problem solving for transportation issues.

Work Products:

- 1) Participation in monthly interagency meetings
- 2) Review and comment on materials to be presented at Interagency Consultation Group at least one week prior to scheduled meetings.
- 3) Coordination with regional communities and transit agencies on regional projects

Task 205: Transportation Improvement Program

Objectives: Complete required updates for the Strafford Metropolitan Planning Organization and Statewide Transportation Improvement Programs to meet the requirements of 23 CFR § 450.326. In fiscal year 2023 prepare the Metropolitan Planning Organization Transportation Improvement Program in cooperation with NHDOT. Conduct other related activities as needed in compliance with federal regulations.

A) Annual Listing of Obligated Projects: The purpose of this activity is to highlight the progress made in the Transportation Improvement Program. The Annual Listing of Obligated Projects will be published on or before the final day of the calendar year (not fewer than 90 days after the end of the federal fiscal year): once in December CY2021 and once in December CY2022. Maps will be used to identify locations of obligated and de-obligated projects. Maps and final document will be available for the public to increase their understanding of the transportation planning process and progress on project

Anticipated Deliverables:

- 1) Fiscal Year 2021 Annual Listing of Obligated Projects document with maps
- 2) Fiscal Year 2022 Annual Listing of Obligated Projects document with maps

B) 2021-2024 Transportation Improvement Program: The purpose of this activity is to manage the 2021-2024 Transportation Improvement Program and ensure any major changes over the course of the biennium are reflected in the document. Staff will work with communities, regional and state agencies to ensure that projects advance in their implementation process and that amendments or revisions to funding, scheduling, phases, and completion dates are accurately provided to federal, state and local agencies and the public. Through this task, staff will prepare public notices, public information, and project specific amendment requests, along with related documentation. The Transportation Improvement Plan will include a description of the anticipated effect of the Transportation Improvement Plan in achieving performance targets established in the Metropolitan Transportation Plan

Work Products:

- 1) Preparation of regular minor administrative adjustments
- 2) Preparation of amendments including draft revisions to project listing, posting notices, documentation of public comment period and holding hearings per Prospectus

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- 3) Performance Report that includes a report on established performance measures and targets as well as an assessment of the programmed projects in the TIP advancement of those targets
- 4) Technical Advisory Committee review and approval by Policy Committee or Executive Committee per Prospectus

C) 2023-2026 Transportation Improvement Program: The purpose of this activity is to prepare the 2023-2026 Transportation Improvement Program in coordination with the NH Ten Year Plan cycle and Metropolitan Transportation Plan process in compliance with federal regulations and state statutes. The use of visualizations, maps, and tables to provide clear information in an accessible manner will be used whenever appropriate in the development of the TIP. The financial constraint analysis will also be performed under this sub-task.

Work Products:

- 1) 2023-2026 Transportation Improvement Program document
- 2) Financial constraint analysis
- 3) Performance Report that includes a report on established performance measures and targets as well as an assessment of the programmed projects in the TIP advancement of those targets (to be completed in conjunction with Task 208 MTP Performance Measurement)
- 4) Approval of the 2023-2026 Transportation Improvement Program by the Policy Committee
- 5) Documentation of public comments

D) Transportation Project Database: The purpose of this task is to enhance the tracking of transportation projects in the region and to efficiently maintain the primary transportation plans (TIP, Ten Year Plan, and Metro Plan). The database is a critical component for ensuring consistent reporting of minor modifications and amendments to the TIP. Inclusion of new projects in this database involves entering relevant project details and establishing the geographic location via available location information and correspondence with knowledgeable municipal and regional planning personnel. In the next phase the database will link to GIS to more efficiently and accurately evaluate the feasibility, cost, and impact of regional transportation projects.

Work Products:

- 1) Regular maintenance of project database
- 2) Addition of new projects and data to current projects
- 3) Project tracking related to performance-based planning
- 4) Linkage of database to GIS
- 5) Visualization and GIS mapping

Task 206: Congestion Management Process

Objectives: While SRPC is not required to develop a Congestion Management Process, under this Task SRPC will analyze traffic data to identify reoccurring congestion points for corridor planning and individual projects.

A) Congestion Management Data Analysis: This will include analysis of the National Performance Management Research Data Set (NPMRDS) to identify locations and periods of congestion in the SRPC region. Consistent with using a performance-based planning process, this analysis will be used to identify and select transportation projects through the MTP, Ten-Year Plan, and TIP that effectively address

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regional needs.

Work Products:

- 1) Maintain subscription purchased in coordination with NH's other MPOs and RPCs for extended NPMRDS data sets and tools (task 405)
- 2) Analysis of major SRPC corridors to identify points and periods of congestion.
- 3) Incorporation of findings into the MTP, Ten Year Plan, and TIP.
- 4) Reports, fact sheets, and presentations of findings and analysis results.

Task 207: Intelligent Transportation System

Objectives: Collaborate when possible with Rockingham Planning Commission to address the Intelligent Transportation System (ITS) architecture and plan for implementation within the Strafford and Rockingham MPOs and coordinate with NHDOT. Prepare necessary updates for the architecture and plan in collaboration with NHDOT statewide plan.

A) Intelligent Transportation System: The purpose of this task is to ensure that the recommendations from the Seacoast Regional ITS Architecture and Plan are being incorporated into long-range projects, policies, and NH Ten Year Plan in collaboration with NHDOT and MPOs. The Metropolitan Planning Organization will work with its TAC and/or a regional ITS Advisory Committee to increase collaboration and to ensure that projects move forward in the Metropolitan Transportation Plan and Transportation Improvement Program.

Work Products:

- 1) Updates to the Seacoast Regional ITS Architecture and Plan
- 2) Potential coordination with NHDOT on statewide ITS plan and architecture
- 3) Inclusion of ITS projects in the Metropolitan Plan and NH Ten Year Plan

Task 208: Metropolitan Transportation Plan

Objectives: Comply with the requirements of 23 USC § 134, 49 USC § 5303, and other regulations of FHWA and FTA. Update the Strafford Metropolitan Transportation Plan and related transportation planning documents per federal requirements. Maintain certification as an MPO.

A) Metropolitan Transportation Plan Development & Amendments: The purpose of this task is to complete updates of the Long Range Transportation Plan (LRTP)/Metropolitan Transportation Plan (MTP). Recurring update needs include: long range transportation project list; financial constraint; plan chapter content; data analysis; maps and visualizations; and performance reporting. The plan will be updated as needed to ensure consistency with the Ten-Year Plan and TIP. A comprehensive update of the Metro Plan is not anticipated during the 2022-2023 contract period but it may require limited updates relative to performance targets and other planning metrics. SRPC with assistance from an engineering consultant, will work with municipalities to continue to develop transportation projects.

Work Products:

- 1) Ongoing long range transportation project development – project solicitations and scoping
- 2) Outreach to regional stakeholders (e.g. municipalities, freight providers, vulnerable users, public transit, public safety, state agencies, etc.)
- 3) Updated Metropolitan Transportation Plan

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- a. Financial Constraint Analysis and public comment documentation
- b. Public Hearings and meetings as necessary
- c. Incorporation of TIP amendments and minor revisions as necessary
- d. Incorporation of system performance reports

B) System Performance Reports: The purpose of this activity is to develop and update system performance reports for federal and supplemental performance targets and evaluate and analyze project level transportation improvement options in the region for achieving established system performance targets. Strafford MPO staff will continue working with staff from other MPOs, NHDOT, FHWA, and FTA to incorporate performance-based planning into the regional project development and selection process.

Work Products:

- 1) Performance Based Planning measures and targets to be integrated into the System Performance Report component of the TIP and LRTP
 - a. Safety Targets – updated annually
 - b. Transit Asset Management Targets – updated with each update of the LRTP
 - c. Pavement and Bridge Condition Targets – updated every 2 years
 - d. System Reliability Targets – updated every 4 years (next update in 2022)
- 2) Transportation project evaluation
 - a. Performance trends and targets linked to projects programmed in TIP, Ten Year Plan, and Metro Plan
 - b. Data analysis and mapping for project-specific evaluation
 - c. Planning studies to evaluate effectiveness of proposed transportation improvements and ability to achieve performance targets

C) Transportation and Environmental Justice: The purpose of this task is to support project evaluation to ensure proposed projects will not have a disproportionate impact on vulnerable populations (such as minority or low income). The Metro Plan will provide and report on data related to performance of transportation systems that serve vulnerable populations. SRPC, in coordination with its Public Participation Plan and Public Outreach, will actively coordinate with other organizations that provide services to low and moderate income and other populations and will update the Long-Range Metropolitan Transportation Plan to incorporate updated data sets to improve performance and reporting against this metric.

Work Products

- 1) Continued analysis of annually released American Community Survey (ACS) demographic data to develop updated Environmental Justice information and identify areas for EJ planning.
- 2) Review of project proposals for potential environmental justice impacts.
- 3) Attendance at meetings and coordination with local and regional organizations actively engaged in environmental justice and promoting ladders of opportunity.

D) Freight Planning: The purpose of this activity is to increase freight mobility and accessibility to foster economic growth while maintaining the integrity of our communities' downtowns. Provide technical assistance for freight plan and project development, including research and guidance, best practices, and network connectivity. Promote projects on critical freight corridors as identified by the Strafford MPO's Policy Committee.

Work Products:

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- 1) Planning and project development assistance to nonprofit organizations, municipalities, and state agencies
- 2) Data analysis related to system performance monitoring
- 3) Research and reports to support development of the MTP

Task 209: Transportation Air Quality Conformity

Objectives: Ensure compliance of Metropolitan Planning Organization documents and processes with the federal Clean Air Act, as amended, federal regulations relating to air quality conformity, and state administrative rules on air quality conformity determination.

A) Transportation Air Quality Conformity: SRPC will conduct Air Quality Conformity Analysis as needed to account for any amendments to the Transportation Improvement Program and the Metropolitan Transportation Plan. This task also provides for any additional air quality conformity determinations including, but not limited to, on/off model air quality determinations for CMAQ, and requests from state and local agencies. The use of visualizations, maps, and tables to provide clear information in an accessible manner will be used whenever appropriate when creating air quality documents. No Air Quality Conformity analysis is anticipated to be required during the 2022-2023 UPWP.

Work Products:

- 1) Provide ongoing updates to educational resources, rulemakings, guidance, and research
- 2) If needed, revisions to include any regional transportation projects as requested
- 3) Air Quality Conformity Analysis reports and determinations when needed
- 4) Use of modeling capacity to assess regional air quality impacts from transportation projects in development

Task 210: State Long-Range Transportation Plan

Objectives: Assist the NHDOT in development of the State Long-Range Transportation Plan.

A) Statewide Long-Range Transportation Plan: The purpose of this activity is to assist the NHDOT with the development of an update to the New Hampshire State Long-Range Transportation Plan. This work will take place during the 2022-2023 period and will be completed based on requests from NHDOT.

Work Products:

- 1) Technical assistance to NHDOT bureau staff or consultants
- 2) Provision of regional data as requested
- 3) Attendance at meetings

Task 211: Bicycle and Pedestrian Planning

Objectives: Provide assistance to communities to improve transportation network connectivity across modes and increase accessibility to destinations for users. Enhancing access to jobs, education, healthcare, recreation, and other essential services for both motorized and non-motorized users is a primary purpose of transportation.

A) Complete Streets, Bicycle, and Pedestrian Planning: The purpose of this activity is to promote and increase multi-modal network links on public rights of way through complete streets and bicycle and pedestrian planning. Activities include technical assistance for bicycle and pedestrian planning and project

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development, research and guidance on best practices, and promotional events. This includes participation in regional and statewide events such as Bike to Work Day and Bike to School week.

Work Products:

- 1) Develop a Regional Bicycle and Pedestrian Plan
- 2) Preparation for and participation with the annual Seacoast Bike/Walk to Work day and documentation of events
- 3) Develop and prioritize bicycle and pedestrian projects using data developed as part of the SRPC bike-ped counting program (task 401), sidewalk data development analyses (task 402), and to develop, Strava data analysis (task 403), and Bicycle Level of Stress Project
- 4) Participate in NHDOT Complete Streets Advisory Committee, and regional bicycle and pedestrian advisory committees as needed
- 5) Provide technical assistance to SRPC communities planning for bicycle and pedestrian facilities

B) Walkability and Public Health Planning Assistance: The purpose of this activity is to integrate active transportation network connectivity practices and public health planning. Provide technical assistance to communities and agencies (including The Strafford County Public Health Network, Department of Health & Human Services, and Goodwin Community Health Center) on research, guidance, and best practices related to active transportation, accessibility, and connectivity.

Work Products:

- 1) Planning and assistance to nonprofit organizations, municipalities, and state agencies
- 2) Research and reports as needed
- 3) Stakeholder collaboration and meeting attendance

C) Multi-Use & Recreational Trails Planning Assistance: The purpose of this activity is to link users with origins and destinations (jobs, education, nutrition, healthcare, recreation) via multi-use and recreational trails by integrating them into the transportation network. Provide technical assistance to communities and agencies, including research and guidance on best practices related to active transportation, accessibility, and connectivity.

Work Products:

- 1) Map local and regional multi-use and recreational trails
- 2) Project scoping and funding development assistance to communities working to develop multi-use and recreational trails

Category 300: Public Involvement & Coordination

Purpose: This category provides for the timely development and implementation of policies, plans and projects through a public process of listening, facilitation, education and outreach, collaboration and recommendations to state and federal agencies, with special attention to inclusionary actions.

Task 301: Technical Advisory Committee

Objectives: The purpose of this task is to encourage the region's communities and agencies to actively participate in the Technical Advisory Committee. Staff will organize monthly meetings and provide all documents related to the meetings to ensure that participants can make informed recommendations. Meeting minutes, presented materials, and other relevant resources will be posted to the MPO website following approval by the committee.

A) Technical Advisory Committee (TAC): The purpose of this task is to encourage the region's communities and agencies to actively participate in the Technical Advisory Committee. The committee focuses on the technical aspects of transportation planning and reviews MPO products prior to recommending them to the Policy Committee. Staff will prepare materials and presentations, invite guest speakers, and provide consistent communication with committee members to ensure they can make informed decisions and recommendations to the MPO, and provide resources for the municipalities they represent.

Work Products:

- 1) Approximately 10 Technical Advisory Committee meetings per year
- 2) Guest speakers on transportation-related topics
- 3) Agenda, approved minutes, and relevant documents posted to website
- 4) Annual maintenance of the TAC membership list and community appointments
- 5) Annual maintenance of committee rules of procedure

Task 302: Committee Meetings

Objective: Ensure transparency, efficient workflow, participation, and fiscal oversight in the MPOs administrative and transportation planning functions.

A) Committee Meetings: The purpose of this task is to provide the executive committee the opportunity to discuss and carry out transportation-related business at their meetings. On a monthly basis, Executive Committee members play an important role in reviewing minor amendments to the Transportation Improvement Program.

Work Products:

- 1) Approximately 10 Executive Committee meetings per year
- 2) Agenda, approved minutes, documents posted to website
- 3) Annual maintenance of committee membership
- 4) Annual maintenance of committee rules of procedure

Task 303: Public Participation Plans

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Objectives: Increase public awareness and opportunities to participate in transportation planning, decision-making, and plan implementation, particularly for underrepresented populations and businesses in the region.

A) Public Participation Plan (PPP): The purpose of this task is to ensure that the public is actively engaged in transportation planning with opportunities to learn and participate in an open and transparent process. This is accomplished through the development and implementation of an action plan that solicits input from the residents and businesses of the region with special efforts made to include the underrepresented and those who may be most affected by the decisions made during the processes contained within the Unified Planning Work Program. A comprehensive update of the public participation plan is not anticipated during the 2022-2023 UPWP.

Work Products:

- 1) Update of the Public Participation Plan as needed or by request of NHDOT, FHWA, and FTA
- 2) Technical Advisory Committee review and Policy Committee adoption (including public hearing)

B) Title VI Civil Rights Program: implements compliance with Title VI of the Civil Rights Act of 1964 to ensure that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation. SRPC will undertake a complete update of its Title VI Civil Rights program, last adopted in 2013. Additionally, each year the Title VI Coordinator submits a report to NHDOT's Chief of Labor Compliance. This report includes Strafford MPO's goals related to the Title VI Program, objectives for meeting those goals in the past fiscal year, whether those objectives were attained, and objectives for the next fiscal year.

Work Products:

- 1) Update of the Title VI Civil Rights Program and subsequent TAC review and Policy Committee approval
- 2) Annual Title VI Goals and Accomplishments Report

C) Environmental Justice Plan: Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. On April 15, 1997, US DOT issued its Final Order to Address Environmental Justice in Minority Populations and Low Income Populations. SRPC last updated its Environmental Justice Plan in 2010. During the FY2022-2023 UPWP, SRPC will update its Environmental Justice Plan in coordination with the Title VI Civil Rights Program.

Work Products:

- 1) Update of the Environmental Justice Plan
- 2) Technical Advisory Committee review and Policy Committee adoption (including public hearing)

Task 304: Public Outreach

Objectives: Facilitate the exchange of information between the planning commission, local governments, businesses, university and colleges, associations, and the public on topics related to transportation. Efforts that promote the goals and recommendations in the Metropolitan Transportation Plan and project

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development for the TIP are priority actions. Public outreach is critical for successful implementation of a performance-based planning approach for the region and the state. Provide a regional perspective and represent the MPO at transportation related meetings and events. Gather information pertinent to regional interests from meetings and events attended and disseminate the information to municipalities.

A) Public Involvement & Inclusionary Actions: The purpose of this task is to actively seek to expand public awareness and participation in transportation planning and plan implementation by working with local governments, businesses, universities and colleges, associations (such as Chamber of Commerce, Rotary), and nonprofit organizations. Staff will specifically seek direct input from minority, non-English speaking, and low-income residents in the metropolitan planning organization's public involvement processes, in accordance with Title VI of the Civil Rights Act of 1964 and the Environmental Justice provisions federal transportation regulations.

Work Products:

- 1) Direct outreach to underrepresented populations and organizations based on census data analysis
- 2) At least region wide 2 outreach events or activities per year to support ongoing development of transportation plans
 - a. Event materials
 - b. Summary of public input received

B) Media Activities & Website: The purpose of this task is to provide local newspapers, libraries, government centers, radio and television stations with public notices and documents. In addition, provide outreach to governments, interested parties, colleagues, collaborators through the use of website, weekly updates, email newsletters and alerts, blog, and the use of social media to provide information on legal notices and public review of documents, public hearings and meetings, emerging and new topics and a variety of transportation-related topics.

Work Products:

- 1) Post all meeting agendas to the SRPC website
- 2) Post all meeting minutes to the SRPC website within 30 days of public meetings
- 3) Legal 10-30 day public hearing notices
- 4) Hearing notices posted in Fosters and on SRPC website; public review documents posted at libraries and local government centers
- 5) At least 12 monthly newsletters with transportation articles and updates
- 6) At least 40 weekly updates with transportation articles and updates (Bits and Pieces)
- 7) Weekly transportation social media content development and maintenance (engaging with partners, sharing, liking and following trends)
- 8) Online reporting of performance measure reports and targets

C) Strafford MPO Representation and Professional Presentations: The purpose of this task is to represent the MPO perspective at meetings and conferences regarding transportation planning in New Hampshire, as well as NHDOT-sponsored local official, task force, public informational meetings held during the project scoping and design phase of projects.

Work Products:

- 1) Attendance at transportation-related meetings and events
- 2) Written comments regarding the regional perspective of local, regional, and state projects

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- 3) Presentations on general transportation planning (not tied to a specific topic) as requested

Task 305: Policy Committee

Objectives: Support the MPO Policy committee in establishing Strafford MPO's priorities and policies for the region, with due consideration of federal and state enabling legislation and rulemaking. The Committee considers and approves budget, projects, and planning documents prepared on behalf of the region by Strafford MPO staff.

A) Policy Committee: The purpose of this task is to encourage regional communities and agencies to actively participate in the Policy Committee through their appointed regional planning commissioners and agency appointees. Staff will organize monthly meetings and provide documents related to the meetings to facilitate informed discussions and decision-making by commissioners. Staff will ensure that Policy Committee members receive ongoing opportunities for discussions, presentations, speakers, outreach activities and materials to aid them in their work. Staff will provide technical assistance for outreach and education requests from Policy Committee members within their agencies and communities, such as presentations to Selectmen and Councils.

Work Products:

- 1) Approximately 10 Policy Committee agendas, minutes, documents
- 2) Agendas, approved minutes, documents posted to website
- 3) Legal notices for meetings and public hearings
- 4) Technical assistance
- 5) Speakers and presentations for meetings
- 6) Letters and reports
- 7) Annual maintenance of the committee membership list and community appointments
- 8) Annual maintenance of committee rules of procedure

Category 400: Plan Support

Purpose: This category provides for the collection, analysis, QA/QC, visualization, and maintenance of transportation planning data (including socioeconomic and transportation system data) for use in MPO transportation planning and travel demand model activities. Data will support ongoing implementation of performance-based planning and regular system performance reporting.

Task 401: Traffic Counts

Objectives: Complete NHDOT assigned traffic counts as well as supplemental count requests during each traffic count season (approximately May – October).

A) Traffic Count Data Collection, QA/QC, & Management: The purpose of this activity is to collect traffic count data annually based on a list of locations provided by NHDOT. Traffic counts will start in the spring and end in the fall of each calendar year. Counts types include volume, classification and turning movements as determined by NHDOT. Staff will prepare monthly reports and data files for NHDOT traffic bureau staff. Staff will develop and manage transportation systems data including the metropolitan planning organization’s traffic count database and GIS files.

Work Products:

- 1) Completion of traffic count locations assigned by NHDOT
- 2) Annual report to summarize traffic count data collected
- 3) Maintenance of traffic count database
- 4) Traffic counts incorporated into GIS database

B) Supplemental Traffic Counts: The purpose of this task is to collect traffic count data for local municipalities and organizations on request. Requested supplemental traffic counts support local data-driven planning efforts and project development. Completion of NHDOT assigned counts is prioritized. If a requested supplemental count is located near a NHDOT count, staff will set the supplemental count if possible to ensure efficiency.

Work Products:

- 1) Traffic count reports to municipalities
- 2) Summary reports of traffic count data collected
- 3) Maintenance of traffic count database
- 4) Traffic counts incorporated into GIS database

C) Turning Movement Counts: The purpose of this activity is to collect data on vehicular turning movements as requested by municipalities and other entities. Staff will prepare reports to accompany counts and maintain data files for future use. Requested supplemental traffic counts support local data-driven planning efforts and project development.

Work Products:

- 1) Turning movement count data
- 2) Turning movement count reports

D) Bike/Ped Count Data Collection and Management: The purpose of this activity is to collect and perform QA/QC on bicycle and pedestrian movement data to support regional bicycle and pedestrian improvement projects. During the 2022-2023 UPWP cycle, Strafford MPO staff will focus on developing and implementing strategic plan for bicycle and pedestrian data collection. This strategic plan will inform data collection efforts moving forward and contribute to project identification.

Work Products:

- 1) Development and implementation of a strategic bicycle and pedestrian data collection plan
- 2) Bicycle and pedestrian counts
- 3) Reporting on local and regional bicycle and pedestrian activity

Task 402: SADES Inventory Efforts

Objectives: Develop and maintain Statewide Asset Data Exchange System (SADES) data layers to support transportation planning activities and programs. SADES provides a common set of collection standards. This ensures that data collected throughout the state is comparable and assessed uniformly.

A) SADES Roadway Surface Management System: The purpose of this activity is to collect pavement condition data for locally-maintained roads based on the methodology developed with UNH Technology Transfer Center. Data collection will be performed during the standard field season (May – October) of each year. Staff will prepare reports and manage data files for use by municipalities, regional partners, and NHDOT staff.

Work Products:

- 1) Conduct data collection and quality analysis/quality control reviews
- 2) Attendance at meetings with municipal staff and officials
- 3) Data collection
- 4) Creation of roadway pavement GIS data layers
- 5) Roadway pavement reports and maps
- 6) Follow up with communities where inventories were previously completed to assess implementation and solicit feedback to improve future efforts

B) SADES Culvert Assessments: The purpose of this activity is to create an inventory of culverts for communities within the Strafford region as part of the SADES program. This assessment requires the use of specified methodology, assumptions, and data collection efforts. The assessment will provide valuable information to state, regional, and local partners regarding infrastructure needs and vulnerability. Data will be contributed to the established SADES culvert database and compiled and maintained by staff of the UNH Technology Transfer Center.

Work Products:

- 1) Field collection of culvert data
- 2) Culvert database development
- 3) Incorporate historic culvert data into SADES database
- 4) Quality Analysis & Quality Control review

C) SADES Regional Sidewalk Inventory: The purpose of this activity is to create an inventory of sidewalks in the Strafford region as part of the existing SADES Pedestrian Infrastructure program. This assessment

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requires the use of specified methodology, assumptions, and data collection efforts. The assessment will provide valuable information to state, regional, and local partners regarding livability, complete streets, ADA compliance, and infrastructure needs. Data collection efforts are for the purpose of creating and maintaining a GIS data layer of sidewalks. Data will be contributed to the established SADES culvert database, and compiled and maintained by staff of the UNH Technology Transfer Center.

Work Products:

- 1) Field collection of sidewalk data using SADES protocol
- 2) Sidewalk data layer development
- 3) Quality Analysis & Quality Control review

Task 403: Geographic Information Systems

Objectives: Develop and maintain Geographic Information Systems (GIS) data layers to support transportation planning activities and programs. Identify, collect, and maintain data to enhance transportation planning activities. Inventory key transportation facilities in the region for the purposes of project development and asset management, identification of gaps in network connectivity. Create inventories that are compatible with the transportation project database.

A) Standardized GIS Data Layers: The purpose of this activity is to update standardized GIS data layers for their use in analyzing transportation planning processes and projects. Once updated, these data layers will be used to create visualizations for users. Standard practice is to maintain a web-based gallery of map sets.

Work Products:

- 1) Maintenance of GIS data layers and supplemental data features, including aerial imagery, transportation networks and facilities, community infrastructure and utilities, water and natural resources, protected and conservation lands, and zoning and land use classifications.
- 2) Update standardized GIS planning maps and post downloadable PDF versions on the SRPC website and update interactive ArcOnline maps.
- 3) Obtain and incorporate data distributed by NH DOT and GRANIT
- 4) Maintain data layer of all TIP, TYP and MTP projects in the region and develop an online transportation project viewer

B) Regional Safety Analyses: The purpose of this activity is to collect, perform QA/QC, and analyze available crash data as it is released by NHDOT to assist in safety programs. Regional safety analysis will provide direct support for statewide and regional system performance management.

Work Products:

- 1) Regional crash data analysis of problem areas for potential Highway Safety Improvement Program (HSIP) projects and other safety studies.
- 2) Regional crash maps

C) Assessment of Water & Natural Resources: The purpose of this activity is to update GIS data layers essential for linking infrastructure resilience with water and natural resources protection. Water and natural resource assessments provide direct support for statewide and regional system performance management.

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Work Products:

- 1) Maintenance of natural and water resources data
- 2) Identification of natural resources and vulnerable infrastructure

D) GIS Data Organization, Development, & Quality Assurance: The purpose of this activity is to maintain a uniform organizational structure for the continued development of GIS databases and maps to support transportation planning elements. Staff will update GIS databases with relevant data from regional and state partners, update metadata, and complete routine quality analysis and control tasks.

Work Products:

- 1) Organizational protocols and documentation
- 2) Maintenance of GIS data organization system
- 3) Update of local transportation asset inventory and management tools

E) Regional Bicycle & Pedestrian Traffic Data Collection, QA/QC, & Analysis: The purpose of this activity is to collect bicycle and pedestrian movement data or acquire it from other sources, and analyze data to support regional bicycle and pedestrian improvement projects.

Work Products:

- 1) Acquisition and analysis of Strava and other bicycle and pedestrian movement data
- 2) Managed database of bicycle and pedestrian movement data
- 3) Bicycle and pedestrian movement reports and maps

F) Multimodal Transportation Infrastructure Inventories: The purpose of this activity is to allow for the collection of baseline data of multimodal transportation infrastructure needed to create GIS layers that will aid in transportation planning or that will lead to better transportation related decision making.

Work Products:

- 1) Development of methodology document for data collection and quality analysis quality control reviews
- 2) Data collection
- 3) Creation of transportation infrastructure GIS data layer
- 4) Data collection survey for annual data layer maintenance
- 5) GPS trail and other transportation data sets as requested

Task 404: Demographics & Socioeconomics

Objectives: Collect and disseminate demographic and economic information essential for transportation planning activities, including aspects of the decennial census and employment information.

A) Demographic Data: The purpose of this activity is to process demographic data that support transportation planning documents and processes. Collaborate with the Regional Comprehensive Plan, Housing Needs Assessment, and the Comprehensive Economic Development Strategy to ensure integration of transportation infrastructure with housing and land use activities and the built environment. Demographic data analysis will provide direct support for statewide and regional system performance management. The 2022-2023 UPWP period will also include work related to the 2020 decennial census.

Work Products:

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- 1) Updates to the Regional Data Snapshot – a standalone document produced in FY2021 that summarizes key data for the MTP and transportation planning programs, updates will include:
 - a. Download and analysis of annual data sets from non-Census Bureau sources
 - b. Re-run R-based ACS and Census data package scripts to update all Census Bureau data sets
 - c. Import tabular data into GIS systems
 - d. Update existing and produce new maps and data visualizations to update the Snapshot and associated ArcOnline Data Viewers
- 2) Acquisition and analysis of 2020 census data (anticipated in FY2022)
 - a. Acquisition and management of census data
 - b. Coordination with the U.S. Census Bureau, MPO and state agency partners on alignment of local and regional geographies and to provide technical assistance as new data products become available
 - c. Integration of census data into the Travel Demand Model

B) Economic Data: The purpose of this activity is to process employment data for the Seacoast Travel Demand Model for project development and corridor studies. Collaborate with the *Strafford Comprehensive Economic Development Strategy* document updates to ensure coordination of transportation & economic development infrastructure projects and planning activities. Economic data analysis will provide direct support for statewide and regional system performance management.

Work Products:

- 1) Employment data incorporated into travel demand model from various sources including the Economic and Labor Market Information Bureau and the Department of Employment Security
- 2) Coordination with *Comprehensive Economic Development Strategy* planning activities and project development

Task 405: Equipment and Supplies

Objectives: Purchase equipment required to carry out specific transportation planning tasks as part of the Unified Planning Work Program, including the retirement of older equipment. Perform administrative tasks including the annual inventory of all equipment and software purchased to carry out the transportation tasks approved as part of the Unified Planning Work Program and reporting on the status of the equipment. Perform routine maintenance tasks to ensure the longevity of UPWP equipment and seamless use of equipment. Purchase equipment required to carry out the transportation tasks approved as part of the Unified Planning Work Program, including the retirement of older equipment. Equipment identified and paid within the Unified Planning Work Program is to be used only for transportation planning activities.

A) UPWP Equipment Administration: The purpose of this activity is to inventory the commission's equipment and software used to perform transportation tasks.

Work Products:

- 1) Annual inventory of equipment used for transportation
- 2) Management of property records
- 3) Reports on the inventory

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B) Maintenance and repairs: The purpose of this activity is to perform routine maintenance and as-needed repairs to UPWP equipment to ensure the longevity of the equipment, including, but not limited to, software updates, troubleshooting issues as they arise, and consulting with IT support specialists as needed.

Work Products:

- 1) Routine maintenance of equipment
- 2) Repair of traffic count equipment and supplies
- 3) Repair of computer equipment
- 4) Repair of other UPWP equipment

C) Transportation Equipment and Software Acquisition and Disposal: The purpose of this activity is to acquire and replace equipment and software needed for transportation tasks approved as part of the UPWP. This includes computers, printers, equipment, associated supplies, and software agreements.

Work Products:

- 1) Equipment purchases: including traffic counters; bicycle and pedestrian counters; supplies, safety equipment, and protective gear.
- 2) Computer hardware and software purchases and maintenance agreements
- 3) Other hardware purchases such as GPS units, tablets, and peripherals
- 4) Purchase of INRIX expanded National Traffic Data Set and tools
- 5) Documentation of purchases and disposal:
 - a. Invoice documents for financial records
 - b. Competitive purchasing documents and processes
 - c. Documentation of disposal to White Farm or other disposals as appropriate

Task 406: Transportation Model

Objectives: Continue to streamline operations of the Seacoast Travel Demand Model to improve overall capabilities. While the model initially was for air quality analyses performed under EPA Ozone Standard, the core use now is for local forecasting applications and calculating performance measures. The model can be used to evaluate system efficiency, perform corridor analyses, project potential impacts (including air quality and congestion) from proposed transportation projects and plans, and link long-term performance trends with project development.

A) Model Updates, Enhancements & Development Coordination: The purpose of this task is to use and maintain a regional travel demand model. Efforts will be made to coordinate model updates and enhancements with MPO and NHDOT partners. Transitioning to a single state-wide model during the terms of this agreement is supported. An updated household travel survey is needed to ensure models are using accurate data and assumptions. Potential updates include, but are not limited to, creating separate networks for freight and public transit, automating multiple model runs, regional buildout analysis, and automating sub-area analysis model outputs. These updates and enhancements are meant to simplify and streamline the modeling process while also increasing the sensitivity and accuracy of the travel demand model. The travel demand model will provide direct support for statewide and regional system performance management. Model updates will be completed in coordination with a hired consultant who will provide on demand technical assistance.

Work Products:

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- 1) Updates and improvements to the model as needed
- 2) Continued research to identify a potential household travel data product
- 3) Continued coordination for statewide model development
- 4) Integration of 2020 decennial census data

B) Building & Development Growth: The purpose of this activity is to collect building permit data for new construction from all eighteen communities within the Strafford MPO on an annual basis. These data will ensure that TAZ-level data within the Seacoast model is current with regards to future household capacity as necessary for the model's Land Use Allocation Module.

Work Products:

- 1) Building Permit Data Collection
- 2) Annual Summary Report
 - a. Regional growth maps
 - b. Updated data collection and management protocol

C) Analyses & Visualization: The purpose of this activity is to complete analyses and develop visualizations to support planning of future transportation project investments. Analyses may include build-no build scenarios for TIP, TYP and MTP projects, including projects in development, as well as, scenarios to evaluate system resiliency strengths and weaknesses.

Work Products:

- 1) Transportation planning analyses and visualizations
- 2) Analyses to support performance measure calculations and target setting
- 3) Analyses to support project development and prioritization
- 4) Scenario based planning analyses

Task 407: Memberships, Subscriptions & Professional Costs

Objectives: Maintain membership with AMPO, NEARC, and other state and regional associations as a learning and information resource for transportation related topics.

A) Memberships: To support access to staff training opportunities, SRPC will continue membership in the Association of Metropolitan Planning Organizations (AMPO), which serves the MPOs responsible for carrying out the metropolitan planning process required by title 23 U.S.C. and Chapter 53 of title 49, U.S.C.⁷ The eligible portion of the dues may be billed directly to FHWA/FTA funds if similar costs are billed directly to other benefiting activities, such as Northeast ARC Users Group (NEARC), New Hampshire Planners Association (NHPA), the New Hampshire Association of Regional Planning Commissions (NHARPC), the American Planning Association (Transportation Section), National Association of Development Organizations (NADO), and the National Association of Regional Councils (NARC). These memberships support staff acquisition of knowledge and skills needed to provide transportation planning functions.

Work Products:

- 1) Maintenance of memberships following federal guidance

⁷ <https://www.fhwa.dot.gov/hep/guidance/duesmemo.cfm>

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Category 500: Technical Assistance & Support

Purpose: This category provides an opportunity for staff to work with local municipalities, transit, and intercity rail and bus providers, nonprofits, businesses, and state and federal agencies on transportation planning and the implementation of transportation projects within the region.

Task 501: Local & Regional Assistance

Objectives: Provide local assistance to municipalities, nonprofits, and organizations on transportation planning and project development. Work cooperatively with neighboring regional planning commissions and metropolitan planning organizations to promote shared transportation planning objectives. Promote and participate in intermodal transportation planning activities. Provide planning support and data collection for rail, aviation, port project development limited to ground-surface transportation. This task will help create connections between modes of transportation, improve safety, mobility, freight and passenger transport, economic development, and will help promote a strong integrated transportation system within the Strafford region.

A) General Transportation Assistance: The purpose of this activity is to respond to local requests for transportation planning assistance by municipalities, local officials, boards, committees and the public. Assistance may include: provision of traffic data and technical assistance and education to municipalities regarding best practices such as complete streets, walkability, low impact development, mobility, accessibility, safety, congestion management, connectivity, and land use impacts on travel patterns. Further it may include the review and update of existing zoning and land use regulations to incorporate transportation planning principles, strategies and standards and transportation master plan chapter update and review.

Work Products:

- 1) Provide traffic data on request
- 2) Reports and memos related to local assistance as requested/required
- 3) Attendance at meetings
- 4) Technical assistance with development of regulations and ordinances on limited basis per request
- 5) Development of transportation chapters of local Master Plans as requested

B) Development Impact Review: includes attendance at NH DOT scoping meetings; review and comment on local site plan and subdivision applications for access management, safety and traffic impacts as requested; review of local traffic impact studies; and review of declared Developments of Regional Impact:

Work Products:

- 1) Review of Developments of Regional Impact (DRI) upon request
- 2) Comments on local Traffic Impact Studies and development proposals as requested
- 3) Technical assistance with other projects, applications, reviews per request
- 4) Attendance at NHDOT, local and regional meetings
- 5) Research and recommendations as required to support the above work

C) Coordination with Other MPOs and RPCs: The purpose of this sub task is to support interstate and

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interagency coordination to identify needs, improvements, and strategies to achieve intermodal transportation services and infrastructure for passenger and freight movement. Generally, this activity includes: coordinate with other MPOs for planning related activities such as performance based planning and target setting, port and rail enhancements, and transit and intercity bus services and facilities. Coordinate with neighboring MPOs to ensure planning documents and efforts represent shared UZAs and MPAs.

Continued Partnering for Performance NH workgroup efforts include the establishment of processes and procedures necessary for data collection, the allowance of data collection and analysis to complete this task, the development of measures as deemed necessary by the MPO and the Workgroup, the convening of the Workgroup each year to update and discuss federal and supplemental measures, and the establishment of targets.

RPC Executive Director Meetings provide a monthly forum for RPC executive directors, NH DOT and other State and Federal agencies to discuss transportation planning and other related issues.

Work Products:

- 1) Collaborative events with other MPOs and RPCs on interregional planning efforts
- 2) Continued Partnering for Performance NH workgroup meetings and associated work efforts
- 3) Attendance at RPC executive directors meetings

D) Scenic Byways Planning and Technical Assistance: The purpose of this activity is to support the development and promotion of regional scenic byways. Staff provide technical assistance to scenic byway committees of municipal representatives to develop and approve scenic byway Corridor Management Plans for the Branch River Valley Scenic Byway (Wakefield and Milton) and the Mills Scenic Byway (Rollinsford, Madbury, Durham, and Newmarket). Continuing efforts will focus on marketing and expansion of byways, and integrating byway development with regional economic and tourism development entities and efforts.

Work Products:

- 1) Technical assistance with byway expansion
- 2) Updates to byway Corridor Management Plans as needed
- 3) Development of tools such as GIS-base Story Maps and on-road signage for byway routes

E) Land Use and Economic Development: Implement appropriate transportation recommendations identified in *Local Solutions for the Strafford Region* (regional master plan), *Strafford Comprehensive Economic Development Strategy*, and other state and regional plans and reports prepared by non-profits and academic institutions. Additionally, SRPC monitors project development to ensure there is no disproportionate impact on any minority or low-income population.

Work Products:

- 1) Transportation technical assistance for the Strafford Regional Economic Development District.
- 2) Content updates to regional land use and economic development efforts relative to regional transportation linkages.
- 3) Integrate demographic and socioeconomic data developed for transportation planning initiatives into other regional land use and economic development efforts.
- 4) Reports, fact sheets, and presentations identifying transportation linkages.

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F) Parking Studies and Analysis: The purpose of this activity is to support municipal parking policies. Staff will provide technical assistance to assess adequacy of existing parking supply, particularly in community centers and downtowns, in order to update parking regulations. Activities will include assessment, alteration, or elimination of minimum parking requirements or implementation of parking maximums for sites supported by public parking or alternative modes. Other activities may include revisions to parking lot layout or design to accommodate best-practices for stormwater treatment, landscaping, or snow removal.

Work Products:

- 1) Planning assistance to municipalities
- 2) Data collection and analysis
- 3) Research and reports
- 4) Technical assistance with development of regulations and ordinances on limited basis per request

G) Passenger and Freight Rail Planning: The purpose of this activity is to support passenger and freight rail planning activities including support for reestablishing and upgrading rail systems that pass through the Strafford region, researching rail funding opportunities, meeting rail objectives outlined in the *Strafford Comprehensive Economic Development Strategy*. Other activities may include planning for the integration of rail with other modes of transportation, establishing connections between rail and other modes of transportation, collecting rail data for the Strafford region, and promoting projects that raise bridges over rail lines to double stack height.

Work Products:

- 1) Planning assistance to nonprofit organizations, municipalities, and state agencies
- 2) Data collection and analysis, research and reports as requested
- 3) Grant Research and plan development as requested

H) Aviation and Port Planning: This activity is limited to efforts that link Pease International Airport, Skyhaven Airport, the Port of New Hampshire and the Portsmouth Naval Shipyard (PNSY) to surface transportation system enhancements. Generally, efforts may include enhancing connectivity and ground access from surface modes of transportation to airport and port facilities to promote efficient movement of freight and passengers (e.g. COAST Clipper Connection). Planning activities should enhance the economic competitiveness of the region by maximizing the use of the existing airport at the Pease Tradeport and Skyhaven Airport (adjacent to the Granite State Business Park) as well as insisting port infrastructure on the Piscataqua River and at PNSY.

Portsmouth Naval Shipyard Joint Land Use Study (JLUS) effort, led by the Town of Kittery, Maine, and working in collaboration with the Shipyard, and Southern Maine Planning and Development Commission, transition from a planning to implementation phase during the fall of 2020. Project implementation will continue through FY2022. As the Shipyard's commute shed extends throughout the SMPO region, SRPC staff are part of the project's Implementation Committee, an advisory and coordination role. Efforts during this phase will center around assessments of priority opportunity areas to mitigate traffic congestion including: transit feasibility, multi-modal hub feasibility, housing affordability analysis, and establishment of a joint communications plan. The Implementation Committee members assist the project team to establish and develop connections to support each of these areas through provision of data, information or making connections to other entities that may similarly assist with meeting long-term goals and needs.

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Work Products:

- 1) Planning assistance to and collaboration with nonprofit organizations, municipalities, neighboring MPOs and state agencies related to ground access and egress, intermodal transfer, and alternatives to address congestion and safety of ground access
- 2) Data collection and analysis regarding connectivity with other surface transportation
- 3) Research and reports related to connections with surface modes of transportation
- 4) Attend PNSY JLUS Implementation Committee meetings and assist with the provision of data, information and connections as applicable and requested

Task 502: State & Federal Assistance

Objectives: Provide technical assistance for projects and plans, and participate on committees and workgroups at the request or in partnership with state or federal agencies.

A) State & Federal Assistance: The purpose of this activity is to advance regional priorities by aiding and supporting requests by state or federal agencies for technical assistance on projects, plans, and participation on transportation related committees. This includes project development, implementation and monitoring; corridor studies; performance-based planning. Other activities may include participation in NHDOT sponsored public advisory committee meetings for projects as necessary; statewide advisory committees such as the Highway Safety Improvement Program (HSIP) and others as requested by NHDOT or as a designated MPO/RPC representative. SRPC staff currently services as a member of the HSIP committee. Additionally, efforts may include activities as required when designated as a participating agency or interested party as part of the NEPA review process for transportation projects.

Work Products:

- 1) Provision of transportation data, reviews of plans, technical information, and verbal input to statewide committees or to support state plans
- 2) Attendance at meetings
- 3) Collection of Highway Performance Monitoring System HPMS data
- 4) Formal comments submitted by the MPO as part of the NEPA review process or other transportation planning effort

Task 503: LPA Program Support

Objectives: Assist communities, agencies, and other groups with application preparation, presentation, management of projects, and guidance on LPA implementation.

A) Congestion Mitigation and Air Quality (CMAQ): The purpose of this activity is to assist and support communities and agencies with the CMAQ application process. Staff will oversee the scoring process for all proposed regional applications for CMAQ grant rounds. In addition, staff will participate on the NH CMAQ advisory committee.

Work Products:

- 1) Assistance to communities in the CMAQ Process
- 2) Oversight of scoring process for regional applications and attendance at meetings
- 3) Attendance at NH CMAQ Advisory Committee meetings
- 4) Assistance with Air Quality Analysis for CMAQ projects

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B) Highway Safety Improvement Program (HSIP): The purpose of this activity is to continue the collaboration with NHDOT ensuring that the Highway Safety Improvement Program benefits the communities, residents and business in the region.

Work Products:

- 1) Develop Local Road Safety Plans: one rural and one urban community per year (4 total)
- 2) Development of Road Safety Audit applications
- 3) Coordination with NHDOT
- 4) Participation in NHDOT Highway Safety audits and meetings in the region
- 5) Provision of regional highway safety data when requested

C) Transportation Alternatives Program (TAP): The purpose of this activity is to assist and support communities and agencies with the TAP application process. Staff will oversee the scoring process for all proposed regional applications for TAP grant rounds. Assistance with project implementation to communities that are awarded TAP funding.

Work Products:

- 1) Assistance to communities with the TAP grant process
- 2) Oversight of scoring process for regional applications and attendance at meetings
- 3) Assistance with project implementation

Task 504: Special Projects

Objectives: Develop contracts with communities and agencies in the region to establish a scope of work, budget and work products for projects and programs that require sustained and/or substantial effort of metropolitan planning organization staff time and resources.

A) Special Projects: The purpose of this activity is to develop contracts with communities and agencies within the region that would be approved by NHDOT. This task is primarily intended to address projects and programs from Tasks 501 and 503 in which the metropolitan planning organization's role expands beyond limited support and assistance, or in which the metropolitan planning organization's efforts clearly exceed the intent of the original task.

Work Products:

- 1) Local and regional projects funded through the UPWP under contractual agreement approved by NHDOT.

Task 505: Regional Coordinating Council

Objectives: Promote development and implementation of community transportation in the Strafford MPO area by participating with the Alliance for Community Transportation, Strafford's Regional Coordination Council, in conformity with federal and state regulations.

A) Coordinated Plan Activities: The purpose of this activity is to assist with updates to the Coordinated Human Services Transportation Plan as needed, providing a platform within the Coordinated Human Services Transportation Plan to ensure that local transit agencies and non-profit organizations are able to apply for Federal Transit Administration grants. Prepare letters of support for agencies applying for funding.

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Work Products:

- 1) Coordination with regional health and human service providers and agencies through the Alliance for Community Transportation
- 2) Support Letters for regional health and human service providers and agencies applying for FTA grants
- 3) Attendance at necessary Statewide Coordination Council meetings

B) Planning Assistance to the Alliance for Community Transportation (ACT): The purpose of this activity is to provide technical assistance and support to the Alliance for Community Transportation and attend monthly meetings for membership. The Executive Director or staff will continue to provide support and attend meetings for the Alliance for Community Transportation's Executive Committee.

Work Products:

- 1) Approximately 6 meetings per year - attendance at member meetings
- 2) Approximately 12 meetings per year -attendance at ACT Executive Committee meetings
- 3) Provide support and information to ACT about funding opportunities, management, data, mapping, etc.

Task 506: Transit Agency Support

Objectives: Provide technical assistance, facilitation and coordination services, and planning advice to regional transit providers.

A) Planning Assistance to Regional Transit Providers: The purpose of this activity is to provide technical assistance and support to COAST, Wildcat Transit, and other transit providers operating in the Strafford Region. This activity includes creating maps for agencies, assistance with Google Transit Feeds, providing guidance about funding opportunities, and attendance at monthly COAST meetings. Staff members currently serve on both the COAST Board and Finance Committee.

Work Products:

- 1) Technical assistance, maps, data, and professional advice
- 2) Participation in monthly COAST Board and Finance Committee meetings
- 3) Provision of assistance and information about funding opportunities
- 4) Facilitation of meetings, as needed

B) Transit Data Collection, Analysis, and Mapping: The purpose of this activity is to coordinate an intermodal public transportation survey of COAST, Wildcat Transit, C&J Buslines, and the Down Easter, depending upon interest by providers.

Work Products:

- 1) Survey Instrument development and implementation
- 2) Final Statistics of Intermodal Survey
- 3) Transit facilities and route inventory and mapping

Task 507: Travel Demand Management (TDM)

Objectives: Promote and support the development of programs focused on affecting the intensity,

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timing, and spatial distribution of single-occupancy vehicle (SOV) travel and sound Travel Demand Management (TDM) measures. Such programs may focus on a range of alternatives to SOV travel, including walking, biking, public transit, carpooling, and telecommuting.

A) Regional Transportation Management Association Support: the purpose of this activity is to support planning activities of the CommuteSmart Seacoast program. This includes participation in “commuter challenges” that encourage large and small employers to promote alternatives to non-SOV use.

Work Products:

- 1) Development and coordination of CommuteSmart Seacoast events with Rockingham Planning Commission staff
- 2) Development of outreach methods and materials
- 3) Initiatives to increase employer participation in TDM projects and programs

B) Statewide TDM support: SRPC will participate with partner RPCs and agencies as part of the CommuteSmart NH program. This includes meeting attendance and event coordination, work to improve the use and recognition of NH Rideshare software, and statewide coordination of TDM activities.

Work Products:

- 1) Coordination and promotion of statewide TDM-related events
- 2) Development of outreach methods and materials
- 3) Initiatives to increase employer participation in TDM projects and programs
- 4) Participate in future cost sharing arrangements associated with a statewide trip planner, logger, and challenge software platform that manages and promotes commuter transportation options (FY 2023)

Category 600: Other Transportation Planning Activities

Purpose: In addition to the MPO transportation planning work, Strafford Regional Planning Commission is often engaged with partner agencies on several other planning efforts that are not directly funded through the metropolitan planning process. Some of these are transportation planning focused, while others may concentrate on land use or environmental planning. Most are multi-disciplinary in nature and incorporate consideration of the transportation system of the area as part of the discussion, issues of concern, or recommendations. This section of the UPWP identifies those projects and programs.

Task 602: Federal Transit Administration (FTA) 5305(e) Planning Grant

COAST Transit Access Study and Coordinated Plan Update

Application Pending

Other Federally Funded Planning Studies

As indicated in the introduction of this Unified Planning Work Program, the “unified” aspect of the document is intended to encompass all metropolitan planning organization transportation planning activities that are foreseen in the region, regardless of funding source or implementing agency. While we cannot be certain that we are aware of all transportation planning activities that will take place in the program period, we do identify all those that we are aware of in which the metropolitan planning organization has a stakeholder or participant role. Transportation planning activities funded with grants not included in the Strafford Metropolitan Planning Organization’s 2022-2023 Unified Planning Work Program are summarized below.

FTA 5307 – Urbanized Area Formula Grant Program

COAST General & Comprehensive Transit Planning (FTA 5307): COAST will undertake the following activities using FTA Section 5307 funds, and may utilize both COAST staff resources and/or outside consulting assistance:

- Provide assistance with planning and mobility management to the Alliance for Community Transportation, the Regional Coordinating Council for the Greater Seacoast region
- Participate in updates as needed to the Coordinated Public Transit-Human Services Transportation Plan for the region
- Prepare study of the economic impacts of COAST transit service in the region
- Prepare route analysis (as needed)
- Continue ongoing general and comprehensive transit planning
- Conduct biennial system review

FTA 5307 (80/20)	FY2020	FY2021
Federal Funding	\$86,020	\$88,213
COAST Matching Funding	\$21,505	\$22,053
Total	\$107,525	\$110,226

Program Timeline

Program Timeline				FY 2022				FY 2023				
				Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	
Category	Task	Name	Activities									
208	Metropolitan Transportation Plan (MTP)	A1. Ongoing Project Development		Ongoing	Ongoing	Ongoing	Ongoing	Develop	Finalize	Adopt	-	
			A2. Outreach to Stakeholders	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
			A3. Update MTP	As Needed	As Needed	As Needed	Write	Write	Finalize	Adopt	-	
			B. System Performance Reports	Prepare	Adopt	Adopt	-	-	Prepare	Adopt	-	
			C. Transportation and EJ	Ongoing	Ongoing	Ongoing	Write	Write	Finalize	Adopt	-	
		D. Freight Planning	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed		
209	Transportation Air Quality Conformity	A. Transportation Air Quality Conformity	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed		
210	Statewide Long-Range Transportation Plan	A. Statewide Long-Range Transportation Plan	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed		
211	Bicycle and Pedestrian Planning	A1. Develop a Bicycle Pedestrian Plan	Plan	Plan	Develop	Develop	Write	Finalize	Adopt	-		
			A2. Seacoast Bike/Walk to Work day	-	-	Prepare	Finalize	-	-	Prepare	Finalize	
			A3. Develop and prioritize bicycle and pedestrian projects	Ongoing	Ongoing	Ongoing	Ongoing	Develop	Finalize	Adopt	-	
			A4. Committee meetings	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	
			A5. Technical assistance to communities	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	
		B. Walkability and Public Health Planning Assistance	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing		
		C. Multi-Use & Recreational Trails Planning Assistance	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing		
300	301	Technical Advisory Committee	A. Technical Advisory Committee	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	
	302	Committee Meetings	A. Committee Meetings	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	
	303	Public Participation Plan	A. Public Participation Plan	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	
B. Title VI Civil Rights Program			Prepare	Develop	Write	Adopt	As Needed	As Needed	As Needed	As Needed		
C. Environmental Justice Plan			Prepare	Develop	Write	Adopt	As Needed	As Needed	As Needed	As Needed		
304	Public Outreach	A. Public Involvement & Inclusionary Actions	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing		
		B. Media Activities & Website	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing		
		C. MPO Representation and Presentations	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed		
305	Policy Committee	A. Policy Committee	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly	Monthly		
400	401	Traffic Counts	A. NHDOT Traffic Counts	Field	Finalize	Prepare	Field	Field	Finalize	Prepare	Field	
			B. Supplemental Traffic Counts	Field	Finalize	Prepare	Field	Field	Finalize	Prepare	Field	
			C. Turning Movement Counts	Field	Finalize	Prepare	Field	Field	Finalize	Prepare	Field	
			D. Bike/Ped Counts	Field	Finalize	Prepare	Field	Field	Finalize	Prepare	Field	
			402	SADES Inventory Efforts	A. Roadway Surface Management System	Field	Finalize	Prepare	Field	Field	Finalize	Prepare
B. Culvert Assessments	Field	Finalize			Prepare	Field	Field	Finalize	Prepare	Field		
C. Regional Sidewalk Inventory	Field	Finalize			Prepare	Field	Field	Finalize	Prepare	Field		

FY 2022 Deliverable Due Dates

Category	Task	Name	Activities	Due Date
100	102	Program Administration	B2. Annual Reports (FY20-21 Close Out)	September 30, 2021
200	201	Ten-Year Plan (TYP)	A. GACIT & Legislative Process	GACIT Hearings Fall 2021
	205	Transportation Improvement Program	A. Annual Listing of Obligated Projects	December 31, 2021
	208	Metropolitan Transportation Plan (MTP)	B. System Performance Reports	HSIP Feb 2022 and 2023; Infrastructure Condition (PM2) and Travel Time Reliability (PM3) Oct 2022
300	303	Public Participation Plan	B. Title VI Civil Rights Program	Adopt June 2022
			C. Environmental Justice Plan	Adopt June 2022
400	403	Geographic Information Systems	B. Regional Safety Analyses	tied to MTP adoption
	405	Equipment and Supplies	C4. INRIX Data and Tools	purchase in June 2022
	406	Transportation Model	B2. Building Permit Report	CY2020 Report by Dec 31, 2021
500	503	LPA Program Support	A. CMAQ	Applications typ due prior to GACIT Hrgs
			B. HSIP	RSA Applications due Dec 1, 2021
			C. TAP	Applications typ due prior to GACIT Hrgs

FY 2023 Deliverable Due Dates

Category	Task	Name	Activities	Due Date
100	102	Program Administration	A1. Develop FY24-25 UPWP	April 2023
			B2. Annual Reports (FY22-23 Mid-Term)	Summer 2022
			D2. FHWA/FTA Certification Review	Anticipated Fall 2022
200	201	Ten-Year Plan (TYP)	B1. 10-Year Plan Project Development & Prioritization	April 2023
			B2. Adopt Project Priorities	Submit to DOT April 1, 2023
	202	Planning and Environmental Linkages	A1. Climate Assessment	Adopt w/ MTP and 23-26 TIP Mar 2023
	205	Transportation Improvement Program	A. Annual Listing of Obligated Projects	December 31, 2022
			C. 2023-2026 TIP Development	April 2023
	206	Congestion Management Process	A. Congestion Management Data Analysis	Adopt w/ MTP and 23-26 TIP Mar 2023
	208	Metropolitan Transportation Plan (MTP)	A1. Ongoing Project Development	Adopt w/ MTP and 23-26 TIP Mar 2023
			A3. Update MTP	Adopt w/ 23-26 TIP Mar 2023
			B. System Performance Reports	HSIP Feb 2023; Syst Perf Rept w/ MTP
			C. Transportation and EJ	Adopt w/ MTP and 23-26 TIP Mar 2023
	211	Bicycle and Pedestrian Planning	A1. Develop a Bicycle Pedestrian Plan	Adopt w/ MTP and 23-26 TIP Mar 2023
			A3. Develop and prioritize bicycle and pedestrian projects	Adopt w/ MTP and 23-26 TIP Mar 2023
400	403	Geographic Information Systems	B. Regional Safety Analyses	tied to MTP adoption
	405	Equipment and Supplies	C4. INRIX Data and Tools	purchase in June 2023
	406	Transportation Model	B2. Building Permit Report	CY2021 Report by Dec 31, 2022
			C. Analyses & Visualization	Adopt w/ MTP and 23-26 TIP Mar 2023
500	503	LPA Program Support	B. HSIP	RSA Applications due Dec 1, 2022

2022-2023 UPWP Budget

Fiscal Year 2022

Task	Federal (80%) + Toll Credits (10%)	SRPC Match (10%)	Total Cost
100 - Administration and Training	\$54,517.50	\$6,057.50	\$60,575.00
200 - Policy and Planning	\$111,793.50	\$12,421.50	\$124,215.00
300 - Public Involvement and Coordination	\$57,906.00	\$6,434.00	\$64,340.00
400 - Plan Support	\$173,227.50	\$19,247.50	\$192,475.00
500 - Technical Assistance and Support	\$76,437.00	\$8,493.00	\$84,930.00
Subtotal 100 – 500	\$473,881.50	\$52,653.50	\$526,535.00
600 - FTA 5305 (e) Planning Grant	\$17,864.10	\$1,984.90	\$19,849.00
Fiscal Year 2022 Totals	\$491,745.60	\$54,638.40	\$546,384.00

Fiscal Year 2023

Task	Federal (80%) + Toll Credits (10%)	SRPC Match (10%)	Total Cost
100 - Administration and Training	\$65,488.50	\$7,276.50	\$72,765.00
200 - Policy and Planning	\$119,677.50	\$13,297.50	\$132,975.00
300 - Public Involvement and Coordination	\$44,694.00	\$4,966.00	\$49,660.00
400 - Plan Support	\$172,246.50	\$19,138.50	\$191,385.00
500 - Technical Assistance and Support	\$78,804.00	\$8,756.00	\$87,560.00
Subtotal 100 – 500	\$480,910.50	\$53,434.50	\$534,345.00
600 - FTA 5305 (e) Planning Grant	\$15,452.10	\$1,716.90	\$17,169.00
Fiscal Year 2023 Totals	\$496,362.60	\$55,151.40	\$551,514.00

Contract Total - Fiscal Years 2022 and 2023

Task	Federal (80%) + Toll Credits (10%)	SRPC Match (10%)	Total Cost
100 - Administration and Training	\$120,006.00	\$13,334.00	\$133,340.00
200 - Policy and Planning	\$231,471.00	\$25,719.00	\$257,190.00
300 - Public Involvement and Coordination	\$102,600.00	\$11,400.00	\$114,000.00
400 - Plan Support	\$345,474.00	\$38,386.00	\$383,860.00
500 - Technical Assistance and Support	\$155,241.00	\$17,249.00	\$172,490.00
Subtotal 100 – 500	\$954,792.00	\$106,088.00	\$1,060,880.00
600 - FTA 5305 (e) Planning Grant	\$33,316.20	\$3,701.80	\$37,018.00
Contract Total	\$988,108.20	\$109,789.80	\$1,097,898.00

Fiscal Year 2022 Detailed Budget

Category	Task	Task Name	Total Hours	Personnel Costs	Direct Expenses	Total Cost
100	101	Invoices and Accounting	24	\$2,470	\$780	\$3,250
	102	Program Administration	485	\$39,750	\$435	\$40,185
	103	Training	260	\$16,140	\$1,000	\$17,140
	104	Indirect Cost Rate	0	\$0	\$0	\$0
100 Total			769	\$58,360	\$2,215	\$60,575
200	201	Ten-Year Plan (TYP)	94	\$6,400	\$150	\$6,550
	202	Planning and Environmental Linkages	424	\$26,110	\$45	\$26,155
	203	Transportation Planners Collaborative	12	\$770	\$45	\$815
	204	Interagency Consultation	18	\$1,160	\$0	\$1,160
	205	Transportation Improvement Program	194	\$11,680	\$1,090	\$12,770
	206	Congestion Management Process	76	\$4,180	\$0	\$4,180
	207	Intelligent Transportation System	6	\$350	\$0	\$350
	208	Metropolitan Transportation Plan (MTP)	478	\$29,340	\$10,045	\$39,385
	209	Transportation Air Quality Conformity	8	\$470	\$0	\$470
	210	Statewide Long-Range Transportation Plan	8	\$510	\$45	\$555
	211	Bicycle and Pedestrian Planning	546	\$31,770	\$55	\$31,825
200 Total			1,864	\$112,740	\$11,475	\$124,215
300	301	Technical Advisory Committee	180	\$11,350	\$0	\$11,350
	302	Committee Meetings	8	\$680	\$0	\$680
	303	Public Participation Plan	396	\$24,240	\$0	\$24,240
	304	Public Outreach	251	\$16,100	\$0	\$16,100
	305	Policy Committee	186	\$11,970	\$0	\$11,970
300 Total			1,021	\$64,340	\$0	\$64,340
400	401	Traffic Counts	1,170	\$51,400	\$150	\$51,550
	402	SADES Inventory Efforts	230	\$9,100	\$50	\$9,150
	403	Geographic Information Systems	1,134	\$63,920	\$0	\$63,920
	404	Demographics & Socioeconomics	552	\$32,330	\$0	\$32,330
	405	Equipment and Supplies	52	\$2,790	\$14,175	\$16,965
	406	Transportation Model	244	\$13,560	\$5,000	\$18,560
	407	Memberships, Subscriptions	0	\$0	\$0	\$0
400 Total			3,382	\$173,100	\$19,375	\$192,475
500	501	Local & Regional Assistance	640	\$41,010	\$50	\$41,060
	502	State & Federal Assistance	75	\$4,830	\$50	\$4,880
	503	LPA Program Support	120	\$7,680	\$5,050	\$12,730
	504	Special Projects	0	\$0	\$0	\$0
	505	Regional Coordinating Council	58	\$3,840	\$50	\$3,890
	506	Transit Agency Support	106	\$7,410	\$50	\$7,460
	507	Travel Demand Management	240	\$14,860	\$50	\$14,910
500 Total			1,239	\$79,630	\$5,300	\$84,930
600	602	FTA 5305e Grant Placeholder	323	\$19,715	\$134	\$19,849
600 Total			323	\$19,715	\$134	\$19,849
Total			8,598	\$507,885	\$38,499	\$546,384
		Subtotal Categories 100-500	8,275	\$488,170	\$38,499	\$526,535

Fiscal Year 2023 Detailed Budget

Category	Task	Task Name	Total Hours	Personnel Costs	Direct Expenses	Total Cost
100	101	Invoices and Accounting	24	\$2,520	\$780	\$3,300
	102	Program Administration	576	\$47,570	\$435	\$48,005
	103	Training	260	\$16,460	\$5,000	\$21,460
	104	Indirect Cost Rate	0	\$0	\$0	\$0
100 Total			860	\$66,550	\$6,215	\$72,765
200	201	Ten-Year Plan (TYP)	188	\$12,180	\$7,000	\$19,180
	202	Planning and Environmental Linkages	424	\$26,640	\$45	\$26,685
	203	Transportation Planners Collaborative	12	\$790	\$45	\$835
	204	Interagency Consultation	18	\$1,180	\$0	\$1,180
	205	Transportation Improvement Program	215	\$13,500	\$1,090	\$14,590
	206	Congestion Management Process	68	\$3,700	\$0	\$3,700
	207	Intelligent Transportation System	6	\$350	\$0	\$350
	208	Metropolitan Transportation Plan (MTP)	554	\$35,370	\$5,045	\$40,415
	209	Transportation Air Quality Conformity	8	\$480	\$0	\$480
	210	Statewide Long-Range Transportation Plan	8	\$520	\$45	\$565
	211	Bicycle and Pedestrian Planning	424	\$24,950	\$45	\$24,995
200 Total			1,925	\$119,660	\$13,315	\$132,975
300	301	Technical Advisory Committee	180	\$11,580	\$0	\$11,580
	302	Committee Meetings	8	\$690	\$0	\$690
	303	Public Participation Plan	136	\$8,770	\$0	\$8,770
	304	Public Outreach	251	\$16,410	\$0	\$16,410
	305	Policy Committee	186	\$12,210	\$0	\$12,210
300 Total			761	\$49,660	\$0	\$49,660
400	401	Traffic Counts	1,204	\$53,290	\$150	\$53,440
	402	SADES Inventory Efforts	220	\$8,850	\$50	\$8,900
	403	Geographic Information Systems	1,134	\$65,180	\$0	\$65,180
	404	Demographics & Socioeconomics	552	\$32,980	\$0	\$32,980
	405	Equipment and Supplies	52	\$2,860	\$14,175	\$17,035
	406	Transportation Model	244	\$13,850	\$0	\$13,850
	407	Memberships, Subscriptions	0	\$0	\$0	\$0
400 Total			3,406	\$177,010	\$14,375	\$191,385
500	501	Local & Regional Assistance	616	\$39,580	\$2,100	\$41,680
	502	State & Federal Assistance	75	\$4,920	\$100	\$5,020
	503	LPA Program Support	120	\$7,830	\$1,100	\$8,930
	504	Special Projects	0	\$0	\$0	\$0
	505	Regional Coordinating Council	58	\$3,920	\$100	\$4,020
	506	Transit Agency Support	106	\$7,550	\$100	\$7,650
	507	Travel Demand Management	240	\$15,160	\$5,100	\$20,260
500 Total			1,215	\$78,960	\$8,600	\$87,560
600	602	FTA 5305e Grant Placeholder	267	\$16,935	\$234	\$17,169
600 Total			267	\$16,935	\$234	\$17,169
Total			8,434	\$508,775	\$42,739	\$551,514
Subtotal Categories 100-500			8,167	\$491,840	\$42,505	\$534,345

Proposed FY2022-2023 2-Year Budget Totals

Category	Task	Task Name	Total Hours	Personnel Costs	Direct Expenses	Total Cost
100	101	Invoices and Accounting	48	\$4,990	\$1,560	\$6,550
	102	Program Administration	1,061	\$87,320	\$870	\$88,190
	103	Training	520	\$32,600	\$6,000	\$38,600
	104	Indirect Cost Rate	0	\$0	\$0	\$0
100 Total			1,629	\$124,910	\$8,430	\$133,340
200	201	Ten-Year Plan (TYP)	282	\$18,580	\$7,150	\$25,730
	202	Planning and Environmental Linkages	848	\$52,750	\$90	\$52,840
	203	Transportation Planners Collaborative	24	\$1,560	\$90	\$1,650
	204	Interagency Consultation	36	\$2,340	\$0	\$2,340
	205	Transportation Improvement Program	409	\$25,180	\$2,180	\$27,360
	206	Congestion Management Process	144	\$7,880	\$0	\$7,880
	207	Intelligent Transportation System	12	\$700	\$0	\$700
	208	Metropolitan Transportation Plan (MTP)	1,032	\$64,710	\$15,090	\$79,800
	209	Transportation Air Quality Conformity	16	\$950	\$0	\$950
	210	Statewide Long-Range Transportation Plan	16	\$1,030	\$90	\$1,120
	211	Bicycle and Pedestrian Planning	970	\$56,720	\$100	\$56,820
200 Total			3,789	\$232,400	\$24,790	\$257,190
300	301	Technical Advisory Committee	360	\$22,930	\$0	\$22,930
	302	Committee Meetings	16	\$1,370	\$0	\$1,370
	303	Public Participation Plan	532	\$33,010	\$0	\$33,010
	304	Public Outreach	502	\$32,510	\$0	\$32,510
	305	Policy Committee	372	\$24,180	\$0	\$24,180
300 Total			1,782	\$114,000	\$0	\$114,000
400	401	Traffic Counts	2,374	\$104,690	\$300	\$104,990
	402	SADES Inventory Efforts	450	\$17,950	\$100	\$18,050
	403	Geographic Information Systems	2,268	\$129,100	\$0	\$129,100
	404	Demographics & Socioeconomics	1,104	\$65,310	\$0	\$65,310
	405	Equipment and Supplies	104	\$5,650	\$28,350	\$34,000
	406	Transportation Model	488	\$27,410	\$5,000	\$32,410
	407	Memberships, Subscriptions	0	\$0	\$0	\$0
400 Total			6,788	\$350,110	\$33,750	\$383,860
500	501	Local & Regional Assistance	1,256	\$80,590	\$2,150	\$82,740
	502	State & Federal Assistance	150	\$9,750	\$150	\$9,900
	503	LPA Program Support	240	\$15,510	\$6,150	\$21,660
	504	Special Projects	0	\$0	\$0	\$0
	505	Regional Coordinating Council	116	\$7,760	\$150	\$7,910
	506	Transit Agency Support	212	\$14,960	\$150	\$15,110
	507	Travel Demand Management	480	\$30,020	\$5,150	\$35,170
500 Total			2,454	\$158,590	\$13,900	\$172,490
600	602	FTA 5305e Grant Placeholder	590	\$36,650	\$368	\$37,018
600 Total			590	\$36,650	\$368	\$37,018
Total			17,032	\$1,016,660	\$81,238	\$1,097,898
		Subtotal Categories 100-500	16,442	\$980,010	\$80,870	\$1,060,880

STRAFFORD METROPOLITAN
PLANNING ORGANIZATION:

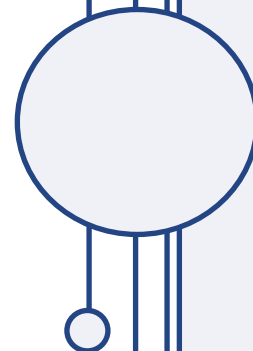


2021–2024

TRANSPORTATION IMPROVEMENT
PROGRAM

DRAFT

DRAFT FOR PUBLIC REVIEW AND COMMENT



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1. INTRODUCTION

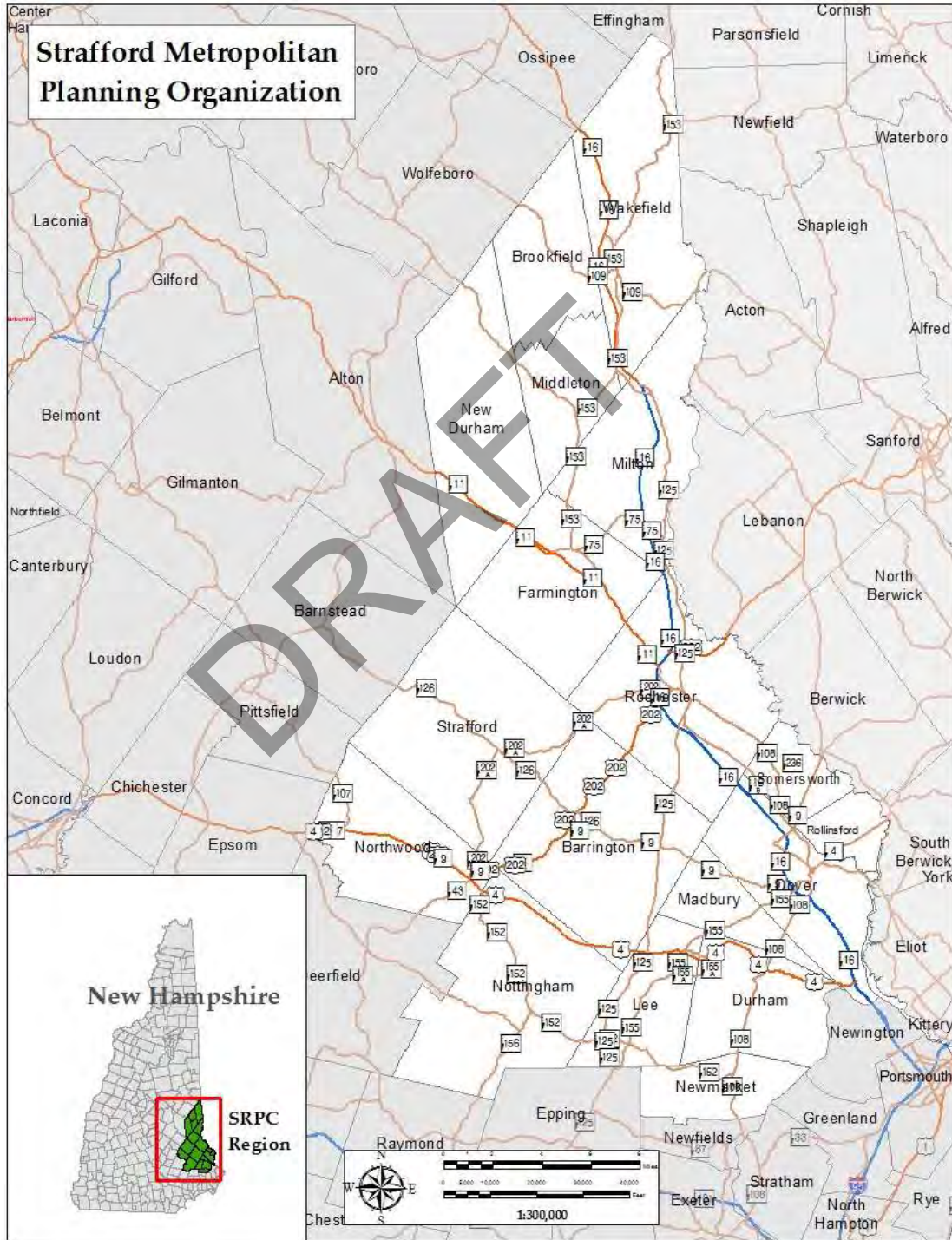
The *Transportation Improvement Program* (TIP) is a multi-year work program of regional transportation improvement projects scheduled for implementation along state-owned highways and roads in the Strafford Metropolitan Planning Organization (Strafford MPO) region. The TIP comprises the planned transportation projects expected to be implemented over a four-year period (in the case of the current TIP, Federal Fiscal Years 2021, 2022, 2023, and 2024). The TIP is prepared by Strafford MPO in accordance with federal metropolitan planning regulations, found at 23 CFR §450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation. Federal, statewide, and metropolitan planning factors from the 2015 surface transportation reauthorization legislation, Fixing America's Surface Transportation Act (FAST Act), are presented in the appendices, as is the Strafford MPO self-certification process.

Strafford MPO is the designated MPO for the Dover–Rochester, NH–ME urbanized area. The metropolitan area is shown in Figure 1. Any transportation improvement project in the Strafford region that will be paid for with federal funding under Title 23 (public highways) or Title 49 (public transit) must be included in Strafford MPO's TIP. Projects listed in the TIP must be consistent with a metropolitan planning organization's transportation plan, and the TIP itself must conform to the air pollutant thresholds established by New Hampshire's *State Implementation Plan* (SIP) for air quality attainment. Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the transportation plan.

Strafford MPO's TIP development process has adapted to multiple iterations of federal transportation authorizing legislation—most recently the FAST Act. These surface transportation laws place strong emphasis on the concurrent development of Metropolitan Transportation Plans (long-range plans looking out at least 20-years) and four-year Transportation Improvement Programs. This is to ensure that both plans:

- Reflect locally established project priorities.
- Are financially realistic (i.e., fiscally constrained).
- Are consistent with the air pollutant budgets established in the New Hampshire SIP for air quality attainment.
- Are developed with meaningful public involvement.

Figure 1.1: Strafford MPO Planning Region



2. ABOUT THE REGION

Below is a brief summary of transportation-related trends in the Strafford MPO region. Please refer to the comprehensive collection of regional metrics for more details and trends on transportation issues in the region. The Metro Plan also contains more details on emerging and long-term trends affecting transportation planning in the region.

Demographic Trends

The Strafford region consists of 18 communities—13 in Strafford County, two in Carroll County, and three in Rockingham County. According to the 2010 census, the population of the region was 146,895—an increase of 10.9 percent from 2000¹. Regional population growth is projected to continue at an average rate of 13 percent through 2040². Municipalities in the southeastern portion of the region are part of the U.S. Census-designated Dover–Rochester, NH–ME urbanized area (UZA). This UZA extends along the Salmon Falls River north to Milton and includes the towns of Berwick, South Berwick, and Eliot, Maine. The Dover–Rochester, NH–Berwick, ME UZA is adjacent to the Portsmouth, NH–Kittery, ME UZA.

In early 2020, CovidD-19 had an immediate impact on the daily lives and travel patterns of people in New Hampshire and the rest of the country. The full extent of those impacts is still unfolding, and data are becoming more available for detailed analysis. Some observed and projected impacts are described below. More detail on regional trends is provided in the Metropolitan Transportation Plan.

Road Network & Infrastructure Condition

There are 1,294 miles of public roads in the region. 72% of them are owned by municipalities. The region's principal transportation routes are NH Routes 16, 125, 108, and 155, which serve north-south traffic, and NH Route 11 and US Routes 4 and 202, which serve east-west traffic.

Four percent of total state highway road miles are in the Strafford region. Approximately 88% of the state highway road miles in the region are in "good" or "fair" condition, this matches statewide highway conditions. 93% of the bridges on the National Highway System in the region are in good or fair condition. The TIP does not include information on the condition of municipally owned roads and bridges but federal funds may be spent to improve them. Covid-19 will have lasting effects on the revenue sources that are usually relied on for funding road and bridge maintenance.

Public Transit Services

The public transit system is a crucial asset for residents in the region; providing transportation for employment, education, and other critical services and key destinations.

The Strafford region has two major public transportation providers: Cooperative Alliance for Seacoast Transportation (COAST) and University of New Hampshire (UNH) Wildcat Transit. COAST is operated through federal funds and local match and provides fixed route and demand-response services for

¹ 2010 U.S. Decennial Census

² NH Office of Energy and Planning populations projects (now called Office of Strategic Initiatives)



seniors and people with disabilities. Wildcat provides fixed route service funded primarily through student fees. Together, COAST and Wildcat form a network that provides intermodal connections to intercity bus and passenger rail. Employment and healthcare are the top reasons people ride COAST, so their ridership saw an immediate drop. COAST had to suspend service for several weeks in the Spring of 2020 and ridership had returned to 50% of pre Covid-19 levels by December. Continued ridership recovery will likely depend on employment trends. UNH Wildcat ridership primarily depends on recovery of in-person attendance at the Durham campus.

Inter-Regional Transportation

The region has two inter-city transit providers: C&J Bus Lines and Amtrak. C&J Bus Lines provides hourly trips between Dover and Boston (Logan International Airport and South Station) and daily service from Portsmouth to New York City. The Amtrak Downeaster, managed by the Northern New England Passenger Rail Authority, runs between Brunswick, Maine, and Boston’s South Station, with three stops in New Hampshire: Dover, Durham, and Exeter (Figure 2.1)³.

Figure 2.1 – Amtrak Boardings and Alightings in New Hampshire

Station	Boardings and Alightings			
	FY 2017	FY 2018	FY 2019	% Change
Dover	59,060	63,921	63,750	4%
Durham/UNH	58,804	57,703	57,040	-2%
Exeter	84,217	88,396	92,975	5%
Total	202,801	210,020	213,765	3%

C&J service was suspended for several months during the Covid-19 pandemic and did not resume until August 2020. The recovery C&J of ridership is directly tied to long-distance travel and staff suspect it will take over a year to return to pre Covid-19 levels.

Vehicles

The 2011–2015 American Community Survey (ACS) 5-year estimates indicate that the ratio of vehicles per household in the Strafford region is 1.8, with approximately 104,684 vehicles available to 56,765 households.⁴ The average number of vehicle miles traveled (VMT) per-capita in the state was 12,326 in 2018.⁵ While the NH Office of Energy and Planning predicts VMT to increase into 2032, a decline in light-duty gasoline-powered vehicles and an increase in light-duty plug-in electric vehicles is projected.⁶

³ Amtrak state fact sheets – accessed 12/21/2018. <https://www.amtrak.com/about-amtrak/amtrak-facts/state-fact-sheets.html>

⁴ US Census Bureau, 2011-2015 American Community Survey Selected Population Tables

⁵ US Department of Transportation, Office of Highway Policy Information. Highway Statistics Series. 2012. Last Updated June 29, 2018. Available at: <http://www.google.com/publicdata/explore?ds=gb66jodhlsaab>

⁶ NH Office of Energy and Planning. New Hampshire 10-Year State Energy Strategy. 2014. Available at: <http://www.nh.gov/oep/energy/programs/documents/energy-strategy.pdf>

3. DEVELOPMENT OF THE TIP

In New Hampshire, projects in the TIP come from New Hampshire’s Statewide Ten Year Transportation Improvement Plan. The Ten Year Plan is updated every two years and the process begins with Regional Planning Commissions developing and proposing new projects to be added in years 9 and 10 of the plan. From there it is reviewed by the NH Executive Council, and the state legislature, and the Governor. The process also includes extensive outreach to identify the public’s priorities, regional planning commission priorities, and input from the NH Department of Transportation (NHDOT). The result is a schedule for transportation projects and funding over the next 10 years; the TIP comprises the final four years of that schedule.

Ten Year Plan Project Solicitation

The selection of projects for the Ten Year Plan is based on project and planning priorities outlined in the state long-range plan and the MPOs’ regional metropolitan transportation plans. To establish its priorities, Strafford MPO solicits project proposals from municipalities and regional transit providers to be considered in the regional and statewide transportation planning processes. Candidate projects get integrated into Strafford MPO’s Metro Plan, which serves as the basis for transportation planning in the region. Many prospective projects are suitable for a specific funding source or grant program (such as congestion mitigation or transportation alternatives); others must be developed for submission to the Ten Year Plan. Prospective Ten Year Plan projects are ranked by Strafford MPO committee members and submitted to NHDOT.

Strafford MPO conducted its most recent project solicitation through the spring and summer 2020. Because of the Covid-19 pandemic much of the project solicitation process was completed virtually. Strafford MPO staff contacted communities and transportation agencies in the Strafford region and encouraged them to provide feedback about their transportation projects and priorities. This effort resulted in an updated list of highway, bridge, bike/pedestrian, transit, rail, recreational trail, and other surface transportation projects for the Metro Plan. Many of the projects could be developed for submission to the Ten Year Plan.

Public Involvement

Strafford MPO follows standards for public involvement in transportation planning as required by federal law and described in the *Strafford MPO Public Participation Plan*, adopted on November, 20, 2020. Standards include advertising public comment periods and hearing dates for documents in newspapers; posting notices at the region’s major public libraries; providing information to community and agency representatives of Strafford MPO’s Technical Advisory and Policy committees; and posting information and notices on the SRPC website. The notices posted at these forums invite the public to attend public hearings, comment and discuss the process, and voice concerns, questions, and comments regarding the current transportation system projects and future transportation priorities outlined in the metro plan and TIP. Copies of the documents are made available at public libraries in Dover, Somersworth, and Rochester, at the SRPC office in Rochester, and on the SRPC website (www.strafford.org).

4. AIR QUALITY CONFORMITY

Purpose

Ensuring good air quality continues to be an important goal for the region. Reducing ozone concentrations resulting from greenhouse gas emissions has been a goal in New Hampshire for years. For almost two decades, agencies across the state—including NHDOT, the New Hampshire Department of Environmental Services (NHDES), and the four MPOs—have been working to reduce ozone levels guided by U.S. Environmental Protection Agency (EPA) standards. Two standards have been in effect in New Hampshire since the mid-1990s: the 1997 standard of 80 parts per billion (ppb) measured over an eight-hour period and the more stringent 2008 standard of 75 ppb, also measured over an eight-hour period.

Current Status

In July 2013, all of New Hampshire was considered unclassifiable/attainment for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard. At that point, the 1997 eight-hour ozone NAAQS (the 1997 ozone standard) was revoked for transportation 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 “geographic applicability” of the transportation conformity rule at 40 CFR 93.102(b).

On Oct. 16, 2015, the EPA issued a final rule reducing the NAAQS standard for ozone to 70 ppb from the previous 75 ppb. The Strafford region was still in compliance with the new standard, so this ruling did not affect the development of the Strafford MPO TIP.

Recent Court Decision

In February 2018, the South Coast Air Quality Management District of California filed a lawsuit challenging the EPA’s final rule for implementing the 2008 NAAQS standard for ozone. One potential impact of the court case would have required MPOs throughout the country to conduct retroactive air quality conformity analyses regardless of their status for the ozone NAAQS. The court’s final decision vacated portions of EPA’s 2008 ozone NAAQS requirements, but upheld EPA’s revocation of the 1997 ozone NAAQS. This meant that Strafford MPO did not have to conduct a retroactive conformity analysis. The court’s decision specified that transportation conformity for the 1997 ozone NAAQS could be demonstrated by showing the following requirements have been met:

- Use of the latest planning assumptions
- Consultation [all MPOs in New Hampshire participate in regular Interagency consultation]
- Transportation Control Measures
- Fiscal constraint

The latest planning assumptions and fiscal constraint described in the 2020–2045 metro plan and the 2021–2024 TIP show that the documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

5. Development & Content of the Statewide Transportation Improvement Program

The State of New Hampshire is required to maintain a current State Transportation Improvement Program (STIP), which it updates on a two-year cycle. STIP development is a coordinated effort involving NHDOT and the four New Hampshire MPOs. Federal language outlining the state and MPO transportation planning relationship can be found at 23 CFR §450.218:

The State shall develop a statewide transportation improvement program (STIP) for all areas of the State. The STIP shall cover a period of no less than 4 years and shall be updated at least every 4 years, or more frequently if the Governor of the State elects a more frequent update cycle. However, if the STIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. In case of difficulties developing a portion of the STIP for a particular area (e.g., metropolitan planning area, nonattainment or maintenance area, or Indian Tribal lands), the State may develop a partial STIP covering the rest of the State.

For each metropolitan area in the State, the State shall develop the STIP in cooperation with the MPO designated for the metropolitan area. The State shall include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP.

Relationship between the TIP and the Metropolitan Transportation Plan

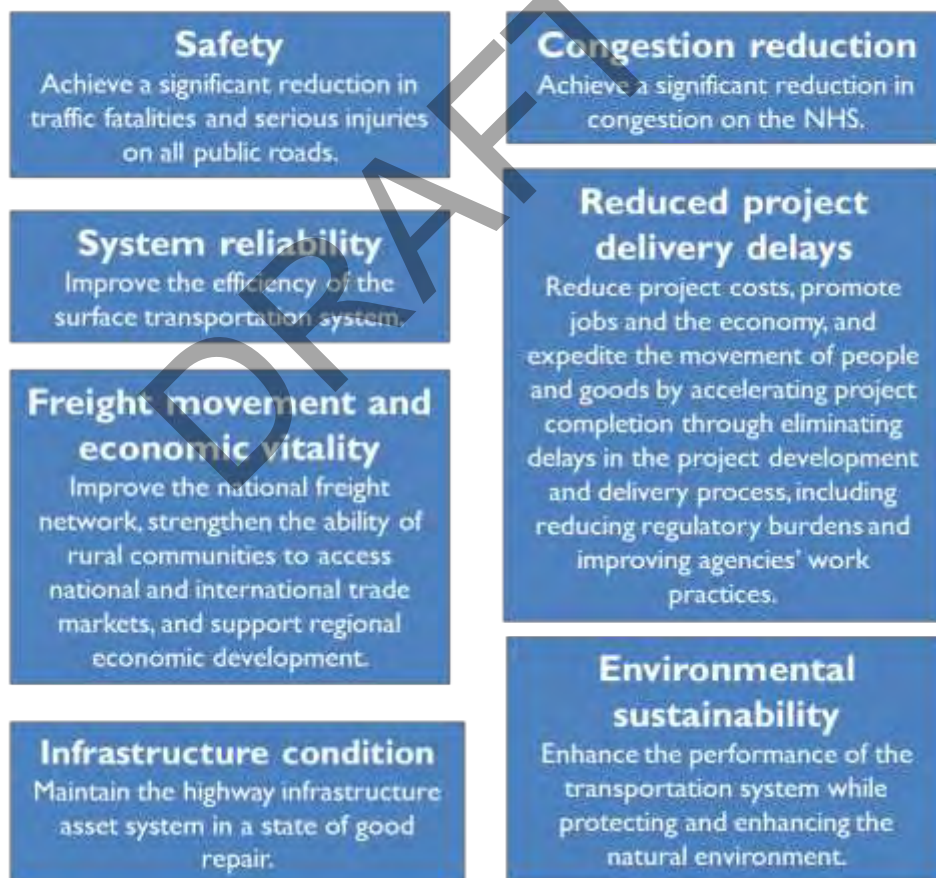
The metro plan is the long-range plan for transportation improvements in the region; it comprises the next 20 years of transportation planning and projects for the Strafford region. Projects move from the metro plan into the four-year TIP so project lists and content of the two documents are updated concurrently. In New Hampshire, many transportation projects really go through a three-phase process with increasing levels of scrutiny. First they are conceptualized and developed in MPO Metro Plans; then they are incorporated into the state's Ten Year Plan to begin more detailed planning and design; and finally they make it into a state or MPO TIP for final design, engineering, and construction. This process is described in more detail below.

6. PERFORMANCE-BASED PLANNING

National Performance Areas

In 2012, the federal funding and reauthorization bill known as MAP-21 established performance-based planning as a core component of metropolitan and state transportation planning. It formalized the requirement that states and MPOs use performance measures to track the efficacy of planning efforts, identify needed transportation-related improvements, and ensure that funding and resources are used most effectively. There are seven national performance goals that guide transportation planning across the country. Requirements for performance-based transportation planning are included in [23 USC 134](#).

MAP-21 National Performance Goals



In addition to the Federal Highway Administration (FHWA) areas above, there are four Federal Transit Administration (FTA) performance goals (49 CFR §625.43):

Federal Transit Performance Goals

Rolling Stock

The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment

The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities

The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure

The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
This measure does not apply because the Strafford region does not contain any rail infrastructure that qualifies under federal regulations.

Transportation Projects in the Strafford Region

The FHWA and FTA performance areas constitute a set of organizing principles for federally funded transportation projects planned, designed, or under construction in the Strafford region. Appendix F lists projects in the planning or consideration phases in the next four years. Long-range projects are by definition 10–20 years from construction. At this stage, they exist as “vision projects” described in general terms and have rough cost estimates. These projects populate the “out years” of the metro plan. As they move closer to reality, the projects are proposed for addition to the state’s Ten Year Plan. These are mid-range projects. Barring unforeseen circumstances, implementation of short-range projects will begin within four years of their addition to the TIP.

Performance measures are integrated into the project selection process for various plans and programs. For instance, the criteria used to rank candidate projects for the Ten Year Plan closely align with the federal performance goal areas. Performance measures are also applicable to project selection for specific funding programs. For instance, Strafford MPO conducted a regional project ranking process for non-motorized transportation projects proposed for the Transportation Alternatives Program. Criteria were weighted to give priority to projects that focus on safety improvements for bicyclists, pedestrians, and others traveling by non-motorized means. Strafford MPO continues to integrate performance measures into project development and prioritization.

Regional Performance Targets

Federal law requires state departments of transportation to set targets for the performance measures; MPOs must also set targets for the measures that apply to their planning areas. For example:



Performance Goal: Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

Performance Measure: Number of fatalities per year

Performance Target: 120 fatalities or fewer statewide (based on a 5-year rolling average)

Information about the transportation system’s performance is crucial in the development and selection of projects, as described at the beginning of this chapter. Performance data will inform municipalities, regions, and the state about the needs of the transportation system and will help them develop projects or programs to address performance targets. Not all performance areas apply to the Strafford MPO. For example, there are measures associated with Interstate highway performance but the region has no miles of interstate highway (e.g. I95), so those measures and targets do not apply. For most performance measures areas, Strafford MPO has opted to adopt the targets set by NHDOT, as explained below. In support of the state, Strafford MPO will work to ensure that programmed and planned projects in the region contribute to improvements in performance areas. No specific penalties are defined in federal law for MPOs that do not meet established targets.

FHWA Performance Targets in the Strafford MPO Region

Performance goal area: Safety

New Hampshire is a “vision zero” state, which means zero fatalities is the only acceptable goal for safety improvements to public highways. Obviously this is an ambitious goal that will not be reached overnight. Federal performance management requirements specify that targets must be realistic and data-driven, so an incremental approach based on annual targets must be taken.

Strafford MPO adopts the targets for safety set by NHDOT and will do its part to help the state meet its targets (see below).

Figure 6.1 – Safety Performance Targets

Safety Performance Measure	NHDOT Performance Target	SRPC Proportion of Target*
Number of fatalities	120	13.2
Rate of fatalities (per 100 million VMT)	.884	**
Number of serious injuries	456.4	50.2
Rate of serious injuries (per 100 million VMT)	3.353	**
Number of non-motorized fatalities and serious injuries	45.9	6.9
*SRPC supports the state targets and uses the region proportion of statewide crashes as a benchmark for progress. The Strafford region has an average of 11% of the statewide fatalities and serious injuries. **In the Strafford region, VMT is generally lower than other regions, which results in a misleadingly high crash rate.		

While some intersections or road segments have identifiable safety hazards, fatal and severe crashes tend to occur randomly across the state and most are caused by driver error, not infrastructure issues.



In support of the state performance targets and vision-zero philosophy, Strafford MPO is pursuing a variety of efforts to improve safety in the region, including the following:

- Identifying highway infrastructure improvement projects that could reduce fatal and severe crashes.
- Seeking opportunities for collaborative planning with public safety officials.
- Promoting safer alternative modes of transportation (such as public transit) and improving safety for bicycles, pedestrians, and other non-motorized travelers.

The following are examples of safety-focused projects in the 2021–2024 TIP:

- Dover-Rochester-Somersworth (29604) Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester
- Northwood-Nottingham (41595) Intersection safety improvements to the US 4/NH 152 intersection
- Durham (16254): Signalize intersection of US 4 westbound off ramp with NH 108.

Performance goal area: Infrastructure Condition

Infrastructure condition targets were set with the state in 2018 and they will be updated during this TIP period. Strafford MPO has adopted to support the targets for infrastructure condition set by NHDOT. Pavement and bridges in the Strafford region are in excellent condition compared to other parts of the state. The Strafford MPO staff continues to work with municipalities and agency staffers to track local and state-owned bridges that need repair or replacement (many of them on the “red list”).

Figure 6.2 - Infrastructure Condition Targets

Performance Measure	Performance Target
Percentage of the Interstate in Good condition	No Interstate miles in the Strafford region
Percentage of the Interstate in Poor condition	No Interstate miles in the Strafford region
Percentage of the Non-interstate NHS in Good condition	65% in good condition
Percentage of the Non-interstate NHS in Poor condition	12% or less in poor condition
Percentage of NHS bridges in Good condition	57%
Percentage of NHS bridges in Poor condition	7%

The following are examples of projects in the 2021–2024 TIP focused on infrastructure condition:

- Newfields–Newmarket (28393): Bridge Rehabilitations, address bridges carrying NH 108 and BMRR.
- Barrington (41415): Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington.
- NHDOT’s Tier-2 highway pavement rehabilitation and resurfacing programs.

Performance goal area: System Reliability and Resilience



Strafford MPO has adopted to support the targets for system reliability and resilience set by NHDOT. It is important to note that travel times are still considered “reliable” even if there are periods of congestion and delay. As long as those periods happen at consistent, predictable times, they do not count against system reliability. All segments of the National Highway System in the Strafford region are above the 85 percent target set by NHDOT. Strafford MPO staff work with municipalities and agencies to identify and address segments of highway that are congested regularly. This is accomplished using analysis tools like the National Performance Management Research Data Set. Through this, Strafford MPO has access to up-to-date data on traffic congestion on major highways in the region. Such analysis tools help Strafford MPO develop projects in the Metro Plan to be refined and incorporated into the TIP. Several projects focused on reducing congestion are included in the 2021–2024 TIP.

Figure 6.3 - System Reliability Targets

Performance Measure	Performance Target
Percent of person-miles traveled on the Interstate that are reliable	No Interstate miles in the Strafford region
Percent of person-miles traveled on the non-Interstate NHS that are reliable	85%
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	Only applies in designated urbanized areas with population over 1,000,000
Percent of Non-Single Occupancy Vehicle (SOV) Travel	
Total Emissions Reduction	Only applies in areas that are designated as Nonattainment or Maintenance areas for air quality

The following projects from the 2021–2024 TIP specifically address congestion and system reliability:

- Somersworth (41741): Signal optimization on High Street/Route 108 corridor.
- Dover-Rochester (29440): Open road tolling at the Dover and Rochester facilities on the Spaulding Turnpike.
- COAST public transit operations that support adoption of alternatives to driving alone, reduce congestion, and improve travel reliability.

Performance goal area: Freight Movement and Economic Vitality

The Strafford MPO region does not have any interstate miles and is not required to set a formal performance target for this measure. Freight is an important planning focus area for the region. In the near future, Strafford MPO will be working with NHDOT to develop corridor studies that will have a freight component. Projects that improve system reliability also contribute to truck travel and freight movement.

Freight and Economic Vitality Performance Measure	Performance Target
Truck Travel Time Reliability (TTTR) Index (Interstate only)	No Interstate miles in the Strafford region



Performance goal area: Environmental Sustainability

No formal performance measures have been established under federal law for this goal area. Reducing impacts on the environment and natural resources is a primary objective for the Strafford MPO. Air quality is affected by congestion and on-road emissions, and water quality is affected by contaminants in runoff from roads and other impervious surfaces. Strafford MPO is focused on promoting alternative modes of transportation that reduce congestion, and on ensuring that projects have reduced impacts on water quality.

Environmental Sustainability Performance Measure	Performance Target
Total Emissions Reduction	Only applies in areas that are designated as a Nonattainment or Maintenance areas for air quality

The 2021–2024 TIP has several projects focused on reducing congestion on highways in the Strafford region. These projects, combined with public transit service and ongoing efforts to improve the safety and accessibility of the multimodal network, reduce air quality impacts.

- Dover-Rochester-Somersworth (29604): Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester.
- COAST regional public transit service.

Performance goal area: Reduced Project Delivery Delays

No formal performance measures have been established under federal law for this goal area. Strafford MPO works with agencies, municipalities, and other funding recipients to ensure projects are programmed and completed as effectively and efficiently as possible. MPOs are planning agencies and are not involved in the technical design and engineering of transportation projects. However, Strafford MPO plays a role in improving project delivery by working to ensure proposed projects consider relevant contextual factors and have accurate cost estimates.

Performance goal area: Accessibility

No formal performance measures have been established under federal law for this goal area. Strafford MPO helps communities plan projects that will improve the accessibility of the transportation network to all users. Staff are currently working on outreach, data collection, and data analysis to identify projects that improve accessibility at the local level.

The following are examples of projects in the 2021–2024 TIP focused on Accessibility:

- Dover (41373): Construct a multi-use path from Knox Marsh Rd. to Bellamy Rd.
- Dover-Rochester-Somersworth (29604) Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester



Transit Performance Targets in the Strafford MPO Region

Federal regulations include performance measures specific to public transit providers under the Federal Transit Administration. Strafford MPO works with COAST, UNH Wildcat, and agency partners to ensure funding and projects are programmed in the TIP and advocates for support of regional public transit services. COAST and UNH Wildcat are directly responsible for managing their capital funding needs, but Strafford MPO works with them to set regional targets for public transit performance management. The established performance measures and current performance targets for the public transit fleet and facilities are described in detail below.

The FTA performance measures applicable to the Strafford region are based on the relative age of revenue-generating vehicles (e.g., buses that carry passengers), equipment (vehicles that do not carry passengers), and facilities (e.g., bus maintenance and storage buildings) owned by public transit providers. The targets are based on how many assets are within established limits for age and condition. Vehicles are tracked relative to age (known as a useful life benchmark), and facilities are rated based on their condition. For more details, visit Strafford MPO’s webpage on [performance measures](#). As is the case for the FHWA measures, there are no penalties for transit providers or MPOs that do not meet the performance targets set for the region.

Figure 6.4 – Transit Asset Targets

Asset Category	Performance Measure	Asset Class	Baseline	Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Class 1	55%	44%
		Class 2	29%	36%
		Class 3	0%	0%
		Class 4	0%	0%
		Class 5	14%	25%
		Class 6	100%	100%
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	50%	40%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	NA	NA
		Administrative	0%	0%
		Maintenance	0%	0%
		Storage	NA	NA
Note: transit providers’ vehicle fleets are constantly changing as old vehicles are retired and new vehicles replace them. This table may not be updated every time COAST and Wildcat fleets are updated. Contact SRPC, UNH Wildcat, or COAST for up-to-date fleet information.				

7. REGIONAL PROJECT & FINANCIAL ANALYSIS

Fiscal Constraint Background

When individual projects are added to the TIP, they are in their final stages of development prior to construction or implementation. At this point there is more confidence in the availability of funding for those projects, but NHDOT needs to show that all projects can be paid for with available funds. Strafford MPO participates in that process by tracking projects and programs relevant to its region. The TIP is a component of the Strafford MPO Metropolitan Transportation Plan, which comprises projects and funding for the next 25 years. The TIP and Metro Plan are connected, so any update to the TIP requires an update to the Metro Plan. This fiscal constraint process is required under federal regulations. Guidance on the financial requirements for the TIP is available at [23 CFR §450.326](#):

“The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).”

To calculate the portion of these statewide resources theoretically available to the Strafford region, the MPO staff used the portion attributed by NHDOT to the Strafford region during the previous STIP update. NHDOT determines each region’s portion of federal transportation funding by calculating the portion of the state’s population living in the region and the portion of the state’s highway lane miles in the region and then averaging them. For the Strafford region, this results in a 10.1 percent share of the federal transportation improvement funds allocated to NHDOT.

Fiscal Constraint Assumptions

The figures on the next page compare the expected revenue for projects in the region with the estimated total projects costs as programmed in the TIP and finds that the amount of funding available is adequate to address the projects programmed over the next four years. The funding matches exactly as the regional share of available funding is assumed to be what is programmed in the STIP. Starting from the assumption that programmed funding equals available funding, Strafford MPO staff made a series of additional assumptions for fiscal constraint calculations:

- The region’s proportional share of federal remains at the 10.01 percent calculated previously.
- The same share applies to the programmed funding estimates for statewide projects provided by NHDOT in the 2021–2024 STIP.
- Programmed local or state match amounts will be made available in a timely manner for any projects that require them.
- NHDOT has determined that appropriate funds will be available for all projects that include federal funds and are programmed by NHDOT.
- Because NHDOT is required to demonstrate that programmed federal transportation funds are constrained statewide, Strafford MPO can be confident that the regional portion of the STIP is also constrained.

NHDOT regularly completes cost estimates, which are calculated in “year of expenditure” dollars using a 2.08 percent inflation rate determined during discussions with FHWA. The numbers reported here and in the project list below come directly from NHDOT. It is assumed that no further inflation adjustments are needed.

Based on the assumptions reported above, the Strafford region is fiscally constrained for the entire 2021–2024 period. The tables on the following pages provide a break-out analysis by year for various funding sources and programs in the TIP. See Appendix F for details on projects with programmed funding for the 2021–2024 TIP.



Figure 7.1

Overall funding sources

Fiscal Year	Total Federal Funding*	State Funding**	Local/Other***	NHDOT Toll Credits	Total
2021	\$25,822,961	\$19,825,000	\$3,598,407	\$237,033	\$49,483,402
2022	\$17,928,353	\$308,400	\$144,315	\$1,099,610	\$19,480,677
2023	\$16,250,230	\$826,933	\$873,850	\$414,867	\$18,365,880
2024	\$19,832,515	\$15,039,939	\$111,679	\$1,326,679	\$36,310,811
Total	\$79,834,059	\$35,331,856	\$4,728,252	\$3,078,188	\$123,640,771

*Local/regional projects + Programmatics + Transit
 **State funding in SRPC is from turnpike revenues
 ***Local funding ("Towns") and Maine match for two bridge projects

Figure 7.2

Detail of how overall funding is invested at the regional level

Fiscal Year	Federal Funding for Regional Projects \diamond	Local Match for Regional Projects	Turnpike	Statewide Programmatics	Federal Transit $\diamond\diamond$	Total
2021	\$4,426,184	\$3,598,407	19,825,000	\$12,177,339	\$9,456,471	\$49,483,402
2022	\$5,614,213	\$144,315	\$308,400	\$10,142,581	\$3,271,169	\$19,480,677
2023	\$2,896,071	\$873,850	\$826,933	\$10,424,722	\$3,344,303	\$18,365,880
2024	\$6,633,393	\$111,679	15,039,939	\$11,106,745	\$3,419,055	\$36,310,811
Total	\$19,569,861	\$4,728,252	\$35,331,856	\$43,851,387	\$19,490,999	\$123,640,771

\diamond Includes NHDOT Toll Credits
 $\diamond\diamond$ Only includes COAST funding

NHDOT is responsible for managing federal funds that support statewide programs known as “programmatics”. Programmatics fund individual projects through specific sources (e.g. Highway Safety Improvement, Transportation Alternatives, and Congestion Mitigation & Air Quality Improvement), and statewide infrastructure maintenance (bridge maintenance and highway paving). The complete 2021–2024 TIP project list in Appendix F contains detailed financial information about the individual programmatics.



Figure 7.3 - Overview of Local/Regional Projects in 2021-2024 TIP

Project name	STIP Number	Route	Scope	Total Project Funding programmed for the 21-24 period
Barrington	41415	US4	Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington	\$1,240,800
Dover	41373	Community Trail	Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.	\$478,421
Dover	41746	NH108	Traffic signal improvements and installation of a camera system to monitor traffic flow	\$130,000
Dover	41824	NH16	Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River	\$1,163,742
Dover-Rochester (Turnpike)	29440	NH16	Construct All Electronic Tolling at Dover and Rochester Toll Plazas.	\$17,990,000
Dover-Rochester-Somersworth	29604	NH108	Complete streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester	\$9,315,080
Dover, NH -South Berwick, ME	41433	Gulf Rd	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick	\$234,526
Durham	41432	Bennett Rd	Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)	\$116,246
Durham	16254	US4/NH108	Signalize intersection of US 4 westbound off ramp with NH 108	\$1,100
Durham	42873	Transit Capital	Purchase Two CNG Buses and One Diesel (B20 biodiesel) Bus.	\$1,500,000
Lee	41322	NH125	Bridge Replacement of culvert carrying NH 125 over Little River (Br No 073/084)	\$1,886,500
Lee	42876	US4/NH125	Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.	\$1,098,680
Milton NH – Lebanon ME	40658	Townhouse Rd	Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151	\$1,607,993
Newfields-Newmarket	28393	NH108	Bridge Rehabilitations, address bridges carrying NH 108 and BMRR	\$275,000



Newington-Dover (Turnpike)	11238S	NH16	Widen the turnpike including little Bay Bridges from Gosling Rd to Dover Toll	\$1,790,000
Newington-Dover (Turnpike)	11238S	NH16	Remove the superstructure General Sullivan Br & provide the most cost-effective bike/ped connection	\$14,388,114
Northwood-Nottingham	41595	US4/NH152	Intersection safety improvements to the US 4/NH 152 intersection	\$307,118
Rochester	14350	NH202A	Safety improvements at “Strafford Square” North Main St/Washington St/Walnut St intersection	\$4,490,153
Rochester	40647	NH125/Lowell St	Intersection Safety Improvements at this 5 way intersection	\$180,928
Rollinsford – Dover	42578	Oak St	Address Red List bridge carrying Oak Street over PAR between Rollinsford and Dover	\$295,498
Somersworth	40646	NH108	High Street/ Blackwater Rd/ Indigo Hill Rd Intersection safety improvements	\$582,109
Somersworth	41741	NH9/NH108	Signal optimization on High Street / Route 108 corridor	\$650,600
Total Local/Regional Project Funding for 2021-2024 TIP (Federal funds, toll credits, local match, and turnpike funding)				\$59,722,608

NOTE: Projects identified with (Turnpike) in the project name column are funded through turnpike revenues. Turnpike funds are generated separately from federal funds and do not affect federal fiscal constraint calculations but are included in the TIP for public information and project tracking purposes.

Figure 7.4 – Federal funding for COAST Transit operations for 2021-2024. All funds through FTA 5307 – Capital and Operating Program. Operating Assistance requires 50/50 match, all other items require 80/20 match.

Funding Category		Federal	Local Match	State Funds	Total	Category Total
Operating Assistance						
60000A	2021	\$ 1,041,318	\$ 1,041,318	\$ -	\$ 2,082,636	\$ 8,629,935
	2022	\$ 1,065,850	\$ 1,065,850	\$ -	\$ 2,131,701	
	2023	\$ 1,091,023	\$ 1,091,023	\$ -	\$ 2,182,046	
	2024	\$ 1,116,776	\$ 1,116,776	\$ -	\$ 2,233,553	
Preventative Maintenance						
60000B	2021	\$ 1,400,000	\$ 350,000	\$ -	\$ 1,750,000	\$ 3,433,220
	2022	\$ 440,000	\$ 110,000	\$ -	\$ 550,000	
	2023	\$ 448,800	\$ 112,200	\$ -	\$ 561,000	
	2024	\$ 457,776	\$ 114,444	\$ -	\$ 572,220	
Misc. Support Equipment						
60000C	2021	\$ 60,000	\$ 15,000	\$ -	\$ 75,000	\$ 309,121
	2022	\$ 61,200	\$ 15,300	\$ -	\$ 76,500	
	2023	\$ 62,424	\$ 15,606	\$ -	\$ 78,030	
	2024	\$ 63,672	\$ 15,918	\$ -	\$ 79,591	
Bus Station						
60000D	2021	\$ 49,600	\$ 12,400	\$ -	\$ 62,000	\$255,539.70
	2022	\$ 50,592	\$ 12,648	\$ -	\$ 63,240	
	2023	\$ 51,604	\$ 12,901	\$ -	\$ 64,505	
	2024	\$ 52,636	\$ 13,159	\$ -	\$ 65,795	
General & Comprehensive Planning						
60000E	2021	\$ 28,000	\$ 7,000	\$ -	\$ 35,000	\$ 144,256
	2022	\$ 28,560	\$ 7,140	\$ -	\$ 35,700	
	2023	\$ 29,131	\$ 7,283	\$ -	\$ 36,414	
	2024	\$ 29,714	\$ 7,428	\$ -	\$ 37,142	
ADA Operations						
60000F	2021	\$ 246,328	\$ 61,582	\$ -	\$ 307,910	\$ 1,269,084
	2022	\$ 251,255	\$ 62,814	\$ -	\$ 314,068	
	2023	\$ 256,280	\$ 64,070	\$ -	\$ 320,350	
	2024	\$ 261,405	\$ 65,351	\$ -	\$ 326,757	
Capital Program						
60000G	2021	\$ 464,036	\$ 45,000	\$ 40,944	\$ 545,925	\$ 545,925
Mobility Management						
60000H	2021	\$ 78,400	\$ 19,600	\$ -	\$ 98,000	\$ 403,918
	2022	\$ 79,968	\$ 19,992	\$ -	\$ 99,960	
	2023	\$ 81,567	\$ 20,392	\$ -	\$ 101,959	
	2024	\$ 83,199	\$ 20,800	\$ -	\$ 103,998	
COAST Support from CMAQ for Revised New System (Regional Routes & Associated ADA services)						
68069	2021	\$ 3,600,000	\$ 900,000	\$ -	\$ 4,500,000	\$ 4,500,000
		Federal Funds	Municipal Match	State funds	Grand Total	
Grand Totals		\$ 13,031,115	\$ 6,422,995	\$ 40,944	\$ 19,490,999	



Figure 7.5 – NH Wildcat transit funds programmed in the 2021-2024 TIP (Source: NHDOT)

Project name	STIP Number	Brief Description	2019	2020	2021	2022	TOTALS
UNH Wildcat	68070	Wildcat Transit - Capital Equipment Purchases and Operating Support for UNH/Wildcat Bus.	\$239,412	\$251,383	--	--	\$490,795
TOTALS			\$239,412	\$251,383	--	--	\$490,795

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Performance Impact from Programmed Projects

Figure 7.6 – Project and Performance Areas Matrix
What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Barrington	41415	Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington		•		•			
Dover	41373	Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.	•		•				•
Dover	41746	Traffic signal improvements and installation of a camera system to monitor traffic flow	•		•	•	•		
Dover	41824	Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River		•					
Dover-Rochester	29440	Construct All Electronic Tolling at Dover and Rochester Toll Plazas.	•			•	•		•
Dover-Rochester-Somersworth	29604	Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester	•			•			•
Dover, NH - South Berwick, ME	41433	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick		•					
Durham	41432	Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)		•					
Durham	16254	Signalize intersection of US 4 westbound off ramp with NH 108	•						
Durham	42873	Purchase Two CNG Buses and One Diesel (B20 biodiesel) Bus.		•			•		



Figure 7.6 – Project and Performance Areas Matrix
What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Lee	41322	Bridge Replacement of culvert carrying NH 125 over Little River (Br No 073/084)		•					
Lee	42876	Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.			•		•		
Milton NH – Lebanon ME	40658	Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151		•					
Newfields-Newmarket	28393	Bridge Rehabilitations, address bridges carrying NH 108 and BMRR		•					
Newington-Dover	11238S	Widen the turnpike including little Bay Bridges from Gosling Rd to Dover Toll			•				
Newington-Dover	11238S	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection							•
Northwood-Nottingham	41595	Intersection safety improvements to the US 4/NH 152 intersection	•						
Rochester	14350	Safety improvements at “Strafford Square” North Main St/Washington St/Walnut St intersection	•						
Rochester	40647	Intersection Safety Improvements at this 5 way intersection	•						
Rollinsford – Dover	42578	Address Red List bridge carrying Oak Street over PAR between Rollinsford and Dover		•					
Somersworth	40646	High Street/ Blackwater Rd/ Indigo Hill Rd Intersection safety improvements	•						
Somersworth	41741	Signal optimization on High Street / Route 108 corridor	•				•		

Overall Operations & Maintenance Cost Estimates

Regulations at 23 CFR Part 450.322(f)(10) require that “[f]or purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonable expected to be available to adequately operate and maintain Federal-aid highways....”

The estimates of resources and programmed revenues shown in Figure 7.7 below are based on several sources. Statewide operations and maintenance funding is derived from the 2021-2030 Statewide Ten Year Transportation Improvement Plan. Figures were derived from overall funds for pavement, bridge, and roadside work. Strafford MPO staffers calculated the region’s resources by applying the standard DOT regional apportionment percentage used in past STIP updates. The calculations used here assume that in general, the Strafford region should receive about 4% of statewide funds for operations and maintenance. NH has 9265 state-owned highway miles and 360 of those are in the Strafford MPO region (4%). Estimates of local need for operations and maintenance are based on data from the NH Public Finance Consortium (2014-2019). Local appropriations for road and bridge maintenance were used to reflect average local costs for operations and maintenance. Local appropriations were divided by the miles of local road in each municipality for a per-mile cost. Long-term trends in operations and maintenance costs for the region are included in the Implementation chapter of the Strafford MPO Metro Plan.

Turnpike Operations and Maintenance

New Hampshire’s turnpike system is self-funded through toll revenues. Strafford MPO is not directly involved in the maintenance and operation of the turnpike but costs are estimated below in figure 7.8.



**Figure 7.7 – Estimated Funding Need for Operations & Maintenance for the Strafford Region
(Millions of \$)**

	Fiscal Year	State funds for pavement maintenance	State funds for bridge maintenance	State funds for roadside maintenance	Total State O&M Funds ¹	SRPC funding "share" for State Highways (4%) ²	Estimated Local Road O&M Needs ³	Total estimated SRPC O&M Needs
2021-2024 TIP	2021	\$86.42	\$185.25	\$11.78	\$283.45	\$11.34	\$37.55	\$48.89
	2022	\$95.16	\$89.66	\$12.06	\$196.88	\$7.88	\$38.51	\$46.39
	2023	\$71.93	\$99.09	\$11.80	\$182.82	\$7.31	\$39.49	\$46.81
	2024	\$70.83	\$90.91	\$12.06	\$173.80	\$6.95	\$40.50	\$47.45

¹Statewide data from 2021-2030 TYP

Total NH state-owned highway miles: 9265

State-owned highway miles in Strafford region: 360

²SRPC proportion of state highway miles: 4%

Total public highway miles in the Strafford region: 1294

Locally owned road miles in the Strafford region: 934

72% of public roads in the Strafford region are locally owned

28% of public roads in the Strafford region are state-owned

³Based on local financial data from NH Public Finance Consortium (2014-2019). Local expenditures include reported costs for highways and streets, bridges, and administration.

Figure 7.8 – Estimated Revenues and Operations Costs (Millions of \$)

Turnpikes Revenues ¹			Turnpikes Costs ¹		
Turnpike Improvements	Renewal and Replacement	Total Turnpike	Total Projected Average Annual Turnpike O&M costs	Projected Spaulding O&M Need Estimate ²	Total Spaulding O&M needs (Strafford region) ³
\$58.84	\$13.20	\$72.04	\$16.28	\$4.07	\$3.58
\$47.09	\$13.90	\$60.99	\$16.69	\$4.17	\$3.67
\$49.77	\$14.40	\$64.17	\$17.12	\$4.28	\$3.77
\$48.40	\$13.30	\$61.70	\$17.56	\$4.39	\$3.86

1 - Data from NH Turnpike annual reports

2 – Spaulding turnpike accounts for approximately 25% of total state turnpike costs

3 – 88% of Spaulding turnpike miles are in the Strafford region

APPENDIX A: OVERALL FISCAL CONSTRAINT OF 2021-2024 STIP FUNDING (FROM
NHDOT)

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FFY 2021 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Federal Carry Over
	Available	Available	Available	Available	Needed (2)	Used	Sources
FHWA (Federal-Aid Formula) (1)							
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 2,223,664	\$ 13,031,814	\$ 14,164,602	\$ 1,132,788	Available Carry Over
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,231,232	\$ -	
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 98,000	\$ 102,073,762	\$ 101,668,097	\$ -	
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500	\$ -	
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -	\$ -	
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,861,540	\$ 636,540	Available Carry Over
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 1,095,720	\$ 9,559,884	\$ 13,001,195	\$ 3,441,311	Committed STBG-State Flexibility
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 30,265	\$ 5,952,267	\$ 5,126,777	\$ -	
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 290,991	\$ 10,882,841	\$ 25,829,739	\$ 14,946,898	Committed STBG-State Flexibility
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 2,414,150	\$ -	
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,508,116	\$ 18,284,512	\$ 41,178,515	\$ 22,894,003	Transferred CMAQ + Pledged Build Grant
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,217,000	\$ -	
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288	\$ -	
TOTAL	\$ 178,451,834	\$ -	\$ 6,587,655	\$ 185,039,489	\$ 224,687,635	\$ 43,051,540	

Total Resources	\$ 228,091,030
Total Programmed	\$ 224,687,635
Surplus/(Deficit)	\$ 3,403,395

FHWA (Non- Formula Funds/Other)							
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	
FHWA Earmarks	\$ 169,480	\$ -	\$ 40,000	\$ 209,480	\$ 209,480	\$ -	
Highway Infr. Exempt	\$ 48,649,565	\$ -	\$ 219,470	\$ 48,869,035	\$ 48,869,035	\$ -	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018	\$ -	
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	\$ 52,171,975	\$ 25,000	\$ 259,470	\$ 52,456,445	\$ 52,456,445	\$ -	

Federal Transit Administration (3)							
FTA5307	\$ 14,198,313	\$ -	\$ 3,429,594	\$ 17,627,908	\$ 17,627,908	\$ -	
FTA5310	\$ 2,422,422	\$ -	\$ 448,650	\$ 2,871,072	\$ 2,243,248	\$ -	
FTA5311	\$ 4,603,555	\$ -	\$ 4,468,550	\$ 9,072,105	\$ 8,937,099	\$ -	
FTA5339	\$ 5,510,034	\$ 10,974	\$ 1,357,389	\$ 6,878,397	\$ 6,878,397	\$ -	
FTA-Other	\$ 383,937	\$ -	\$ 95,984	\$ 479,921	\$ 479,921	\$ -	
GRAND TOTAL	\$ 27,118,261	\$ 10,974	\$ 9,800,166	\$ 36,929,402	\$ 36,166,573	\$ 762,829	

INNOVATIVE & TURNPIKE FINANCING (4)							
BETTERMENT	\$ -	\$ 6,041,466	\$ -	\$ 6,041,466	\$ 6,041,466	\$ -	
GARVEE	\$ -	\$ -	\$ 13,295,124	\$ 13,295,124	\$ 13,295,124	\$ -	
RZED	\$ -	\$ -	\$ 1,409,496	\$ 1,409,496	\$ 1,409,496	\$ -	
SB367-4 Cents	\$ -	\$ 10,663,107	\$ -	\$ 10,663,107	\$ 10,663,107	\$ -	
Turnpike Capital	\$ -	\$ 42,063,210	\$ -	\$ 42,063,210	\$ 42,063,210	\$ -	
Turnpike R&R	\$ -	\$ 11,322,143	\$ -	\$ 11,322,143	\$ 11,322,143	\$ -	
GRAND TOTAL	\$ -	\$ 70,089,926	\$ 14,704,620	\$ 84,794,546	\$ 84,794,546	\$ -	

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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 Update 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	\$ 10,808,150	\$ -	\$ 1,378,797	\$ 12,186,947	\$ 12,339,920
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,049,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 80,300	\$ 102,056,062	\$ 61,661,343
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 92,213	\$ 8,556,377	\$ 12,083,245
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 102,800	\$ 6,024,802	\$ 7,576,102
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 19,121	\$ 10,610,971	\$ 16,448,619
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 825,000
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,637,646	\$ 18,414,042	\$ 51,548,632
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 4,651,776	\$ 183,103,610	\$ 182,903,731

Total Resources	\$ 183,103,610
Total Programmed	\$ 182,903,731
Surplus/(Deficit)	\$ 199,879

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 2,973,971	\$ -	\$ 743,492	\$ 3,717,463	\$ 3,717,463
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 9,232,135	\$ -	\$ -	\$ 9,232,135	\$ 9,232,135
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
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	\$ 15,909,036	\$ 25,000	\$ 743,492	\$ 16,677,528	\$ 16,677,528

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 11,975,836	\$ -	\$ 3,515,378	\$ 15,491,214	\$ 15,491,214
FTA5310	\$ 2,443,870	\$ -	\$ 457,761	\$ 2,901,631	\$ 2,288,806
FTA5311	\$ 4,695,626	\$ -	\$ 4,557,920	\$ 9,253,546	\$ 9,115,841
FTA5339	\$ 5,598,229	\$ 11,194	\$ 1,379,035	\$ 6,988,458	\$ 6,988,458
FTA-Other	\$ 98,602	\$ -	\$ 24,650	\$ 123,252	\$ 123,252
GRAND TOTAL	\$ 24,812,163	\$ 11,194	\$ 9,934,744	\$ 34,758,101	\$ 34,007,571

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 17,195,781	\$ 17,195,781	\$ 17,195,781
RZED	\$ -	\$ -	\$ 1,193,723	\$ 1,193,723	\$ 1,193,723
SB367-4 Cents	\$ -	\$ 3,173,456	\$ -	\$ 3,173,456	\$ 3,173,456
Turnpike Capital	\$ -	\$ 19,409,337	\$ -	\$ 19,409,337	\$ 19,409,337
Turnpike R&R	\$ -	\$ 6,356,408	\$ -	\$ 6,356,408	\$ 6,356,408
GRAND TOTAL	\$ -	\$ 28,582,793	\$ 18,389,504	\$ 53,328,705	\$ 53,328,705

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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 Update 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	\$ 10,808,150	\$ -	\$ 1,110,257	\$ 11,918,407	\$ 8,451,283
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,909,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 76,084,307
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 82,523	\$ 8,546,687	\$ 4,471,034
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 721,354	\$ 6,643,356	\$ 6,999,541
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 12,893	\$ 10,604,743	\$ 19,620,428
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 1,659,398
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,190,371	\$ 17,966,767	\$ 42,836,750
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 4,458,297	\$ 182,910,131	\$ 181,398,610

Total Resources	\$ 182,910,131
Total Programmed	\$ 181,398,610
Surplus/(Deficit)	\$ 1,511,521

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
Local Tech AssistanceProgram	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
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	\$ 5,191,940	\$ 25,000	\$ 372,252	\$ 5,589,192	\$ 5,589,192

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 9,646,377	\$ -	\$ 3,545,505	\$ 13,191,882	\$ 13,191,882
FTA5310	\$ 2,465,748	\$ -	\$ 350,503	\$ 2,816,251	\$ 1,752,517
FTA5311	\$ 4,789,539	\$ -	\$ 4,649,079	\$ 9,438,618	\$ 9,298,158
FTA5339	\$ 4,587,910	\$ 11,418	\$ 1,126,045	\$ 5,725,373	\$ 5,725,373
GRAND TOTAL	\$ 21,489,574	\$ 11,418	\$ 9,671,132	\$ 31,172,124	\$ 29,967,930

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 568,177	\$ 568,177	\$ 568,177
RZED	\$ -	\$ -	\$ 931,834	\$ 931,834	\$ 931,834
SB367-4 Cents	\$ -	\$ 4,150,503	\$ -	\$ 4,150,503	\$ 4,150,503
Turnpike Capital	\$ -	\$ 50,665,131	\$ -	\$ 50,665,131	\$ 50,665,131
Turnpike R&R	\$ -	\$ 3,851,223	\$ -	\$ 3,851,223	\$ 3,851,223
GRAND TOTAL	\$ -	\$ 60,815,634	\$ 1,500,010	\$ 66,166,867	\$ 66,166,867

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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 Update 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	\$ 10,808,150	\$ -	\$ 717,137	\$ 11,525,287	\$ 5,413,435
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	\$ 84,541,019
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ -	\$ 8,464,164	\$ 10,194,271
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ -	\$ 5,922,002	\$ 726,539
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 2,173	\$ 10,594,023	\$ 17,905,999
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 995,200
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,125,000	\$ 17,901,396	\$ 39,337,747
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 3,227,640	\$ 181,679,474	\$ 180,735,079

Total Resources	\$ 181,679,474
Total Programmed	\$ 180,735,079
Surplus/(Deficit)	\$ 944,395

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
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	\$ 3,702,930	\$ 25,000	\$ -	\$ 3,727,930	\$ 3,727,930

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 9,837,803	\$ -	\$ 3,615,642	\$ 13,453,445	\$ 13,453,445
FTA5310	\$ 2,465,748	\$ -	\$ 361,513	\$ 2,827,261	\$ 1,807,566
FTA5311	\$ 4,885,329	\$ -	\$ 4,742,060	\$ 9,627,389	\$ 9,484,121
FTA5339	\$ 4,679,669	\$ 11,646	\$ 1,148,566	\$ 5,839,881	\$ 5,839,881
GRAND TOTAL	\$ 21,868,549	\$ 11,646	\$ 9,867,781	\$ 31,747,976	\$ 30,585,013

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 31,059,082	\$ 31,059,082	\$ 31,059,082
RZED	\$ -	\$ -	\$ 691,720	\$ 691,720	\$ 691,720
SB367-4 Cents	\$ -	\$ 2,197,986	\$ -	\$ 2,197,986	\$ 2,197,986
Turnpike Capital	\$ -	\$ 92,210,526	\$ -	\$ 92,210,526	\$ 92,210,526
Turnpike R&R	\$ -	\$ 651,824	\$ -	\$ 651,824	\$ 651,824
GRAND TOTAL	\$ -	\$ 100,408,512	\$ 31,750,802	\$ 132,811,138	\$ 132,811,138

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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.

APPENDIX B: STRAFFORD METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

WHEREAS Current federal authorizing legislation, the *Fixing America's Surface Transportation Act* (FAST Act) requires Metropolitan Planning Organizations (MPO) to certify that their transportation planning processes are in conformance with regulations therein; and,

WHEREAS 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 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 Section 1101(b) FAST Act (public Law 114 94) 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 450.326 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 Strafford Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Cities of Rochester, Somersworth, and Dover and the Towns of Barrington, Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood, Nottingham, Rollinsford, Strafford, and Wakefield New Hampshire, 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 Strafford MPO Policy Committee at its meeting on

Jennifer Czysz,
Executive Director
Strafford Metropolitan Planning Organization

Date

Victoria Sheehan
Commissioner
New Hampshire Department of Transportation

Date

APPENDIX C: PUBLIC TRANSIT PRIVATE SECTOR PARTICIPATION DECLARATION

The 2021–2024 Transportation Improvement Program was completed in compliance with the Strafford Metropolitan Planning Organization’s Public Participation Plan and Federal Transit Administration guidelines in regards to the inclusion of private enterprise participation in the transportation planning process.

There were no proposals received from private business enterprises and no impediments to holding services out for competition were indicated. To date, there have been no known private enterprise complaints.

The Strafford Regional Planning Commission, designated as the Metropolitan Planning Organization (MPO) for the cities of Rochester, Somersworth, and Dover and the Towns of Barrington, Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood, Nottingham, Rollinsford, Strafford, and Wakefield New Hampshire hereby certifies that the local process for the involvement of the private sector in the transportation planning process has been followed.

Jennifer Czysz, AICP
Executive Director
Strafford Metropolitan Planning Organization

Date

APPENDIX D: FEDERAL TRANSPORTATION PLANNING FACTORS:

From 23 CFR §450.206

- (1) Support the economic vitality of the metropolitan area, 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, for people and freight;
- (7) Promote efficient system management and operation; and
- (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; and
- (10) Enhance travel and tourism.

APPENDIX E: PUBLIC COMMENTS AND QUESTIONS FROM THE PUBLIC COMMENT PERIOD AND PUBLIC HEARING

This information will be filled in following the conclusion of the public comment period, review by Strafford MPO committees, and public hearing process. A record of all substantive public comments will be included.

DRAFT

APPENDIX F. 2021–2024 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LISTS

A primary component of the Transportation Improvement Program is the list of transportation projects scheduled to take place over the 2021–2024 period. The list consists of federally funded and regionally significant transportation projects taking place in the Strafford region. Information about transit funding and statewide programs is also included. The following information is included in the project lists below:

- The project Town/Name.
- The State Identification Number.
- The Route/Road.
- The Scope of Work for the project.
- Annual Funding by project phase (e.g. preliminary engineering, Right of Way, and Construction) and by Government Entity (funding source).
- Project costs totaled by fiscal year and by Government Entity for each phase.
- Total programmed funds for each project between years 2021 and 2024.
- Total overall cost for projects (extends beyond the 2021–2024 period).

DRAFT

2021-2024 SRPC Transportation Improvement Program Update

1/14/2021

Please refer to the 2019-2022 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2019-2022 TIP.

COAST5307 COAST5307

Towns: Regional

Road: Various

Scope: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Acronyms:

Proposed Funding

Funding Sources

DRAFT

Dover 41373

Towns: Dover
Road: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd (Community Trail)
Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$20,538		\$0	\$5,134	\$25,672
ROW	2021	\$34,400		\$0	\$8,600	\$43,000
CON	2022	\$116,164		\$0	\$144,315	\$260,479
CON	2023	\$119,417		\$0	\$29,854	\$149,271

Funding Sources

FHWA

TAP - Transportation Alternatives

OTHER

Towns

DOVER 41746

Towns: DOVER
Road: RTE 108
Scope: Traffic signal improvements and installation of a camera system to monitor traffic flow.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
CON	2021	\$104,000		\$0	\$26,000	\$130,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

OTHER

Towns

DOVER 41824

Towns: DOVER

Road: NH 16

Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$45,000	\$0	<i>\$45,000</i>
PE	2022	\$0	\$308,400	\$0	<i>\$308,400</i>
PE	2023	\$0	\$158,518	\$0	<i>\$158,518</i>
PE	2024	\$0	\$108,637	\$0	<i>\$108,637</i>
CON	2024	\$0	\$543,187	\$0	<i>\$543,187</i>

Funding Sources

NHDOT

Turnpike Renewal & Replacement

DOVER - ROCHESTER 29440

Towns: DOVER, ROCHESTER

Road: Spaulding Turnpike

Scope: Open Road Tolling Conversion at the Dover and Rochester Toll Plazas

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2021	\$0	\$17,990,000	\$0	<i>\$17,990,000</i>

Funding Sources

NHDOT

Turnpike Capital

DOVER - SOMERSWORTH - ROCHESTER 29604

Towns: DOVER, ROCHESTER, SOMERSWORTH
Road: NH 108
Scope: NH Rte 108 - Complete Streets consistent with improvements under U-3 alternative
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$345,316		\$0	\$0	\$345,316
PE	2022	\$1,228,135		\$0	\$0	\$1,228,135
ROW	2022	\$1,526,580		\$0	\$0	\$1,526,580
CON	2024	\$6,215,049		\$0	\$0	\$6,215,049

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

Dover, NH - South Berwick, ME 41433

Towns: Dover, NH; South Berwick, ME
Road: Gulf Road
Scope: Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2024	\$122,847		\$0	\$111,679	\$234,526

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

OTHER

Maine

DURHAM 16254

Towns: DURHAM

Road: US 4 / NH 108

Scope: Signalize intersection of US 4 westbound off ramp with NH 108

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
ROW	2021	\$1,100	\$0	\$0	\$1,100

Funding Sources

FHWA

Equity Bonus

National Highway Performance

STBG-5 to 200K

STBG-Areas Less Than 200K

STBG-Non Urban Areas Under 5K

STBG-State Flexible

NHDOT

Toll Credit

DRAFT

Durham 41432

Towns: Durham
Road: Bennett Road
Scope: Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2024	\$116,246	\$0	\$0	\$116,246

Funding Sources

FHWA

STBG-Off System Bridge

STBG-State Flexible

NHDOT

Toll Credit

Durham 42873

Towns: Durham
Road: UNH
Scope: Purchase two CNG Buses and one Diesel (B20 biodiesel) bus.
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$1,200,000	\$0	\$300,000	\$1,500,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

OTHER

Towns

LEE 41322

Towns: LEE
Road: NH Route 125
Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$220,000		\$0	\$0	\$220,000
ROW	2022	\$16,500		\$0	\$0	\$16,500
CON	2022	\$1,650,000		\$0	\$0	\$1,650,000

Funding Sources

FHWA

Hwy Infrastructure
National Highway Performance
STBG-Non Urban Areas Under 5K

NHDOT

Toll Credit

LEE 42876

Towns: Lee
Road: NH125
Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$137,500		\$0	\$0	\$137,500
ROW	2022	\$84,810		\$0	\$0	\$84,810
CON	2022	\$876,370		\$0	\$0	\$876,370

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

MILTON, NH-LEBANON, ME 40658

Towns: Milton
Road: Townhouse Road over Northeast Pond
Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151
Acronyms: MOBRR: Municipally-Owned Bridge Replacement and Rehabilitation

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$96,250	\$0	\$87,500	\$183,750
ROW	2022	\$5,654	\$0	\$5,140	\$10,794
CON	2023	\$596,026	\$0	\$817,423	\$1,413,449

Funding Sources

FHWA

STBG-5 to 200K

STBG-Non Urban Areas Under 5K

NHDOT

Toll Credit

OTHER

Maine

Non Par Other

Towns

DRAFT

NEWFIELDS - NEWMARKET 28393

Towns: NEWFIELDS, NEWMARKET

Road: NH 108

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$275,000	\$0	\$0	\$275,000

Funding Sources

FHWA

Equity Bonus

STBG-5 to 200K

STBG-State Flexible

NHDOT

Toll Credit

NEWINGTON - DOVER 11238

Towns: DOVER, NEWINGTON

Road: NH 16 / US 4 / SPLDG TPK

Scope: NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$1,495,000	\$0	\$1,495,000
CON	2021	\$0	\$295,000	\$0	\$295,000

Funding Sources

NHDOT

Turnpike Capital

NEWINGTON - DOVER 11238S

Towns: DOVER, NEWINGTON
Road: SPAULDING TURNPIKE / LITTLE BAY BRIDGES
Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2024	\$0	\$14,388,114	\$0	\$14,388,114

Funding Sources

NHDOT

Turnpike Capital

Northwood-Nottingham 41595

Towns: Northwood, Nottingham
Road: RT 4 & 152
Scope: Intersection safety improvements to the US 4/NH 152 intersection

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$307,119	\$0	\$0	\$307,119

Funding Sources

FHWA

National Highway Performance

NHDOT

Toll Credit

PAVE-T2-REHAB PAVE-T2-REHAB

Towns: Statewide
Road: Various
Scope: Rehab of Tier 2 roads.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$200,000		\$0	\$0	\$200,000
PE	2022	\$50,000		\$0	\$0	\$50,000
PE	2023	\$125,000		\$0	\$0	\$125,000
PE	2024	\$125,000		\$0	\$0	\$125,000
ROW	2021	\$30,000		\$0	\$0	\$30,000
ROW	2022	\$30,000		\$0	\$0	\$30,000
ROW	2023	\$30,000		\$0	\$0	\$30,000
ROW	2024	\$30,000		\$0	\$0	\$30,000
CON	2021	\$2,345,000		\$0	\$0	\$2,345,000
CON	2022	\$6,509,000		\$0	\$0	\$6,509,000
CON	2024	\$836,000		\$0	\$0	\$836,000

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Betterment

Toll Credit

PROGRAM BRDG-HIB-M&P

Towns: Statewide
Road: Various
Scope: Maintenance and preservation efforts for High Investment Bridges
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$100,000	\$0	\$0	\$100,000
PE	2022	\$85,000	\$0	\$0	\$85,000
PE	2023	\$100,000	\$0	\$0	\$100,000
PE	2024	\$100,000	\$0	\$0	\$100,000
ROW	2021	\$20,000	\$0	\$0	\$20,000
ROW	2022	\$20,000	\$0	\$0	\$20,000
ROW	2023	\$20,000	\$0	\$0	\$20,000
ROW	2024	\$20,000	\$0	\$0	\$20,000
CON	2022	\$269,000	\$0	\$0	\$269,000
CON	2023	\$2,800,000	\$0	\$0	\$2,800,000
CON	2024	\$2,800,000	\$0	\$0	\$2,800,000

Funding Sources

FHWA

Hwy Infrastructure
National Highway Performance
STBG-5 to 200K
STBG-State Flexible

NHDOT

Toll Credit

PROGRAM BRDG-T1/2-M&P

Towns: Statewide
Road: Tier 1-2 Bridges
Scope: Maintenance & preservation of tier 1 & 2 bridges.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$100,000	\$0	\$0	\$100,000
PE	2022	\$50,000	\$0	\$0	\$50,000
PE	2023	\$200,000	\$0	\$0	\$200,000
PE	2024	\$100,000	\$0	\$0	\$100,000
ROW	2021	\$25,000	\$0	\$0	\$25,000
ROW	2022	\$25,000	\$0	\$0	\$25,000
ROW	2023	\$25,000	\$0	\$0	\$25,000
ROW	2024	\$25,000	\$0	\$0	\$25,000
CON	2021	\$4,195,000	\$380,000	\$0	\$4,575,000
CON	2022	\$4,620,000	\$380,000	\$0	\$5,000,000
CON	2023	\$7,505,000	\$395,000	\$0	\$7,900,000
CON	2024	\$7,600,000	\$400,000	\$0	\$8,000,000

Funding Sources

FHWA

Hwy Infrastructure
National Highway Performance
STBG-5 to 200K
STBG-Non Urban Areas Under 5K
STBG-State Flexible

NHDOT

General Fund
Toll Credit

PROGRAM BRDG-T3/4-M&P

Towns: Statewide
 Road: Tier 3-4 Bridges
 Scope: Maintenance and preservation of tier 3 & 4 bridges.
 Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$100,000		\$0	\$0	\$100,000
PE	2022	\$100,000		\$0	\$0	\$100,000
PE	2023	\$50,000		\$0	\$0	\$50,000
PE	2024	\$50,000		\$0	\$0	\$50,000
ROW	2021	\$10,000		\$0	\$0	\$10,000
ROW	2022	\$10,000		\$0	\$0	\$10,000
ROW	2023	\$10,000		\$0	\$0	\$10,000
ROW	2024	\$10,000		\$0	\$0	\$10,000
CON	2021	\$3,230,000	\$170,000		\$0	\$3,400,000
CON	2022	\$1,890,000	\$170,000		\$0	\$2,060,000
CON	2023	\$3,230,000	\$170,000		\$0	\$3,400,000
CON	2024	\$2,325,000	\$175,000		\$0	\$2,500,000

Funding Sources

FHWA

National Highway Performance
 STBG-5 to 200K
 STBG-Non Urban Areas Under 5K
 STBG-State Flexible

NHDOT

General Fund
 Toll Credit

PROGRAM CMAQ-FTA

Towns: Statewide
Road: Various
Scope: Funds transferred from CMAQ to FTA.
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program
FTA: Federal Transit Administration

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$2,200,000		\$0	\$0	\$2,200,000
OTHER	2022	\$2,200,000		\$0	\$0	\$2,200,000
OTHER	2023	\$2,200,000		\$0	\$0	\$2,200,000
OTHER	2024	\$2,200,000		\$0	\$0	\$2,200,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

PROGRAM CORRST

Towns: Statewide
Road: Various
Scope: Corridor Studies Statewide
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$700,000		\$0	\$0	\$700,000
OTHER	2022	\$700,000		\$0	\$0	\$700,000
OTHER	2023	\$700,000		\$0	\$0	\$700,000
OTHER	2024	\$700,000		\$0	\$0	\$700,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

PROGRAM CRDR

Towns: Statewide

Road: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$700,000		\$0	\$0	<i>\$700,000</i>
PE	2022	\$400,000		\$0	\$0	<i>\$400,000</i>
PE	2023	\$100,000		\$0	\$0	<i>\$100,000</i>
PE	2024	\$100,000		\$0	\$0	<i>\$100,000</i>
ROW	2021	\$27,500		\$0	\$0	<i>\$27,500</i>
ROW	2022	\$51,700		\$0	\$0	<i>\$51,700</i>
ROW	2023	\$25,000		\$0	\$0	<i>\$25,000</i>
ROW	2024	\$25,000		\$0	\$0	<i>\$25,000</i>
CON	2021	\$1,437,500		\$0	\$0	<i>\$1,437,500</i>
CON	2022	\$1,430,000		\$0	\$0	<i>\$1,430,000</i>
CON	2023	\$1,683,300		\$0	\$0	<i>\$1,683,300</i>
CON	2024	\$1,300,000		\$0	\$0	<i>\$1,300,000</i>
OTHER	2021	\$5,000		\$0	\$0	<i>\$5,000</i>
OTHER	2022	\$5,000		\$0	\$0	<i>\$5,000</i>
OTHER	2023	\$5,000		\$0	\$0	<i>\$5,000</i>
OTHER	2024	\$5,000		\$0	\$0	<i>\$5,000</i>

Funding Sources

FHWA

National Highway Performance

STBG-Off System Bridge

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM FTA5307

Towns: ATKINSON, EAST KINGSTON, HAMPSTEAD, HAMPTON, KINGSTON, LONDONDERRY, PLAISTOW, SALEM, WINDHAM

Road: Boston Urbanized Area (UZA)

Scope: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$7,789,000		\$0	\$7,789,000
OTHER	2022	\$5,404,962		\$0	\$5,404,962
OTHER	2023	\$3,022,085		\$0	\$3,022,085
OTHER	2024	\$3,082,526		\$0	\$3,082,526

Funding Sources

FTA

FTA 5307 Capital and Operating Program

NHDOT

Toll Credit

DRAFT

PROGRAM FTA5310

Towns: Statewide

Road: Various

Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$2,382,080		\$0	\$2,977,600
OTHER	2022	\$2,420,277		\$0	\$3,025,346
OTHER	2023	\$1,987,030		\$0	\$2,483,787
OTHER	2024	\$2,026,770		\$0	\$2,533,462

Funding Sources

FHWA

STBG-State Flexible

FTA

FTA 5310 Capital Program

OTHER

Other

DRAFT

PROGRAM FTA5339

Towns: Statewide

Road: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$5,385,657		\$0	\$6,732,071
OTHER	2022	\$5,471,364		\$0	\$6,839,206
OTHER	2023	\$4,458,509		\$0	\$5,573,137
OTHER	2024	\$4,547,679		\$0	\$5,684,599

Funding Sources

FTA

FTA 5339 Bus and Bus Facilities

NHDOT

State of New Hampshire

OTHER

Other

State of New Hampshire

DRAFT

PROGRAM GRR

Towns: Statewide

Road: Various

Scope: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$150,000		\$0	\$0	<i>\$150,000</i>
PE	2022	\$150,000		\$0	\$0	<i>\$150,000</i>
PE	2023	\$150,000		\$0	\$0	<i>\$150,000</i>
PE	2024	\$150,000		\$0	\$0	<i>\$150,000</i>
ROW	2021	\$5,000		\$0	\$0	<i>\$5,000</i>
ROW	2022	\$5,000		\$0	\$0	<i>\$5,000</i>
ROW	2023	\$5,000		\$0	\$0	<i>\$5,000</i>
ROW	2024	\$5,000		\$0	\$0	<i>\$5,000</i>
CON	2021	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>
CON	2022	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>
CON	2023	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>
CON	2024	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM HSIP

Towns: Statewide
Road: Various
Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$1,200,000		\$0	\$0	<i>\$1,200,000</i>
PE	2022	\$500,000		\$0	\$0	<i>\$500,000</i>
PE	2023	\$500,000		\$0	\$0	<i>\$500,000</i>
PE	2024	\$500,000		\$0	\$0	<i>\$500,000</i>
ROW	2021	\$230,000		\$0	\$0	<i>\$230,000</i>
ROW	2022	\$150,000		\$0	\$0	<i>\$150,000</i>
ROW	2023	\$150,000		\$0	\$0	<i>\$150,000</i>
ROW	2024	\$150,000		\$0	\$0	<i>\$150,000</i>
CON	2021	\$6,471,232		\$0	\$0	<i>\$6,471,232</i>
CON	2022	\$7,859,081		\$0	\$0	<i>\$7,859,081</i>
CON	2023	\$9,059,081		\$0	\$0	<i>\$9,059,081</i>
CON	2024	\$9,059,081		\$0	\$0	<i>\$9,059,081</i>
OTHER	2021	\$1,330,000		\$0	\$0	<i>\$1,330,000</i>
OTHER	2022	\$200,000		\$0	\$0	<i>\$200,000</i>
OTHER	2023	\$200,000		\$0	\$0	<i>\$200,000</i>
OTHER	2024	\$200,000		\$0	\$0	<i>\$200,000</i>

Funding Sources

FHWA

Highway Safety Improvement Program (HSIP)

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM LTAP

Towns: Statewide

Road: Local Techonolgy Assistance Program

Scope: Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
SPR	2021	\$150,000		\$0	\$0	<i>\$150,000</i>
SPR	2022	\$150,000		\$0	\$0	<i>\$150,000</i>
SPR	2023	\$150,000		\$0	\$0	<i>\$150,000</i>
SPR	2024	\$150,000		\$0	\$0	<i>\$150,000</i>

Funding Sources

FHWA

Local Tech Assistance Program

DRAFT

PROGRAM MOBRR

Towns: Statewide

Road: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$160,000	\$0	\$40,000	\$200,000
PE	2022	\$80,000	\$0	\$20,000	\$100,000
PE	2023	\$80,000	\$0	\$20,000	\$100,000
PE	2024	\$80,000	\$0	\$20,000	\$100,000
ROW	2021	\$20,000	\$0	\$5,000	\$25,000
ROW	2022	\$44,000	\$0	\$11,000	\$55,000
ROW	2023	\$20,000	\$0	\$5,000	\$25,000
ROW	2024	\$20,000	\$0	\$5,000	\$25,000
CON	2021	\$3,520,000	\$0	\$880,000	\$4,400,000
CON	2022	\$3,576,000	\$0	\$894,000	\$4,470,000
CON	2023	\$3,600,000	\$0	\$900,000	\$4,500,000
CON	2024	\$3,600,000	\$0	\$900,000	\$4,500,000

Funding Sources

FHWA

Bridge Off System

STBG-State Flexible

OTHER

Other

PROGRAM NSTI

Towns: DURHAM

Road: National Summer Transportation Institute

Scope: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$50,000		\$0	\$0	<i>\$50,000</i>
OTHER	2022	\$50,000		\$0	\$0	<i>\$50,000</i>
OTHER	2023	\$50,000		\$0	\$0	<i>\$50,000</i>
OTHER	2024	\$50,000		\$0	\$0	<i>\$50,000</i>

Funding Sources

FHWA

NSTI National Summer Transportation Institute

DRAFT

PROGRAM PAVE-T1-RESURF

Towns: Statewide
Road: Tier 1 Highways
Scope: Resurface Tier 1 Highways
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2022	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2023	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2024	\$300,000		\$0	\$0	<i>\$300,000</i>
CON	2021	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>
CON	2022	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>
CON	2023	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>
CON	2024	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

DRAFT

PROGRAM PAVE-T2-RESURF

Towns: Statewide
Road: Tier 2 Highways
Scope: Resurfacing Tier 2 Roadways
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$800,000	\$0	\$0	\$800,000
PE	2022	\$800,000	\$0	\$0	\$800,000
PE	2023	\$300,000	\$0	\$0	\$300,000
PE	2024	\$300,000	\$0	\$0	\$300,000
ROW	2021	\$25,000	\$0	\$0	\$25,000
ROW	2022	\$25,000	\$0	\$0	\$25,000
ROW	2023	\$25,000	\$0	\$0	\$25,000
ROW	2024	\$25,000	\$0	\$0	\$25,000
CON	2021	\$23,120,000	\$6,000,000	\$0	\$29,120,000
CON	2022	\$2,200,000	\$6,000,000	\$0	\$8,200,000
CON	2023	\$8,000,000	\$6,000,000	\$0	\$14,000,000
CON	2024	\$14,400,000	\$6,000,000	\$0	\$20,400,000

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Betterment

Toll Credit

PROGRAM PVMRK

Towns: Statewide
Road: Various
Scope: Statewide Pavement Marking Annual Project
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$5,000		\$0	\$0	<i>\$5,000</i>
PE	2022	\$5,000		\$0	\$0	<i>\$5,000</i>
PE	2023	\$5,000		\$0	\$0	<i>\$5,000</i>
PE	2024	\$5,000		\$0	\$0	<i>\$5,000</i>
CON	2021	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>
CON	2022	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>
CON	2023	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>
CON	2024	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

DRAFT

PROGRAM RCTRL

Towns: Statewide

Road: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>
OTHER	2022	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>
OTHER	2023	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>
OTHER	2024	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>

Funding Sources

FHWA

Recreational Trails

NHDOT

Betterment

Non Participating

Toll Credit

OTHER

DNCR

DRAFT

PROGRAM RRRCS

Towns: Statewide

Road: Statewide Railroad Crossings

Scope: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$303,156		\$0	\$0	\$303,156
PE	2022	\$250,000		\$0	\$0	\$250,000
PE	2023	\$250,000		\$0	\$0	\$250,000
PE	2024	\$250,000		\$0	\$0	\$250,000
ROW	2021	\$5,000		\$0	\$0	\$5,000
ROW	2022	\$5,000		\$0	\$0	\$5,000
ROW	2024	\$5,000		\$0	\$0	\$5,000
CON	2021	\$1,548,384		\$0	\$0	\$1,548,384
CON	2022	\$925,000		\$0	\$0	\$925,000
CON	2023	\$925,000		\$0	\$0	\$925,000
CON	2024	\$925,000		\$0	\$0	\$925,000
OTHER	2021	\$5,000		\$0	\$0	\$5,000
OTHER	2022	\$5,000		\$0	\$0	\$5,000
OTHER	2023	\$5,000		\$0	\$0	\$5,000
OTHER	2024	\$5,000		\$0	\$0	\$5,000

Funding Sources

FHWA

Highway Safety Improvement Program (HSIP)

RL - Rail Highway

NHDOT

Toll Credit

PROGRAM STIC

Towns: Statewide
Road: Varies
Scope: STIC Incentives
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$100,000	\$25,000	\$0	<i>\$125,000</i>
OTHER	2022	\$100,000	\$25,000	\$0	<i>\$125,000</i>
OTHER	2023	\$100,000	\$25,000	\$0	<i>\$125,000</i>
OTHER	2024	\$100,000	\$25,000	\$0	<i>\$125,000</i>

Funding Sources

FHWA

STIC Funding

NHDOT

NHDOT Operating Budget

DRAFT

PROGRAM TA

Towns: Statewide
Road: Various
Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$244,760	\$0	\$61,190	\$305,950
PE	2022	\$172,000	\$0	\$43,000	\$215,000
PE	2023	\$252,760	\$0	\$63,190	\$315,950
PE	2024	\$172,760	\$0	\$43,190	\$215,950
ROW	2021	\$110,120	\$0	\$27,530	\$137,650
ROW	2022	\$102,120	\$0	\$25,530	\$127,650
ROW	2023	\$102,120	\$0	\$25,530	\$127,650
ROW	2024	\$102,120	\$0	\$25,530	\$127,650
CON	2021	\$2,198,720	\$0	\$549,680	\$2,748,400
CON	2022	\$2,279,480	\$0	\$569,870	\$2,849,350
CON	2023	\$2,198,720	\$0	\$549,680	\$2,748,400
CON	2024	\$2,278,720	\$0	\$569,680	\$2,848,400

Funding Sources

FHWA

TAP - Transportation Alternatives

NHDOT

Toll Credit

OTHER

Other

PROGRAM TSMO

Towns: Statewide

Road: Transportation Systems Management and Operations

Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$350,000		\$0	\$0	<i>\$350,000</i>
OTHER	2022	\$350,000		\$0	\$0	<i>\$350,000</i>
OTHER	2023	\$350,000		\$0	\$0	<i>\$350,000</i>
OTHER	2024	\$350,000		\$0	\$0	<i>\$350,000</i>

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Toll Credit

DRAFT

PROGRAM USSS

Towns: Statewide
Road: Various
Scope: Project to update signing on state system
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$30,000		\$0	\$0	<i>\$30,000</i>
PE	2022	\$30,000		\$0	\$0	<i>\$30,000</i>
PE	2023	\$30,000		\$0	\$0	<i>\$30,000</i>
PE	2024	\$30,000		\$0	\$0	<i>\$30,000</i>
CON	2021	\$500,000		\$0	\$0	<i>\$500,000</i>
CON	2022	\$500,000		\$0	\$0	<i>\$500,000</i>
CON	2023	\$500,000		\$0	\$0	<i>\$500,000</i>
CON	2024	\$500,000		\$0	\$0	<i>\$500,000</i>

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

DRAFT

ROCHESTER 14350

Towns: ROCHESTER
Road: NH 202A (WALNUT STREET)
Scope: INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQ, NORTH MAIN, & WASHINGTON ST

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$800	\$0	\$200	\$1,000
ROW	2021	\$800	\$0	\$200	\$1,000
CON	2021	\$1,360,000	\$0	\$3,128,153	\$4,488,153

Funding Sources

FHWA

STBG-Areas Less Than 200K

STBG-Hazard Elimination

STBG-State Flexible

NHDOT

Non Participating

OTHER

Towns

DRAFT

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$180,928	\$0	\$0	\$180,928

Funding Sources

FHWA

STBG-5 to 200K

NHDOT

Toll Credit

DRAFT

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$180,928	\$0	\$0	\$180,928

Funding Sources

FHWA

STBG-5 to 200K

NHDOT

Toll Credit

DRAFT

Rollinsford - Dover 42578

Towns: Rollinsford, Dover

Road: Oak St

Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$116,246		\$0	\$0	\$116,246
PE	2024	\$179,251		\$0	\$0	\$179,251

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

DRAFT

SOMERSWORTH 40646

Towns: SOMERSWORTH

Road: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2022	\$110,000		\$0	\$0	<i>\$110,000</i>
PE	2023	\$339,240		\$0	\$0	<i>\$339,240</i>
ROW	2023	\$106,295		\$0	\$26,574	<i>\$132,869</i>

Funding Sources

FHWA

National Highway Performance

STBG-5 to 200K

STBG-State Flexible

NHDOT

Toll Credit

OTHER

Towns

DRAFT

SOMERSWORTH 41741

Towns: SOMERSWORTH
Road: Hight Street / Route 108
Scope: Signal optimization on High Street / Route 108 corridor
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$25,680	\$0	\$6,420	\$32,100
ROW	2021	\$12,000	\$0	\$3,000	\$15,000
CON	2021	\$482,800	\$0	\$120,700	\$603,500

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

OTHER

Towns

STATEWIDE 41756

Towns: Statewide
Road: Various
Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$165,000	\$0	\$0	\$165,000
OTHER	2022	\$169,620	\$0	\$0	\$169,620

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

STATEWIDE 42878

Towns: Undetermined
Road: Various
Scope: Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2022	\$67,848	\$0	\$0	\$67,848
CON	2022	\$497,552	\$0	\$0	\$497,552

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

STATEWIDE TIER 2 (S) 43289

Towns: BARRINGTON, HAMPTON, HOOKSETT, MILTON, NORTHWOOD, PETERBOROUGH, RINDGE, ROCHESTER, WAKEFIELD
Road: Various
Scope: Resurfacing of various Tier 2 roadways
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$15,025	\$0	\$15,025
CON	2021	\$5,060,000	\$0	\$0	\$5,060,000

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Betterment

Non Par DOT

Toll Credit

Strafford Metropolitan Transportation Plan 2021-2045

Draft for Public Comment



Adopted December 2017

Appendices A-D updated February 2021

Financial Plan updated concurrently with 2021- 2024 TIP

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Appendix A – Projects in the Strafford MPO Transportation Improvement Program

Appendix B – Projects from the Strafford MPO Region included in the New Hampshire Statewide Ten Year Transportation Improvement Plan

Appendix C – Projects in the Out-Years of the Strafford MPO Metropolitan Transportation Plan

Appendix D – 2021-2045 Financial Plan

Appendix E – Road Classification System

DRAFT

The purpose of this update is to ensure projects and funding are updated concurrently between the 2021-2024 Transportation Improvement Program, the 2021-2030 Statewide Ten Year Plan, and the long-range projects in the Metropolitan Transportation Plan (years 2031-2045). The entire Metro Plan comprises an entire 25-year period in the three documents noted above.

Project and financial information in appendices A, B, C, and D is included here.

The full Metro Plan with additional discussion about regional services, challenges, and trends, can be found on the Strafford Regional Planning Commission website: www.strafford.org.

Appendix A – Projects in the Strafford MPO Transportation Improvement Program

DRAFT

2021-2024 SRPC Transportation Improvement Program Update

1/14/2021

Please refer to the 2019-2022 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2019-2022 TIP.

COAST5307 COAST5307

Towns: Regional

Road: Various

Scope: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Acronyms:

Proposed Funding

Funding Sources

DRAFT

Dover 41373

Towns: Dover
Road: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd (Community Trail)
Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$20,538		\$0	\$5,134	\$25,672
ROW	2021	\$34,400		\$0	\$8,600	\$43,000
CON	2022	\$116,164		\$0	\$144,315	\$260,479
CON	2023	\$119,417		\$0	\$29,854	\$149,271

Funding Sources

FHWA

TAP - Transportation Alternatives

OTHER

Towns

DOVER 41746

Towns: DOVER
Road: RTE 108
Scope: Traffic signal improvements and installation of a camera system to monitor traffic flow.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
CON	2021	\$104,000		\$0	\$26,000	\$130,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

OTHER

Towns

DOVER 41824

Towns: DOVER

Road: NH 16

Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$45,000	\$0	\$45,000
PE	2022	\$0	\$308,400	\$0	\$308,400
PE	2023	\$0	\$158,518	\$0	\$158,518
PE	2024	\$0	\$108,637	\$0	\$108,637
CON	2024	\$0	\$543,187	\$0	\$543,187

Funding Sources

NHDOT

Turnpike Renewal & Replacement

DOVER - ROCHESTER 29440

Towns: DOVER, ROCHESTER

Road: Spaulding Turnpike

Scope: Open Road Tolling Conversion at the Dover and Rochester Toll Plazas

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2021	\$0	\$17,990,000	\$0	\$17,990,000

Funding Sources

NHDOT

Turnpike Capital

DOVER - SOMERSWORTH - ROCHESTER 29604

Towns: DOVER, ROCHESTER, SOMERSWORTH
Road: NH 108
Scope: NH Rte 108 - Complete Streets consistent with improvements under U-3 alternative
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$345,316		\$0	\$0	\$345,316
PE	2022	\$1,228,135		\$0	\$0	\$1,228,135
ROW	2022	\$1,526,580		\$0	\$0	\$1,526,580
CON	2024	\$6,215,049		\$0	\$0	\$6,215,049

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

Dover, NH - South Berwick, ME 41433

Towns: Dover, NH; South Berwick, ME
Road: Gulf Road
Scope: Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2024	\$122,847		\$0	\$111,679	\$234,526

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

OTHER

Maine

DURHAM 16254

Towns: DURHAM

Road: US 4 / NH 108

Scope: Signalize intersection of US 4 westbound off ramp with NH 108

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
ROW	2021	\$1,100	\$0	\$0	\$1,100

Funding Sources

FHWA

Equity Bonus

National Highway Performance

STBG-5 to 200K

STBG-Areas Less Than 200K

STBG-Non Urban Areas Under 5K

STBG-State Flexible

NHDOT

Toll Credit

DRAFT

Durham 41432

Towns: Durham
Road: Bennett Road
Scope: Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2024	\$116,246	\$0	\$0	\$116,246

Funding Sources

FHWA

STBG-Off System Bridge

STBG-State Flexible

NHDOT

Toll Credit

Durham 42873

Towns: Durham
Road: UNH
Scope: Purchase two CNG Buses and one Diesel (B20 biodiesel) bus.
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$1,200,000	\$0	\$300,000	\$1,500,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

OTHER

Towns

LEE 41322

Towns: LEE
Road: NH Route 125
Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$220,000		\$0	\$0	\$220,000
ROW	2022	\$16,500		\$0	\$0	\$16,500
CON	2022	\$1,650,000		\$0	\$0	\$1,650,000

Funding Sources

FHWA

Hwy Infrastructure
National Highway Performance
STBG-Non Urban Areas Under 5K

NHDOT

Toll Credit

LEE 42876

Towns: Lee
Road: NH125
Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$137,500		\$0	\$0	\$137,500
ROW	2022	\$84,810		\$0	\$0	\$84,810
CON	2022	\$876,370		\$0	\$0	\$876,370

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

MILTON, NH-LEBANON, ME 40658

Towns: Milton
Road: Townhouse Road over Northeast Pond
Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151
Acronyms: MOBRR: Municipally-Owned Bridge Replacement and Rehabilitation

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$96,250	\$0	\$87,500	\$183,750
ROW	2022	\$5,654	\$0	\$5,140	\$10,794
CON	2023	\$596,026	\$0	\$817,423	\$1,413,449

Funding Sources

FHWA

STBG-5 to 200K

STBG-Non Urban Areas Under 5K

NHDOT

Toll Credit

OTHER

Maine

Non Par Other

Towns

DRAFT

NEWFIELDS - NEWMARKET 28393

Towns: NEWFIELDS, NEWMARKET

Road: NH 108

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$275,000	\$0	\$0	\$275,000

Funding Sources

FHWA

Equity Bonus

STBG-5 to 200K

STBG-State Flexible

NHDOT

Toll Credit

NEWINGTON - DOVER 11238

Towns: DOVER, NEWINGTON

Road: NH 16 / US 4 / SPLDG TPK

Scope: NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$1,495,000	\$0	\$1,495,000
CON	2021	\$0	\$295,000	\$0	\$295,000

Funding Sources

NHDOT

Turnpike Capital

NEWINGTON - DOVER 11238S

Towns: DOVER, NEWINGTON
Road: SPAULDING TURNPIKE / LITTLE BAY BRIDGES
Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2024	\$0	\$14,388,114	\$0	\$14,388,114

Funding Sources

NHDOT

Turnpike Capital

Northwood-Nottingham 41595

Towns: Northwood, Nottingham
Road: RT 4 & 152
Scope: Intersection safety improvements to the US 4/NH 152 intersection

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$307,119	\$0	\$0	\$307,119

Funding Sources

FHWA

National Highway Performance

NHDOT

Toll Credit

PAVE-T2-REHAB PAVE-T2-REHAB

Towns: Statewide
Road: Various
Scope: Rehab of Tier 2 roads.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$200,000	\$0	\$0	\$200,000
PE	2022	\$50,000	\$0	\$0	\$50,000
PE	2023	\$125,000	\$0	\$0	\$125,000
PE	2024	\$125,000	\$0	\$0	\$125,000
ROW	2021	\$30,000	\$0	\$0	\$30,000
ROW	2022	\$30,000	\$0	\$0	\$30,000
ROW	2023	\$30,000	\$0	\$0	\$30,000
ROW	2024	\$30,000	\$0	\$0	\$30,000
CON	2021	\$2,345,000	\$0	\$0	\$2,345,000
CON	2022	\$6,509,000	\$0	\$0	\$6,509,000
CON	2024	\$836,000	\$0	\$0	\$836,000

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Betterment
Toll Credit

DRAFT

PROGRAM BRDG-HIB-M&P

Towns: Statewide

Road: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$100,000	\$0	\$0	\$100,000
PE	2022	\$85,000	\$0	\$0	\$85,000
PE	2023	\$100,000	\$0	\$0	\$100,000
PE	2024	\$100,000	\$0	\$0	\$100,000
ROW	2021	\$20,000	\$0	\$0	\$20,000
ROW	2022	\$20,000	\$0	\$0	\$20,000
ROW	2023	\$20,000	\$0	\$0	\$20,000
ROW	2024	\$20,000	\$0	\$0	\$20,000
CON	2022	\$269,000	\$0	\$0	\$269,000
CON	2023	\$2,800,000	\$0	\$0	\$2,800,000
CON	2024	\$2,800,000	\$0	\$0	\$2,800,000

Funding Sources

FHWA

Hwy Infrastructure

National Highway Performance

STBG-5 to 200K

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM BRDG-T1/2-M&P

Towns: Statewide
 Road: Tier 1-2 Bridges
 Scope: Maintenance & preservation of tier 1 & 2 bridges.
 Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$100,000	\$0	\$0	\$100,000
PE	2022	\$50,000	\$0	\$0	\$50,000
PE	2023	\$200,000	\$0	\$0	\$200,000
PE	2024	\$100,000	\$0	\$0	\$100,000
ROW	2021	\$25,000	\$0	\$0	\$25,000
ROW	2022	\$25,000	\$0	\$0	\$25,000
ROW	2023	\$25,000	\$0	\$0	\$25,000
ROW	2024	\$25,000	\$0	\$0	\$25,000
CON	2021	\$4,195,000	\$380,000	\$0	\$4,575,000
CON	2022	\$4,620,000	\$380,000	\$0	\$5,000,000
CON	2023	\$7,505,000	\$395,000	\$0	\$7,900,000
CON	2024	\$7,600,000	\$400,000	\$0	\$8,000,000

Funding Sources

FHWA

- Hwy Infrastructure
- National Highway Performance
- STBG-5 to 200K
- STBG-Non Urban Areas Under 5K
- STBG-State Flexible

NHDOT

- General Fund
- Toll Credit

PROGRAM BRDG-T3/4-M&P

Towns: Statewide
Road: Tier 3-4 Bridges
Scope: Maintenance and preservation of tier 3 & 4 bridges.
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$100,000	\$0	\$0	\$100,000
PE	2022	\$100,000	\$0	\$0	\$100,000
PE	2023	\$50,000	\$0	\$0	\$50,000
PE	2024	\$50,000	\$0	\$0	\$50,000
ROW	2021	\$10,000	\$0	\$0	\$10,000
ROW	2022	\$10,000	\$0	\$0	\$10,000
ROW	2023	\$10,000	\$0	\$0	\$10,000
ROW	2024	\$10,000	\$0	\$0	\$10,000
CON	2021	\$3,230,000	\$170,000	\$0	\$3,400,000
CON	2022	\$1,890,000	\$170,000	\$0	\$2,060,000
CON	2023	\$3,230,000	\$170,000	\$0	\$3,400,000
CON	2024	\$2,325,000	\$175,000	\$0	\$2,500,000

Funding Sources

FHWA

National Highway Performance
STBG-5 to 200K
STBG-Non Urban Areas Under 5K
STBG-State Flexible

NHDOT

General Fund
Toll Credit

PROGRAM CMAQ-FTA

Towns: Statewide
Road: Various
Scope: Funds transferred from CMAQ to FTA.
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program
FTA: Federal Transit Administration

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$2,200,000		\$0	\$2,200,000
OTHER	2022	\$2,200,000		\$0	\$2,200,000
OTHER	2023	\$2,200,000		\$0	\$2,200,000
OTHER	2024	\$2,200,000		\$0	\$2,200,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

PROGRAM CORRST

Towns: Statewide
Road: Various
Scope: Corridor Studies Statewide
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$700,000		\$0	\$700,000
OTHER	2022	\$700,000		\$0	\$700,000
OTHER	2023	\$700,000		\$0	\$700,000
OTHER	2024	\$700,000		\$0	\$700,000

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

PROGRAM CRDR

Towns: Statewide

Road: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$700,000	\$0	\$0	\$700,000
PE	2022	\$400,000	\$0	\$0	\$400,000
PE	2023	\$100,000	\$0	\$0	\$100,000
PE	2024	\$100,000	\$0	\$0	\$100,000
ROW	2021	\$27,500	\$0	\$0	\$27,500
ROW	2022	\$51,700	\$0	\$0	\$51,700
ROW	2023	\$25,000	\$0	\$0	\$25,000
ROW	2024	\$25,000	\$0	\$0	\$25,000
CON	2021	\$1,437,500	\$0	\$0	\$1,437,500
CON	2022	\$1,430,000	\$0	\$0	\$1,430,000
CON	2023	\$1,683,300	\$0	\$0	\$1,683,300
CON	2024	\$1,300,000	\$0	\$0	\$1,300,000
OTHER	2021	\$5,000	\$0	\$0	\$5,000
OTHER	2022	\$5,000	\$0	\$0	\$5,000
OTHER	2023	\$5,000	\$0	\$0	\$5,000
OTHER	2024	\$5,000	\$0	\$0	\$5,000

Funding Sources

FHWA

National Highway Performance

STBG-Off System Bridge

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM FTA5307

Towns: ATKINSON, EAST KINGSTON, HAMPSTEAD, HAMPTON, KINGSTON, LONDONDERRY, PLAISTOW, SALEM, WINDHAM

Road: Boston Urbanized Area (UZA)

Scope: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$7,789,000		\$0	\$0	\$7,789,000
OTHER	2022	\$5,404,962		\$0	\$0	\$5,404,962
OTHER	2023	\$3,022,085		\$0	\$0	\$3,022,085
OTHER	2024	\$3,082,526		\$0	\$0	\$3,082,526

Funding Sources

FTA

FTA 5307 Capital and Operating Program

NHDOT

Toll Credit

DRAFT

PROGRAM FTA5310

Towns: Statewide

Road: Various

Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$2,382,080		\$0	\$2,977,600
OTHER	2022	\$2,420,277		\$0	\$3,025,346
OTHER	2023	\$1,987,030		\$0	\$2,483,787
OTHER	2024	\$2,026,770		\$0	\$2,533,462

Funding Sources

FHWA

STBG-State Flexible

FTA

FTA 5310 Capital Program

OTHER

Other

DRAFT

PROGRAM FTA5339

Towns: Statewide

Road: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$5,385,657		\$0	\$6,732,071
OTHER	2022	\$5,471,364		\$0	\$6,839,206
OTHER	2023	\$4,458,509		\$0	\$5,573,137
OTHER	2024	\$4,547,679		\$0	\$5,684,599

Funding Sources

FTA

FTA 5339 Bus and Bus Facilities

NHDOT

State of New Hampshire

OTHER

Other

State of New Hampshire

DRAFT

PROGRAM GRR

Towns: Statewide

Road: Various

Scope: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$150,000		\$0	\$0	<i>\$150,000</i>
PE	2022	\$150,000		\$0	\$0	<i>\$150,000</i>
PE	2023	\$150,000		\$0	\$0	<i>\$150,000</i>
PE	2024	\$150,000		\$0	\$0	<i>\$150,000</i>
ROW	2021	\$5,000		\$0	\$0	<i>\$5,000</i>
ROW	2022	\$5,000		\$0	\$0	<i>\$5,000</i>
ROW	2023	\$5,000		\$0	\$0	<i>\$5,000</i>
ROW	2024	\$5,000		\$0	\$0	<i>\$5,000</i>
CON	2021	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>
CON	2022	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>
CON	2023	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>
CON	2024	\$1,880,000		\$0	\$0	<i>\$1,880,000</i>

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM HSIP

Towns: Statewide
Road: Various
Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$1,200,000	\$0	\$0	\$1,200,000
PE	2022	\$500,000	\$0	\$0	\$500,000
PE	2023	\$500,000	\$0	\$0	\$500,000
PE	2024	\$500,000	\$0	\$0	\$500,000
ROW	2021	\$230,000	\$0	\$0	\$230,000
ROW	2022	\$150,000	\$0	\$0	\$150,000
ROW	2023	\$150,000	\$0	\$0	\$150,000
ROW	2024	\$150,000	\$0	\$0	\$150,000
CON	2021	\$6,471,232	\$0	\$0	\$6,471,232
CON	2022	\$7,859,081	\$0	\$0	\$7,859,081
CON	2023	\$9,059,081	\$0	\$0	\$9,059,081
CON	2024	\$9,059,081	\$0	\$0	\$9,059,081
OTHER	2021	\$1,330,000	\$0	\$0	\$1,330,000
OTHER	2022	\$200,000	\$0	\$0	\$200,000
OTHER	2023	\$200,000	\$0	\$0	\$200,000
OTHER	2024	\$200,000	\$0	\$0	\$200,000

Funding Sources

FHWA

Highway Safety Improvement Program (HSIP)

STBG-State Flexible

NHDOT

Toll Credit

PROGRAM LTAP

Towns: Statewide

Road: Local Techonolgy Assistance Program

Scope: Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
SPR	2021	\$150,000		\$0	\$0	<i>\$150,000</i>
SPR	2022	\$150,000		\$0	\$0	<i>\$150,000</i>
SPR	2023	\$150,000		\$0	\$0	<i>\$150,000</i>
SPR	2024	\$150,000		\$0	\$0	<i>\$150,000</i>

Funding Sources

FHWA

Local Tech Assistance Program

DRAFT

PROGRAM MOBRR

Towns: Statewide

Road: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$160,000	\$0	\$40,000	\$200,000
PE	2022	\$80,000	\$0	\$20,000	\$100,000
PE	2023	\$80,000	\$0	\$20,000	\$100,000
PE	2024	\$80,000	\$0	\$20,000	\$100,000
ROW	2021	\$20,000	\$0	\$5,000	\$25,000
ROW	2022	\$44,000	\$0	\$11,000	\$55,000
ROW	2023	\$20,000	\$0	\$5,000	\$25,000
ROW	2024	\$20,000	\$0	\$5,000	\$25,000
CON	2021	\$3,520,000	\$0	\$880,000	\$4,400,000
CON	2022	\$3,576,000	\$0	\$894,000	\$4,470,000
CON	2023	\$3,600,000	\$0	\$900,000	\$4,500,000
CON	2024	\$3,600,000	\$0	\$900,000	\$4,500,000

Funding Sources

FHWA

Bridge Off System

STBG-State Flexible

OTHER

Other

PROGRAM NSTI

Towns: DURHAM

Road: National Summer Transportation Institute

Scope: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$50,000		\$0	\$0	<i>\$50,000</i>
OTHER	2022	\$50,000		\$0	\$0	<i>\$50,000</i>
OTHER	2023	\$50,000		\$0	\$0	<i>\$50,000</i>
OTHER	2024	\$50,000		\$0	\$0	<i>\$50,000</i>

Funding Sources

FHWA

NSTI National Summer Transportation Institute

DRAFT

PROGRAM PAVE-T1-RESURF

Towns: Statewide
Road: Tier 1 Highways
Scope: Resurface Tier 1 Highways
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2022	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2023	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2024	\$300,000		\$0	\$0	<i>\$300,000</i>
CON	2021	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>
CON	2022	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>
CON	2023	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>
CON	2024	\$12,250,000		\$0	\$0	<i>\$12,250,000</i>

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

DRAFT

PROGRAM PAVE-T2-RESURF

Towns: Statewide
Road: Tier 2 Highways
Scope: Resurfacing Tier 2 Roadways
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$800,000	\$0	\$0	\$800,000
PE	2022	\$800,000	\$0	\$0	\$800,000
PE	2023	\$300,000	\$0	\$0	\$300,000
PE	2024	\$300,000	\$0	\$0	\$300,000
ROW	2021	\$25,000	\$0	\$0	\$25,000
ROW	2022	\$25,000	\$0	\$0	\$25,000
ROW	2023	\$25,000	\$0	\$0	\$25,000
ROW	2024	\$25,000	\$0	\$0	\$25,000
CON	2021	\$23,120,000	\$6,000,000	\$0	\$29,120,000
CON	2022	\$2,200,000	\$6,000,000	\$0	\$8,200,000
CON	2023	\$8,000,000	\$6,000,000	\$0	\$14,000,000
CON	2024	\$14,400,000	\$6,000,000	\$0	\$20,400,000

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Betterment

Toll Credit

PROGRAM PVMRK

Towns: Statewide
Road: Various
Scope: Statewide Pavement Marking Annual Project
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$5,000		\$0	\$0	<i>\$5,000</i>
PE	2022	\$5,000		\$0	\$0	<i>\$5,000</i>
PE	2023	\$5,000		\$0	\$0	<i>\$5,000</i>
PE	2024	\$5,000		\$0	\$0	<i>\$5,000</i>
CON	2021	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>
CON	2022	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>
CON	2023	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>
CON	2024	\$3,095,000		\$0	\$0	<i>\$3,095,000</i>

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

DRAFT

PROGRAM RCTRL

Towns: Statewide

Road: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>
OTHER	2022	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>
OTHER	2023	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>
OTHER	2024	\$1,250,000		\$0	\$312,500	<i>\$1,562,500</i>

Funding Sources

FHWA

Recreational Trails

NHDOT

Betterment

Non Participating

Toll Credit

OTHER

DNCR

DRAFT

PROGRAM RRRCS

Towns: Statewide

Road: Statewide Railroad Crossings

Scope: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$303,156	\$0	\$0	\$303,156
PE	2022	\$250,000	\$0	\$0	\$250,000
PE	2023	\$250,000	\$0	\$0	\$250,000
PE	2024	\$250,000	\$0	\$0	\$250,000
ROW	2021	\$5,000	\$0	\$0	\$5,000
ROW	2022	\$5,000	\$0	\$0	\$5,000
ROW	2024	\$5,000	\$0	\$0	\$5,000
CON	2021	\$1,548,384	\$0	\$0	\$1,548,384
CON	2022	\$925,000	\$0	\$0	\$925,000
CON	2023	\$925,000	\$0	\$0	\$925,000
CON	2024	\$925,000	\$0	\$0	\$925,000
OTHER	2021	\$5,000	\$0	\$0	\$5,000
OTHER	2022	\$5,000	\$0	\$0	\$5,000
OTHER	2023	\$5,000	\$0	\$0	\$5,000
OTHER	2024	\$5,000	\$0	\$0	\$5,000

Funding Sources

FHWA

Highway Safety Improvement Program (HSIP)

RL - Rail Highway

NHDOT

Toll Credit

PROGRAM STIC

Towns: Statewide
Road: Varies
Scope: STIC Incentives
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$100,000	\$25,000	\$0	<i>\$125,000</i>
OTHER	2022	\$100,000	\$25,000	\$0	<i>\$125,000</i>
OTHER	2023	\$100,000	\$25,000	\$0	<i>\$125,000</i>
OTHER	2024	\$100,000	\$25,000	\$0	<i>\$125,000</i>

Funding Sources

FHWA

STIC Funding

NHDOT

NHDOT Operating Budget

DRAFT

PROGRAM TA

Towns: Statewide
Road: Various
Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$244,760	\$0	\$61,190	\$305,950
PE	2022	\$172,000	\$0	\$43,000	\$215,000
PE	2023	\$252,760	\$0	\$63,190	\$315,950
PE	2024	\$172,760	\$0	\$43,190	\$215,950
ROW	2021	\$110,120	\$0	\$27,530	\$137,650
ROW	2022	\$102,120	\$0	\$25,530	\$127,650
ROW	2023	\$102,120	\$0	\$25,530	\$127,650
ROW	2024	\$102,120	\$0	\$25,530	\$127,650
CON	2021	\$2,198,720	\$0	\$549,680	\$2,748,400
CON	2022	\$2,279,480	\$0	\$569,870	\$2,849,350
CON	2023	\$2,198,720	\$0	\$549,680	\$2,748,400
CON	2024	\$2,278,720	\$0	\$569,680	\$2,848,400

Funding Sources

FHWA

TAP - Transportation Alternatives

NHDOT

Toll Credit

OTHER

Other

PROGRAM TSMO

Towns: Statewide

Road: Transportation Systems Management and Operations

Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$350,000		\$0	\$0	<i>\$350,000</i>
OTHER	2022	\$350,000		\$0	\$0	<i>\$350,000</i>
OTHER	2023	\$350,000		\$0	\$0	<i>\$350,000</i>
OTHER	2024	\$350,000		\$0	\$0	<i>\$350,000</i>

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Toll Credit

DRAFT

PROGRAM USSS

Towns: Statewide
Road: Various
Scope: Project to update signing on state system
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$30,000		\$0	\$0	<i>\$30,000</i>
PE	2022	\$30,000		\$0	\$0	<i>\$30,000</i>
PE	2023	\$30,000		\$0	\$0	<i>\$30,000</i>
PE	2024	\$30,000		\$0	\$0	<i>\$30,000</i>
CON	2021	\$500,000		\$0	\$0	<i>\$500,000</i>
CON	2022	\$500,000		\$0	\$0	<i>\$500,000</i>
CON	2023	\$500,000		\$0	\$0	<i>\$500,000</i>
CON	2024	\$500,000		\$0	\$0	<i>\$500,000</i>

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

DRAFT

ROCHESTER 14350

Towns: ROCHESTER
Road: NH 202A (WALNUT STREET)
Scope: INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQ, NORTH MAIN, & WASHINGTON ST

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$800	\$0	\$200	\$1,000
ROW	2021	\$800	\$0	\$200	\$1,000
CON	2021	\$1,360,000	\$0	\$3,128,153	\$4,488,153

Funding Sources

FHWA

STBG-Areas Less Than 200K

STBG-Hazard Elimination

STBG-State Flexible

NHDOT

Non Participating

OTHER

Towns

DRAFT

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$180,928	\$0	\$0	\$180,928

Funding Sources

FHWA

STBG-5 to 200K

NHDOT

Toll Credit

DRAFT

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Rochester 40647

Towns: Rochester
Road: NH125 (Columbus Ave) and Lowell St
Scope: Intersection Safety Improvements at this 5 way intersection
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$180,928	\$0	\$0	\$180,928

Funding Sources

FHWA

STBG-5 to 200K

NHDOT

Toll Credit

DRAFT

Rollinsford - Dover 42578

Towns: Rollinsford, Dover

Road: Oak St

Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$116,246		\$0	\$0	\$116,246
PE	2024	\$179,251		\$0	\$0	\$179,251

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

DRAFT

SOMERSWORTH 40646

Towns: SOMERSWORTH

Road: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2022	\$110,000		\$0	\$0	<i>\$110,000</i>
PE	2023	\$339,240		\$0	\$0	<i>\$339,240</i>
ROW	2023	\$106,295		\$0	\$26,574	<i>\$132,869</i>

Funding Sources

FHWA

National Highway Performance

STBG-5 to 200K

STBG-State Flexible

NHDOT

Toll Credit

OTHER

Towns

DRAFT

SOMERSWORTH 41741

Towns: SOMERSWORTH
Road: Hight Street / Route 108
Scope: Signal optimization on High Street / Route 108 corridor
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$25,680	\$0	\$6,420	\$32,100
ROW	2021	\$12,000	\$0	\$3,000	\$15,000
CON	2021	\$482,800	\$0	\$120,700	\$603,500

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

OTHER

Towns

STATEWIDE 41756

Towns: Statewide
Road: Various
Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$165,000	\$0	\$0	\$165,000
OTHER	2022	\$169,620	\$0	\$0	\$169,620

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

STATEWIDE 42878

Towns: Undetermined
Road: Various
Scope: Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2022	\$67,848		\$0	\$67,848
CON	2022	\$497,552		\$0	\$497,552

Funding Sources

FHWA

Congestion Mitigation and Air Quality Program

NHDOT

Toll Credit

STATEWIDE TIER 2 (S) 43289

Towns: BARRINGTON, HAMPTON, HOOKSETT, MILTON, NORTHWOOD, PETERBOROUGH, RINDGE, ROCHESTER, WAKEFIELD
Road: Various
Scope: Resurfacing of various Tier 2 roadways
Acronyms:

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$0	\$15,025	\$0	\$15,025
CON	2021	\$5,060,000	\$0	\$0	\$5,060,000

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Betterment

Non Par DOT

Toll Credit

Appendix B – Projects from the Strafford MPO Region
included in the New Hampshire Statewide Ten Year
Transportation Improvement Plan

DRAFT

Barrington		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
41410	Old Canaan Road over Spruce Brook	Bridge Replacement-Old Canaan Road over Spruce Brook-Br. #052/059	2026	\$ 114,002	\$ 4,731	\$ 506,252	\$ 624,985	
41415	US Route 4	Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington	2026	\$ 200,000	\$ -	\$ -	\$ 200,000	
Dover		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
42626	Chestnut Street	Pedestrian and accessibility improvements.	2030	\$ 31,181	\$ -	\$ 230,658	\$ 261,839	
42824	NH 16 (Spaulding Turnpike)	Bridge Rehabilitation Spaulding Turnpike (NH 16) over NH 108	2026	\$ 50,000	\$ -	\$ 3,000,000	\$ 3,050,000	
Durham		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
41432	Bennett Road	Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)	2028	\$ 523,323	\$ 68,597	\$ 1,028,961	\$ 1,620,881	
Madbury		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
41462	Freshet Road over Johnson Creek	Bridge Replacement-Fedshet Road over Johnson Creek-Br. #160/086	2026	\$ 94,627	\$ 9,463	\$ 457,356	\$ 561,446	
41596	Madbury Rd	Planning study to identify potential Intersection safety improvements to the NH 155/Madbury Road/To	2027	\$ 500,000	\$ -	\$ -	\$ 500,000	
Northwood		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
42628	School St/US 4/US 202	Intersection Improvements	2030	\$ 266,916	\$ 33,364	\$ 724,926	\$ 1,025,206	
Regional		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Municipalities	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
29604	DOVER - SOMERSWORTH - ROCHESTER	NH Rte 108 - Complete Streets consistent with improvements under U-3 alternative	2024	\$ -	\$ -	\$ 7,653,471	\$ 7,653,471	
41433	DOVER, NH - SOUTH BERWICK, MAINE	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick	2028	\$ 613,230	\$ -	\$ 3,273,967	\$ 3,887,197	
41595	NORTHWOOD-NOTTINGHAM	Intersection safety improvements to the US 4/NH 152 intersection	2028	\$ 400,000	\$ 100,000	\$ 2,717,500	\$ 3,217,500	
42578	ROLLINSFORD - DOVER	Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover	2027	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	

Rochester		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
42625	Charles St/NH125/Old Dover Rd	Intersection Improvements-Reassessment of turning lane alignment&vehicle access. Update sidewalk.	2026	\$ 354,063	\$ 31,181	\$ 2,636,096	\$ 3,021,340	

Somersworth		Projects programmed in the Statewide Ten Year Plan (years 2025-2030)						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
40646	NH 9 (High Street), Blackwater Rd, Indigo Hill Rd	Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road	2025	\$ -	\$ -	\$ 2,048,436	\$ 2,048,436	
42627	High Street & West High Strret	Pedestrian improvements to connect schools to the downtown.	2030	\$ 140,936	\$ -	\$ 1,340,455	\$ 1,481,391	

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Appendix C – Projects in the Out-Years of the Strafford MPO
Metropolitan Transportation Plan

DRAFT

Long-range Projects (years 2031-2045)

Barrington								
Long range projects to be developed for future funding								
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L01001	NH125 and NH9 intersection	Install 5 foot wide concrete sidewalks along westbound side of NH9: approximately 2,750 linear feet from Christmas Lane to Barrington Middle School. Includes ADA accessible crossings for all four legs of NH125/NH9 Intersection.	2035	\$ 91,433	included	\$ 609,555	\$ 761,944	
L01002	NH125 and NH9 intersection	Replace Signalized intersection with roundabout	2042	\$ 500,000	\$ 300,000	\$ 2,500,000	\$ 3,620,000	
L01006	Province Rd & NH125	Intersection Signalization	2045					Vision Project
L01007	Route 126 over the Isinglass, 1 mile north of 202	Bridge rehab- resurfacing and widening shoulders. Exempt from Air Quality (no new capacity necessary)	2045					Vision Project
L01008	NH9	Shoulder widening for bicycle safety. Aproximately 1.4 miles of NH9	2036	\$ 208,327	\$ 208,327	\$ 1,041,635	\$ 1,591,618	
Brookfield								
Long range projects to be developed for future funding								
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L02001	Moose Mountain Road over Hanson Brook	Bridge rehab	2040					Vision Project
L02002	Lyford Road & Route 109 Governor Wentworth Highway	Intersection realignment and sight distance improvements	2033	\$ 60,000	\$ 45,000	\$ 400,000	\$ 556,200	
Dover								
Long range projects to be developed for future funding								
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L03002	Columbus Avenue & NH 9	Add a left only (eastbound), increase width of the breakdown lane approaching Columbus Road (westbound), and enhance sight distance.	2044					Vision Project
L03003	Chestnut/Third St at Dover Trans Center	Roundabout at Third street that incorporates pedestrian access and safety improvements	2045					Vision Project
L03004	Sixth Street over Blackwater Brook	Bridge Rebuild- resurfacing and widening shoulders. Exempt from Air Quality (no new capacity necessary)	2039					Vision Project
L03005	Route 16B (Old Dover/Rochester Rd)	5.8 Miles of Old Dover/Rochester Rd from NH125 (Columbus Ave in Rochester) to Long Hill Rd in Dover. Shoulder expansion and improvements to increase bicycle safety.	2034					Vision Project
L03006	NH 108 over Bellamy River	Multi-lane roundabouts at Mill St and Back river Rd (at each end of the bridge).	2044	\$ 1,200,000	\$ 750,000	\$ 6,000,000	\$ 8,718,000	
L03007	Piscataqua Road (Dover to Route 4)	2.1 miles of Piscataqua Rd From Back River Rd ("Y" intersection with Drew Rd) to US4. Widen Shoulders & Paint in designated bike lanes.	2037					Vision Project
L03008	101/150 Indian Brook Drive Bridge over Spaulding TPK	Bridge widening and lane reconfiguration. Possible alternatives could include contra flow to address peak hour capacity needs. Exit 10 would also likely resolve this issue.	2038					Vision Project
L03009	Finch Lane to Mill St	Approx. 4,500 ft non-paved pedestrian path from Finch Lane. May require elevated boardwalk through tidal wetlands (approx. 1,200 feet) and bank stabilization.	2045					Vision Project
L03010	NH9	Shoulder widening for bicycle safety. Aproximately 2.4 miles of NH9	2038	\$ 357,132	\$ 267,849	\$ 1,785,659	\$ 2,639,204	
Durham								
Long range projects to be developed for future funding								
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L04001	Main St/NH 155A/Mast Road Intersection	Intersection safety improvements. Signal or roundabout are potential alternatives	2037	\$ 105,000	\$ 75,000	\$ 700,000	\$ 969,600	
L04001A	Main St/NH 155A/Mast Road Intersection	Install traffic signal	2032	\$ 52,500	\$ 37,500	\$ 350,000	\$ 484,800	
L04002	Route 4 (East of NH108)	600 ft in either direction from Wagon Hill Farm entrance	2032					Vision Project

Long-range Projects (years 2031-2045)

L04003	NH108/Canney Rd	North of Canney Rd on NH108 . Install mid-block crossing with pedestrian-actived rectangular rapid flashing beacon with advaced warning lights. Install ADA level-landings at crossing.	2031	\$	7,847	\$	3,338	\$	52,310	\$	70,190
L04004	Madbury Road (from Garrison Ave to US4)	Madbury Rd from Woodman Rd to US4. Install sidewalks where don't currently exist. Pedestrian crossing refuge islands and other traffic calming. Coordinate with utilities upgrades.	2041								Vision Project
L04005	Main Street/Garrison Ave Intersection	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	2031								Vision Project
L04006	Main St/Pettee Brook Lane/Quad Way	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	2036								Vision Project
L04007	UNH Wildcat Transit	N/A - ongoing CMAQ project for bus replacement	2033								Vision Project
L04008	Durham Point Road/Bay Rd over Crommet Creek	Bridge rehab/rebuild to ensure structural safety and compatability with sea level rise and storm surge	2043	\$	800,000	\$	500,000	\$	4,000,000	\$	5,812,000
L04009	Route 108/Main Street	Long-term project Needs to be developed	2033								Vision Project
L04010	Main Street bridge over PanAm/Amtrak line	Needs to be developed	2034								Vision Project
L04011	North Underpass	Needs to be developed	2039								Vision Project
L04012	Downtown Loop	Needs to be developed	2042								Vision Project

Farmington

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L05001	Route 75, 153 Downtown corridor	New sidewalks in three separate sections that will expand the connected sidewalk network: appx 1500 ft along Elm St westbound between Main St and Lone Star Ave; appx 1500 feet along Main St southbound (NH153) between Paulson Rd and public safety building; and appx 910 feet along Main St northbound between Lincoln St and Webster St.	2039	\$	148,068 included	\$	987,122 \$ 1,233,902
L05002	Route 11 & Spring Street	Intersection realignment; add left only turn lane on Route 11 East approaching the intersection; improve median island at the intersection and provide lighting.	2034	\$	67,500	\$	45,000 \$ 450,000 \$ 620,100
L05003	Downtown	Overall study of downtown traffic and ped safety, parking and access, utilities improvements	2033				Vision Project
L05004	Route 11 & River Road	Intersection Improvements to provide Left Only turn lane onto River Road or possible extension of the center turn lane to provide a safe area for tuning vehicles. Additional lighting near intersections may also improve conditions	2041				Vision Project
L05005	Route 11 & Trotting Park Road	Needs to be developed	2043				Vision Project
L05006	Route 11 & Trotting Park Road / Ridge Road	Needs to be developed	2042				Vision Project
L05007	Route 11 & Central Street & Flagstone Ave	Needs to be developed	2042				Vision Project
L05008	Route 11 & High Street	Needs to be developed	2032				Vision Project
L05009	Central St (NH75) & Main St (NH153)	Install shared lane markings (Sharows) on Downtown main streets: Central St from Cocheco bridge to Main St; Main St from Cocheco Bridge to Bay Rd (by park)	2031	\$	4,153 NA	\$	27,688 \$ 32,616

Lee

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L06001	Route 125, Kelsey Road	Install left-turn lane	2040				Vision Project
L06002	Route 125, George Bennett Road	Intersection realignment and improved grade on the approach of George Bennett Road. Possible future signal (Route 125 Corridor Study)	2041				Vision Project

Long-range Projects (years 2031-2045)

L06003	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	convert to roundabout. 140 ft diameter from intersection centroid. Compare to roundabout east at Main St/North Dr in Durham	2036	\$	105,000	\$	75,000	\$	700,000	\$	969,600
L06004	087/084 Cartland Road over Little River	Bridge Replacement.	2041								Vision Project
L06005	Route 155 (Wadleigh Falls Road) & Route 152 (North River Road)	Intersection realignment to improve traffic safety	2032	\$	52,500	\$	37,500	\$	350,000	\$	484,800
L06006	Route 125 / Pinkham Road	Intersection realignment, designated turning lanes (Route 125 Corridor & Land Use Study)	2040								Vision Project
L06007	NH152	Shoulder widening on 3 miles of NH152 from NH155 to NKT border	2037	\$	446,415	\$	446,415	\$	2,232,074	\$	3,410,609

Madbury											
Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year		Preliminary Engineering	ROW	Construction	Total			
L07001	Route 9 & French Cross/Old Stage Rd	Remove additional pavement and entry to Old Stage Rd. Replace with right-turn decel lane for NH9 EB traffic onto Old Stage Rd.	2031	\$	37,500	\$	30,000	\$	250,000	\$	349,500
L07002	Route 108 and Freshet Road	Remove excess pavement,	2033	\$	60,000	\$	45,000	\$	400,000	\$	556,200
L07003	NH9	Shoulder widening for bicycle safety. Aproximately 2 miles of NH9	2039	\$	297,610	\$	297,610	\$	1,488,049	\$	2,273,739

Middleton											
Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year		Preliminary Engineering	ROW	Construction	Total			
L08001	Wakefield Road/Kings Hwy & Route 153	Scope to be developed. Intersection is adjacent to the Deprizio Mill and Middleton Building Supply. Regular truck traffic. Need safety improvements needed to address freight traffic safety.	2036								Vision Project
L08002	Route 153 & Route 125/16B (Wakefield TL)	Scope to be developed. Need to study crash data to assess specific safety hazards. Use safety analysis software to generate alternatives, and determine ideal response.	2042								Vision Project
L08003	Sunrise Lake area	Scope to be developed. Investment into establishing a community trail network	2041								Vision Project
L08004	New Durham Road & Silver St.	Scope to be developed. Intersection safety and alignment	2042								Vision Project

Milton											
Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year		Preliminary Engineering	ROW	Construction	Total			
L09001	Dawson Street and Silver Street	Construct 2,770 linear feet of sidewalk to enhance pedestrian connectivity between the town center, school, and other community church. 1,320 feet of sidewalk on Dawson St; 1,450 feet of sidewalk on Silver St. Close heavily scewed part of northern triangle intersection of Dawson St and NH125. (scope elements and cost estimate are based on engineering report from Underwood Engineers Inc.)	2034	\$	60,000	\$	48,000	\$	400,000	\$	559,200
L09002	Exit 17 on Route 16	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Electric vehicle charging stations.	2038	\$	105,000	\$	91,500	\$	700,000	\$	986,100
L09003	Southern access point to Dawson Street on Route 125	Identify the community preferred intersections and limit access on unnecessary intersections to reduce collision potential	2042								Vision Project
L09004	124/116 Spaulding TPK over Jones Access Road	Rebuild to increase underpass clearance.	2043								Vision Project

Long-range Projects (years 2031-2045)

L09005	NH125 (White Mtn Hwy) through town center: Dawson St to Depot Pond Rd	Install shared lane markings (Sharows) along NH125 (White Mtn Hwy) through town center from Dawson St to Depot Pond Rd	2038	NA	NA	\$ 15,000	\$ 16,920
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New Durham		Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L10001	Town Hall on Main Street	950 feet from the fire station to the elementary school. Construct sidewalks near town center connecting government buildings and school	2031	\$ 45,000	\$ 37,500	\$ 300,000	\$ 420,900	
L10002	Route 11 & Davis Crossing Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions	2033	\$ 60,000	\$ 45,000	\$ 400,000	\$ 556,200	
L10003	Route 11 & Tash Road	Intersection Realignment to make approaches perpendicular to Route 11, add center turn lanes	2035	\$ 75,000	\$ 60,000	\$ 500,000	\$ 699,000	
L10004	Route 11 & Berry Road / Depot Road	Intersection Realignment to make approaches perpendicular to Route 11. Close one entrance to the roadside facility (3 total access points to this establishment in 300 FT)	2039			Vision Project		
L10005	Powder Mill Fish Hatchery	Pedestrian Safety Improvements, Bike lanes, crosswalks	2036			Vision Project		
L10006	Route 11 & Quaker Road / Valley Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions	2044			Vision Project		
L10007	Park and Ride on Route 11	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Locate on Route 11. Potential site near Johnson's seafood.	2038	\$ 105,000	\$ 91,500	\$ 700,000	\$ 986,100	

Newmarket		Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L11001	Intersection of NH108/NH152	Traffic safety, pedestrian access, and economic impacts study on NH 108/NH 152 intersection	2043			Vision Project		
L11002	Gerry Ave, S Main St, and Exeter St (triangle)	Close eastbound lane of NH152 between Gerry Ave and NH108. Redirect traffic onto Gerry Ave. Install 550 feet of curbed sidewalk in closed EB lane.	2032			Vision Project		
L11003	098/079 Grant Road over the Piscassic River	Bridge Rebuild/Rehab. Increase Shoulder width to provide safer conditions for Bike/Ped Functionally Obsolete. Narrow shoulder on the bridge, commuter route, and on a primary route to access the Newmarket Schools (1/2 mile).	2034			Vision Project		
L11004	The intersection of Ash Swamp and Route 152	Intersection realignment & safety improvements	2031	\$ 52,500	\$ 37,500	\$ 350,000	\$ 484,800	
L11005	Beech St Extension	New passenger rail station. There is a current parking lot with a small vacant building that could be converted to a rail stop along the Downeaster line.	2045	\$ 1,600,000	NA	\$ 8,000,000	\$ 10,624,000	
L11006	Route 108	Upgrade rail crossing and improve alignment to improve safety	2044			Vision Project		
L11007	Rockingham Branch Rail Line Improvements	Rail Line Improvements to bring rail up to national freight standards and restore rail on the state owned rail ROW to Pease Tradeport	2043			Vision Project		
L11008	New Road over the Rockingham Branch	Bridge Rebuild. Increase bridge elevation over the rail to allow for double stacking freight.	2045			Vision Project		
L11009	Rockingham Recreational Trail	Clear vegetation for new gravel parking lot expansion	2037			Vision Project		
L11010	NH108	Shoulder widening on NH108 from Ash Swamp Rd to New Rd (.37 miles)	2035	\$ 41,429	\$ 27,619	\$ 276,191	\$ 380,591	
L11011	NH152	Shoulder widening on 2.5 miles of NH152 from LEE border to Gerry Ave	2041	\$ 372,012	\$ 186,006	\$ 1,860,062	\$ 2,656,168	

Northwood		Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total	
L12001	095/113 Bridge on Bow Lake Road over Sherburn Brook	Bridge Rehab/Rebuild	2044			Vision Project		

Long-range Projects (years 2031-2045)

L12002	Route 107/ Main St./ Old Pittsfield Road	Realign/move NH107 in a line from the current School St / Main St intersection to a point approx. 150' north of the current NH107 / High St intersection; see attached image. Existing roads would revert to town maintained with signage. High St would revert	2043						Vision Project
L12003	Route 4	Capacity expansion to build a center turn lane.	2045						Vision Project
Nottingham									
Long range projects to be developed for future funding									
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total		
L13001	141/127 NH 152 over North River	Bridge Rebuild	2033						Vision Project
L13002	108/020 NH 156 over Pawtuckaway River	Future Bridge widening during rehab/reconstruction to create wider shoulders.	2036						Vision Project
L13003	NH 152 & NH 156 intersection	Change the intersection to 90 degrees	2032	\$ 60,000	\$ 30,000	\$ 400,000	\$ 541,200		
Regional									
Long range projects to be developed for future funding									
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total		
R01001	Boston-Portland Rail Line	Entire Pan Am line in NH. Upgrade bridges and other crossings to accept double-stack freight.	2043						Vision Project
R01002	Boston-Portland Rail Line	upgrade all bridges along line to enable double-stack freight cars	2041						Vision Project
R01003	COAST	new maintenance facility	2041						Vision Project
R01004	Regional	Transit signal prioritization on all signals along COAST & Wildcat routes in Dover	2036	\$ 90,000	NA	\$ 600,000	\$ 766,800		
R01005	Boston-Portland Rail Line	Upgrade rails on siding between Rollinsford and Dover	2037	\$ 241,000	NA	\$ 1,205,000	\$ 1,600,240		
Rochester									
Long range projects to be developed for future funding									
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total		
L14001	Route 11 (Farmington Rd) & Nashoba Drive	Install traffic signal at Nashoba Dr with pedestrian crossing and safety improvements. Approx. 2,500 feet of new extension of Market Place Blvd behind Northgate Apartments and Rochester Toyota.	2041	\$ 400,000	\$ 300,000	\$ 2,000,000	\$ 2,700,000		
L14002	Route 11 (Farmington Rd)	Widen 3,200 feet of NH111 to a four-lane configuration from beginning of existing three lane section north of the Spaulding Turnpike off/on ramp, to the Rochester Toyota entrance (appx. 390 feet south of Crane Drive).	2042	\$ 500,000	\$ 300,000	\$ 2,500,000	\$ 3,620,000		
L14003	Salmon Falls Road 1	Pedestrian and bicycle accessibility and safety improvements. Build two miles of sidewalk between Portland St and Whitehall Rd. From Whitehall Rd to the Somersworth T/L (2.5 Miles), widen shoulders and improve signage and lane markings to improve safety for cyclists and pedestrians.	2031						Vision Project
L14004	Salmon Falls Road 2	Pedestrian and bicycle accessibility and safety improvements. From Whitehall Rd to the Somersworth T/L (2.5 Miles), widen shoulders and improve signage and lane markings to improve safety for cyclists and pedestrians.	2043						Vision Project
L14005	149/113 NH 125 over Cochecho River	Bridge Rehab and widening.	2044						Vision Project
L14006	Old Dover Rd	Old Dover Rd between NH 125 and Tebbetts Rd: Some shoulder widening, painting, and intersection improvements including the delineation of walkways and/or bike lanes.	2039						Vision Project
L14007	US Route 202	5,200 feet of US202 from Salmon Falls Rd to Main St in East Rochester center. New sidewalk where it doesn't exist and upgrades where it does, streetscaping, bike lanes, traffic calming.	2041						Vision Project
L14008	Milton Road/Route 125	Realignment of Salmon Falls Rd with NH125 (Milton Rd). Signal upgrades. Improve bicycle level of service.	2035	\$ 75,000	\$ 40,000	\$ 500,000	\$ 679,000		

Long-range Projects (years 2031-2045)

L14009	North Main St (NH 202A)	Aprox 900 ft of North Main St from intersection of NH202A and North Main St to Cocheco River bridge. Improve the segment with bicycle, pedestrian, and streetscape enhancements. Improve visibility and safety and mid-block crossings. Improve alignment and traffic flow at intersection of Pine St, River St, and Cove St with North Main St.	2040	\$	300,000	\$	-	\$	1,500,000	\$	1,992,000
L14010	North Main St, Chestnut Hill Rd	Fesibility study: Construction of a new bridge over the Cocheco from Chestnut Hill Rd to St. James Terrace and a new connector road to North Main Street.	2034	NA		NA		\$	500,000	\$	564,000
L14011	176/133 Tebbetts Road over Spaulding TPK	Vision	2043								Vision Project
L14012	NH125 and NH202	Consolidate ramp configuration and convert to traffic circle	2040								Vision Project

Rollinsford Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total				

Somersworth Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total				
L16001	West High St/Maple St/Sunset Drive	Relocate pedestrian crosswalks across High St to west of Maple and east of Sunset. One pedestrian refuge median island with plantings on each approach of High St. Eliminate excess pavement in Maple/High St corner. Replace with planted median island.	2032	\$	60,000	\$	30,000	\$	400,000	\$	541,200
L16002	Main St (from High St to River St)	3,400 ft of Main St from High St to River St. Complete Streets improvements for bicycles, pedestrains, parking, and downtown storefront streetscaping. Model after Concord Main St TIGER grant?	2036								Vision Project
L16003	Salmon Falls Rd bridge over Salmon Falls River (Maine border)	Deck replacement. City has paid local share, need to learn project status with NHDOT	2038								Vision Project
L16005	NH236/West High St	Shoulder widening on 2.5 miles of NH236 between NH108 and High St	2039	\$	372,012	\$	186,006	\$	1,860,062	\$	2,656,168

Strafford Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total				

Wakefield Long range projects to be developed for future funding											
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total				
L18001	Route 109 through the downtown	Bicycle and pedestrian improvements	2044								Vision Project
L18002	186/118 Canal Road over Great East Lake Outlet	Bridge Rehab/Rebuild	2033								Vision Project
L18003	Route 153	Traffic calming/safety improvements/restriping	2034								Vision Project
L18005	104/042 NH 16 over NHNCRR	Lower rail bed or increase bridge clearance in a future bridge rebuild	2043								Vision Project
L18006	NH153	Shoulder widening along NH153 from NH16 (Union) to Witchtrot/Meadow St	2040	\$	595,220	\$	297,610	\$	2,976,099	\$	4,249,869

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STRAFFORD MPO 2021-2045 METROPOLITAN TRANSPORTATION PLAN: FINANCIAL PLAN & PROJECT LISTING

The financial plan is being updated concurrently with an update to the 2021-2024 Statewide Transportation Improvement Program (STIP). This update of the Metro Plan financial chapter focuses on projects progressing from the out-years, through the Ten Year Plan, and STIP. A full update to the Metro Plan in June 2021 will include a comprehensive update of written content and data analysis.

INTRODUCTION

A critical element of the Metro Plan is that it must be financially constrained. This means that the total costs of projects and services contained in it may not exceed the amount of funding that can reasonably be expected to be available in the MPO area for the time period being considered. The federal Metropolitan Planning rules that govern MPO transportation planning practices specify that a conforming Metropolitan Transportation Plan shall, at a minimum, include:

... A financial plan that demonstrates how the adopted transportation plan can be implemented. [23 CFR 450.324]

Projects and programs that are recommended in the Metro Plan must be shown to be realistic given the financial resources that are either in hand or that are reasonably expected to be available in the future. The purpose of this financial plan is to demonstrate the financial viability of the Strafford MPO's 2021-2045 Metropolitan Transportation Plan and to document the key assumptions that have been made about the future availability of specific funding sources. As with all projections, the financial projections made here are based on assumptions about the future which warrant regular review and update. The financial plan will be reviewed periodically and updated as necessary in order to adjust or correct these assumptions and adjust financial projections.

Moving Ahead for Progress in the 21st Century (MAP-21) created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The metropolitan planning rules set by MAP-21 were preserved or expanded by the current federal authorization *Fixing America's Surface Transportation* (FAST) Act. With the FAST Act, FHWA formalized the requirement for states and MPOs to develop a statewide performance-based approach to transportation planning – including the establishment of performance measures and targets. Strafford MPO staff are currently collaborating with NHDOT, MPOs, and other statewide stakeholders to develop and implement a statewide performance-based planning approach.

EXISTING FUNDING SOURCES

TRANSIT FUNDING

There are a number of programs that support transit planning and development, which are funded through the Federal Transit Administration (FTA). One primary objective of MAP-21 was to reduce the total number of programs into fewer funding categories with more flexibility; many of these programs were continued in the FAST Act. The list below is a sample of transit programs supported by federal law.

1. FTA: Urbanized Area Formula Grants (Section 5307) - The largest of FTA's grant programs, this program provides grants to urbanized areas (populations of 50,000 and more) to support public transportation. This is a formula based program where funding is distributed based on the level of transit service provision, population, and other factors.
2. FTA: Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) - This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). NH uses this program to provide Purchase of Service funding for the purchase of vehicle hours to provide transportation to elderly and disabled members of the public.
3. FTA: Rural Area Formula Grants (Section 5311) - This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service.
4. FTA: Bus and Bus Facilities Program (Section 5339) - A formula grant program is established under Section 5339, replacing previous discretionary Bus and Bus Facilities programs. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Each year, \$65.5 million will be allocated with each State receiving \$1.25 million and each territory (including DC and Puerto Rico) receiving \$500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. This program requires a 20 percent local match.

Existing Transit Funding Sources

- FHWA/FTA: CMAQ Funds – Funds are eligible for transportation related projects in ozone and carbon monoxide non-attainment and maintenance areas. Projects must contribute to meeting the attainment of national ambient air quality standards, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors. Funding may be used for transit capital and operating funds.
- Municipalities – COAST provides public transportation for 10 communities in the Seacoast region and Berwick, Maine (5 communities in the Strafford MPO region). COAST relies on "voluntary" municipal contributions to support about 11 percent of its operating budget and has no authority to mandate regional or municipal funding, except to withhold services, or levy rider fines.
- Local Option Fee – In 1998, the New Hampshire Legislature enacted HB-648: Local Option Fee for Transportation Improvements. The law enables municipalities to raise capital funds and transit operating funds from a surcharge on motor vehicle registration of \$1 to \$5. Three municipalities in the Strafford MPO region have taken advantage of the local option fee: Dover, Durham, and Newmarket.
- Private Sources – Private companies are allowed to contribute funding for public transportation and have that funding be counted towards the local match. In the past, companies have collaborated with COAST to provide bus service for their organization. During the summer 2008, COAST operated a Beach Bus serving the communities of Epping, Exeter, and Hampton. Funding for the Beach Bus came from Exeter Hospital, Unitil, a registered public utilities company in New Hampshire and the New Hampshire Division of Parks and Recreation.

Direct Public Transportation Revenue Sources

The following funding sources benefit public transportation operators directly.

- Fare Box – COAST charges fares for passengers riding the bus routes, however, fares cannot be counted towards the local match for federal funds.
- Advertising – Advertising includes revenues generated through advertising on COAST vehicle and bus shelters. COAST will begin generating revenue with advertising placed on bus shelter on bus routes in the City of Rochester.

TRANSIT FUNDING PROJECTIONS

The basic method for carrying out the fiscal constraints analysis is to identify all committed funding sources and those for which we have a reasonable expectation of availability in the future, and use the results to establish a general budget for the transit projects recommended in the 21-45 Metro Plan.

Fiscal Years 2021-2024

Funding for Fiscal Years 2021, 2022, 2023, 2024 comes from the 2021-2024 *Statewide Transportation Improvement Program* (21-24 STIP). Transit funding through the FTA is assumed to be fiscally constrained per NHDOT fiscal constraint analysis. Table 1 indicates federal funds available to COAST from fiscal years 2021-2024.

Fiscal Years 2025-2030

Funding for Fiscal Years 2025, 2026, 2027, 2028, 2029, and 2030 come from the last six years of the current approved 2021-2030 *Statewide Ten Year Transportation Improvement Plan* (21-30 TYP). Table 2 indicates FTA funding for COAST as programmed in the 21-30 TYP. See Table 3 on the following page for estimated public transit funding for years following the 21-30 TYP, known as the out-years, out to 2045. These funding levels are based on programmed funds in the 21-30 TYP inflated at a rate of 2.55% per year.

Table 1: COAST Funding in Fiscal Years 2021-2024

FISCAL YEAR	FUNDING
2021	\$9,456,471
2022	\$3,271,169
2023	\$3,344,303
2024	\$3,419,055
TOTAL	\$19,490,999

Table 2: Transit Funding Fiscal Years 2023 -2028

FISCAL YEAR	FUNDING
2025	\$2,918,985
2026	\$2,977,365
2027	\$3,036,912
2028	\$3,097,651
2029	\$3,159,604
2030	\$3,222,796
Average/Year	\$3,068,886
TOTAL	\$18,413,313

Table 3: COAST Transit Funding Fiscal Years 2031-2045

<i>Fiscal Year</i>	<i>Funding</i>
2031	\$3,740,222
2032	\$3,796,325
2033	\$3,853,270
2034	\$3,911,069
2035	\$3,969,735
2036	\$4,029,281
2037	\$4,089,720
2038	\$4,151,066
2039	\$4,213,332
2040	\$4,276,532
2041	\$4,340,680
2042	\$4,405,790
2043	\$4,471,877
2044	\$4,538,955
2045	\$4,607,040
Average/Year	\$4,159,660
TOTAL	\$62,394,896

Fiscal Years 2031-2045

The following estimates for COAST are based on the funding levels shown in the final six years of the Ten Year Plan. For years 2031-2045 the funding is inflated at a rate of 2.55% annually to account for inflation. The use of this inflation rate agreed upon through the Interagency Consultation process.

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EXISTING HIGHWAY FUNDING SOURCES

The following funding sources are available for maintenance and improvements to road networks in the Strafford MPO region. Funding is divided into two categories: federal aid and state aid.

EXISTING FEDERAL AID FUNDING SOURCES

The following is a list of federal aid programs available to the State of New Hampshire. Federal aid programs require a 20 percent non-federal match.

1. National Highway System (NHS) – This funds projects on the designated NHS (when approved); the interim NHS includes highways that are on the interstate system and selected principal arterials. Funding for this category is an 80 percent federal match and a 20 percent local match.
2. Surface Transportation Program (STP) – This program funds projects chosen by states and localities for any road with a higher functional class than local or rural minor collectors. Funding for all STP categories is an 80 percent federal match and a 20 percent local match. There are several subcategories of STP funds applicable for the Strafford MPO, for example, "STP Any Area", "STP Non-Urban", and "STP Hazard Elimination". However, the State has the ability to transfer funds within these categories; therefore, for the purposes of general financial forecasting, all but STP Transportation Enhancements have been grouped into a single category.
3. Bridge Rehabilitation and Replacement – This category includes three subcategories, which are grouped as a single "Bridge" category in the funding forecasts. They are:
 - On-System – Bridges on roads that are functionally classified higher than local. 70 percent of all eligible funding for bridges is in this category.
 - Off-System – Bridges on the Municipal Highway System (municipally owned). Priorities for this category use a first-come-first served system. 30 percent of all eligible bridge funding is in this category.
 - On/Off-System – Bridges either on or off system; Funding for this category is an 80 percent federal and a 20 percent local match.
4. FHWA/FTA: CMAQ – CMAQ funds are eligible for transportation related projects in ozone and carbon monoxide non-attainment areas. Projects must contribute to meeting attainment of national ambient air quality standards, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors. Projects may also come from the State Implementation Plan (SIP). No funds may be provided under this category that will result in the construction of new capacity available to single occupancy vehicles, unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than

peak travel times. Funding for this category is an 80 percent federal and a 20 percent local match (90 percent federal/10 percent local match for some projects).

5. State Planning & Research (SPR) – One component of SPR grants includes funding for MPOs and RPCs to conduct planning related studies. In the past Strafford MPO has received SPR Funding for the Phase I and Phase II of the Route 125 Corridor Study.
6. MPO Funding – Each MPO receives federal funding to carry out the necessary functions required of an MPO. Each MPO receives a specified amount of the state allocation of funding based on a formula agreed-upon by the state and MPOs. A 20 percent local match to the federal share is required.

EXISTING STATE AID FUNDING SOURCES

- Betterment Funds – This type of funding is accrued to the state by earmarking a portion of the State gas tax receipts. The NHDOT determines the priority of potential projects around the state for these funds. No federal or local match is required for use of Betterment funds.
- Turnpike Funds – The NH turnpike system is self-funded and several projects within the Strafford MPO region are being completed using turnpike funds. The TIP includes turnpike funding to replace the existing Spaulding turnpike toll plazas in Dover and Rochester with all-electronic tolling technology (project #29440).

FISCAL CONSTRAINT

There are two methods used for calculating fiscal constraint for the surface transportation projects in the Metro Plan. Both methods follow a similar overarching premise; programmed funding is compared to anticipated revenues. Differences in the methodologies arise from the level of detail available for making the projections of available revenues and project cost.

FISCAL YEARS 2025-2030

The programmed projects and anticipated revenues for the 2025-2030 period of the Metro Plan are derived from the 2021-2030 TYP. For these years, fiscal constraint in the Metro Plan follows planning assumptions that differ from those in its final years (2031-2045).

For the 2025-2030 timeframe, NHDOT projects the financial resources expected to be available to the state. For this timeframe, using the New Hampshire Ten Year Transportation Improvement Plan, the NHDOT develops a list of transportation projects for the state and allocates funding for “statewide” transportation programs. Examples of statewide transportation programs include statewide guardrail repair and tier 2 highway pavement rehabilitation. NHDOT balances the total programmed funds for this six-year period against anticipated revenues. For the purposes of the Metro Plan, the 21-30 TYP is assumed to be fiscally constrained.

FISCAL CONSTRAINT PLANNING ASSUMPTIONS

Agencies participating in the monthly Interagency Consultation process collaboratively developed planning assumptions for use in fiscal constraint analyses. The members of the interagency consultation process include MPOs, NHDOT, NHDES, EPA, FHWA, and FTA. Based on the fiscal constraint of the 21-24 STIP and the 21-30 TYP, the Metro Plan projects expected funding for FYs 2031-2045 using a 2.55% inflation rate and a conservative assumption that federal allocations will remain essentially flat over the Metro Plan period. Table 4 presents funds programmed in each planning period below. Fiscal constraint assumptions are described in greater detail on the next page.

**Table 4: Overall Fiscal Constraint for Federal Funding in the Strafford Region
 2021 to 2045 (millions of dollars)**

Plans with Programmed Funds			Fiscal Year	Statewide Federal Aid (FHWA)	Strafford MPO Fiscal Constraint Target (10.01%)	Programed Regional Transit Funds	Strafford MPO Programmed Funds for Regional and Local Projects ^{1,2}	Fiscal Year Balance ^{3,4}
2021-2045 SMPO Metropolitan Transportation Plan	Statewide Ten Year Plan	2021-2024 TIP	2021	\$204.55	\$20.48	\$9.46	\$24.25	NA
		2022	\$202.23	\$20.24	\$3.27	\$5.92	NA	
		2023	\$196.52	\$19.67	\$3.34	\$3.72	NA	
		2024	\$191.63	\$19.18	\$3.42	\$21.67	NA	
	Statewide Ten Year Plan	2025	\$194.63	\$19.48	\$2.92	\$5.52	NA	
		2026	\$193.23	\$19.34	\$2.98	\$2.94	NA	
		2027	\$193.20	\$19.34	\$3.04	\$4.71	NA	
		2028	\$191.17	\$19.14	\$3.10	\$6.44	NA	
		2029	\$189.40	\$18.96	\$3.16	\$0.25	NA	
		2030	\$184.38	\$18.46	\$3.22	\$3.99	NA	
		2031	\$200.87	\$20.11	\$3.74	\$1.79	\$18.32	
		2032	\$202.71	\$20.29	\$3.80	\$2.78	\$17.51	
		2033	\$204.54	\$20.47	\$3.85	\$2.31	\$18.16	
		2034	\$206.38	\$20.66	\$3.91	\$2.48	\$18.18	
		2035	\$208.22	\$20.84	\$3.97	\$3.68	\$17.17	
		2036	\$210.05	\$21.03	\$4.03	\$4.98	\$16.05	
		2037	\$211.89	\$21.21	\$4.09	\$9.18	\$12.03	
		2038	\$213.72	\$21.39	\$4.15	\$7.28	\$14.11	
		2039	\$215.56	\$21.58	\$4.21	\$9.95	\$11.63	
		2040	\$217.40	\$21.76	\$4.28	\$10.33	\$11.43	
2041	\$219.23	\$21.95	\$4.34	\$9.09	\$12.86			
2042	\$221.07	\$22.13	\$4.41	\$12.60	\$9.53			
2043	\$222.91	\$22.31	\$4.47	\$10.37	\$11.94			
2044	\$224.74	\$22.50	\$4.54	\$15.95	\$6.54			
2045	\$226.58	\$22.68	\$4.61	\$19.94	\$2.74			

1 Includes Turnpike-funded projects

2 Does not include statewide “programmatic” funds that support operations and maintenance (see table 5 below for operations and maintenance funding information)

3 Fiscal constraint target (10.01% of federal aid) minus programmed regional and local projects

4 Only applied to Metro Plan out-years. TIP and Ten Year Plan years are assumed to be fully programmed and constrained

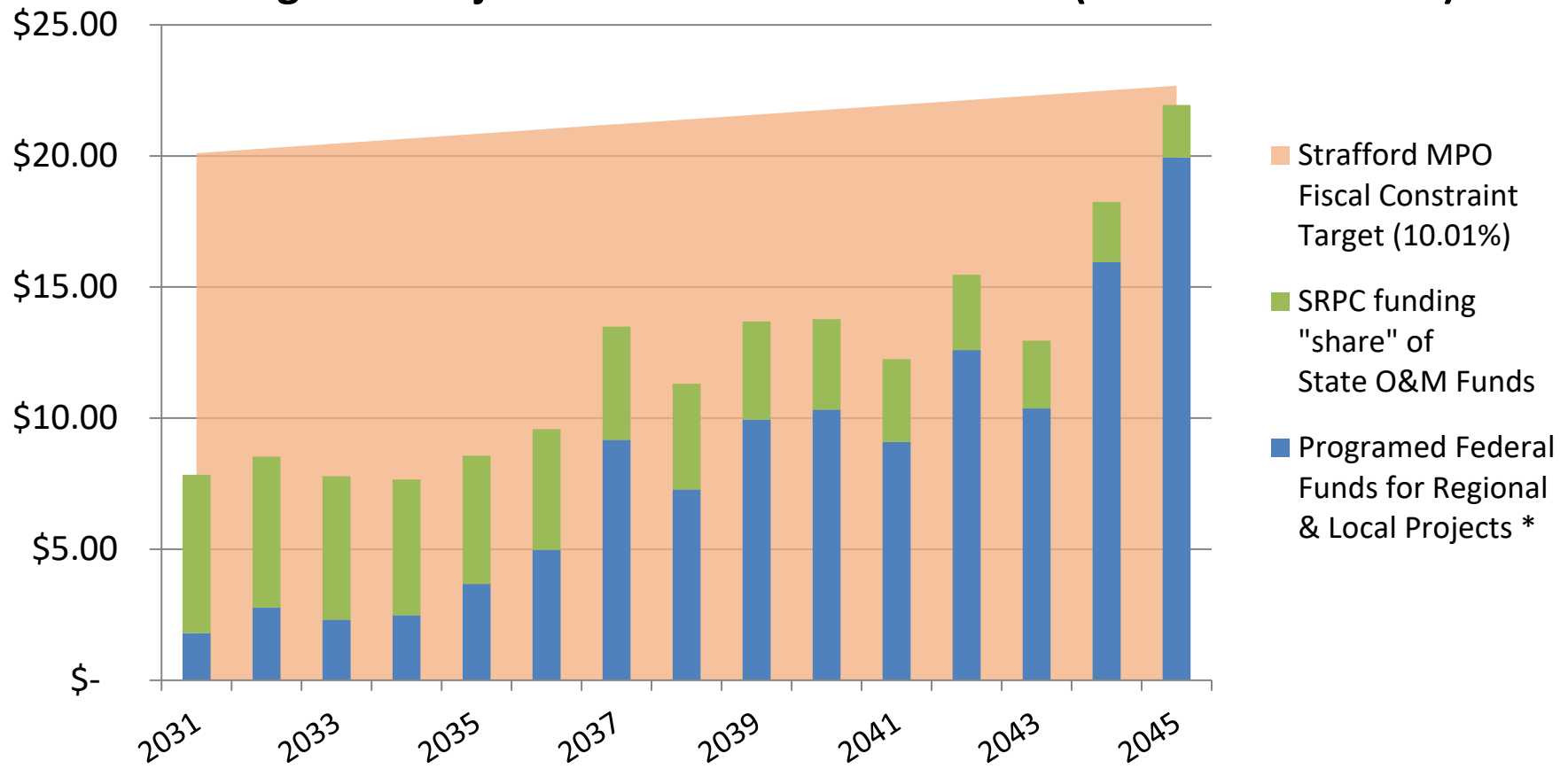
FISCAL CONSTRAINT FOR FISCAL YEARS 2031-2045

Fiscal Years 2031-2045 are considered the “out years” of the *Metropolitan Transportation Plan* because funding levels, planning assumptions, the scheduling of projects, and estimating project cost are estimated on current resources. Due to the limits of information for the “out years,” planning assumptions for fiscal constraint are simplified. The resulting revenue projections are used to gauge for Metropolitan Planning Organizations to program projects against.

PLANNING ASSUMPTIONS FOR YEARS 2031-2045:

1. All programmed funding numbers for fiscal years 2021-2030 were derived from the draft STIP and Ten Year Plan and are fiscally constrained by NHDOT.
2. In the out years (2031-2045), table 4 assumes current Federal Aid funding levels from the FAST Act. The funding levels are inflated at an annual rate of 2.55% but federal funding is assumed to be flat for the out years period.
3. The 2.55% of growth was also applied to project cost estimates to ensure documents show “year of expenditure” dollars to represent project cost.
4. NHDOT instructed MPOs to use their funding allocation worksheet, provided in 2010 by NHDOT, to obtain the percentage of total federal transportation funding theoretically dedicated to the each region. NHDOT based these calculations on regional lane miles, maintained by the state, and regional population. Using this table Strafford Region is theoretically allocated 10.01% of the total federal funding. The 10.01% theoretical funding allocation has been applied to fiscal years 2031-2045.
5. For years 2031-2045, the funding table assumes local match will be available to meet matching requirements. Most federal transportation funding programs use an 80/20 split as the federal aid funding to matching dollar ratio.

Figure 1 - Strafford Region Programmed Federal Funding for Local & Regional Projects in Fiscal Years 2031-2045 (Millions of Dollars)



* Includes turnpike-funded projects

OPERATIONS AND MAINTENANCE

23 CFR Part 450.324(f)(11) requires that “[F]or purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonable expected to be available to adequately operate and maintain Federal-aid highways...”

Planning assumptions for operations and maintenance (O&M) funding are different than the planning assumptions used for the “out years” (2029-2045) fiscal constraint for projects. Examples of O&M funding include highway resurfacing, bridge maintenance, and pavement marking. Funds designated in the TYP for O&M purposes were used as a baseline for estimates along with the most recent municipal O&M cost information from the NH Public Finance Consortium (2014-2019). The Estimated cost levels in the 21-30 TYP are still inflated by 2.55% per year out to the final year of the Metro Plan, but a 4% theoretical “share” of state O&M funds is used based on the proportion of state-owned highway miles in the region. Additional calculation notes are detailed in table 5 below.

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Table 5 – Estimated Funding Need for Operations & Maintenance for the Strafford Region (Millions of \$)								
	Fiscal Year	State funds for pavement maintenance ¹	State funds for bridge maintenance ¹	State funds for roadside maintenance ¹	Total State O&M Funds ²	SRPC funding "share" for State Highways (4%) ³	Estimated Local Road O&M Needs ⁴	Total estimated SRPC O&M Needs
2021-2024 TIP	2021	\$86.42	\$185.25	\$11.78	\$283.45	\$11.34	\$37.55	\$48.89
	2022	\$95.16	\$89.66	\$12.06	\$196.88	\$7.88	\$38.51	\$46.39
	2023	\$71.93	\$99.09	\$11.80	\$182.82	\$7.31	\$39.49	\$46.81
	2024	\$70.83	\$90.91	\$12.06	\$173.80	\$6.95	\$40.50	\$47.45
Remainder of 2021-2030 TYP	2025	\$83.28	\$80.43	\$12.14	\$175.85	\$7.03	\$41.53	\$48.57
	2026	\$80.72	\$92.50	\$14.06	\$187.28	\$7.49	\$42.59	\$50.08
	2027	\$80.93	\$86.84	\$14.04	\$181.81	\$7.27	\$43.68	\$50.95
	2028	\$72.04	\$103.32	\$14.06	\$189.42	\$7.58	\$44.79	\$52.37
	2029	\$95.24	\$68.43	\$17.92	\$181.59	\$7.26	\$45.93	\$53.20
	2030	\$87.72	\$53.67	\$14.06	\$155.45	\$6.22	\$47.11	\$53.32
Metro Plan Out years	2031	\$83.78	\$51.28	\$16.09	\$151.15	\$6.05	\$48.31	\$54.35
	2032	\$84.02	\$43.33	\$16.58	\$143.93	\$5.76	\$49.54	\$55.30
	2033	\$84.27	\$35.38	\$17.07	\$136.72	\$5.47	\$50.80	\$56.27
	2034	\$84.52	\$27.43	\$17.56	\$129.50	\$5.18	\$52.10	\$57.28
	2035	\$84.76	\$19.48	\$18.04	\$122.29	\$4.89	\$53.43	\$58.32
	2036	\$85.01	\$11.53	\$18.53	\$115.07	\$4.60	\$54.79	\$59.39
	2037	\$85.25	\$3.58	\$19.02	\$107.86	\$4.31	\$56.19	\$60.50
	2038	\$85.50	\$(4.37)	\$19.51	\$100.64	\$4.03	\$57.62	\$61.64
	2039	\$85.74	\$(12.32)	\$20.00	\$93.42	\$3.74	\$59.09	\$62.82
	2040	\$85.99	\$(20.27)	\$20.49	\$86.21	\$3.45	\$60.59	\$64.04
	2041	\$86.24	\$(28.22)	\$20.98	\$78.99	\$3.16	\$62.14	\$65.30
	2042	\$86.48	\$(36.17)	\$21.47	\$71.78	\$2.87	\$63.72	\$66.60
	2043	\$86.73	\$(44.12)	\$21.96	\$64.56	\$2.58	\$65.35	\$67.93
	2044	\$86.97	\$(52.07)	\$22.45	\$57.35	\$2.29	\$67.02	\$69.31
2045	\$87.22	\$(60.02)	\$22.94	\$50.13	\$2.01	\$68.72	\$70.73	

¹ statewide funds are estimated for the out-years (2031-2045) based on the trend of the TYP years

²Statewide data from draft 2021-2030 TYP

Total NH state-owned highway miles: 9265

State-owned highway miles in Strafford region: 360

³SRPC proportion of state highway miles: 4%

Total public highway miles in the Strafford region: 1294

Locally owned road miles in the Strafford region: 934

72% of public roads in the Strafford region are locally owned

28% of public roads in the Strafford region are state-owned

⁴Based on local financial data from NH Public Finance Consortium (2014-2019). Local expenditures include reported costs for highways and streets, bridges, and administration.

Fiscal Constraint for Statewide Federal Transportation Funding

The following two pages are from the New Hampshire Department of Transportation confirming that the Statewide Transportation Improvement Program (STIP) is fiscally constrained for years 2021-2024. Strafford MPO uses this information to ensure that the regional Transportation Improvement Program (TIP) is constrained for the same period.

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FFY 2021 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed	Addition Federal Resources Used	Federal Carry Over
	Available	Available	Available	Available	Needed ⁽²⁾	Used	Sources
FHWA (Federal-Aid Formula) ⁽¹⁾							
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 2,223,664	\$ 13,031,814	\$ 14,164,602	\$ 1,132,788	Available Carry Over
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,231,232	\$ -	
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 98,000	\$ 102,073,762	\$ 101,668,097	\$ -	
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500	\$ -	
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -	\$ -	
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,861,540	\$ 636,540	Available Carry Over
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 1,095,720	\$ 9,559,884	\$ 13,001,195	\$ 3,441,311	Committed STBG-State Flexibility
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 30,265	\$ 5,952,267	\$ 5,126,777	\$ -	
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 290,991	\$ 10,882,841	\$ 25,829,739	\$ 14,946,898	Committed STBG-State Flexibility
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 2,414,150	\$ -	
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,508,116	\$ 18,284,512	\$ 41,178,515	\$ 22,894,003	Transferred CMAAQ + Pledged Build Grant
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,217,000	\$ -	
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288	\$ -	
TOTAL	\$ 178,451,834	\$ -	\$ 6,587,655	\$ 185,039,489	\$ 224,687,635	\$ 43,051,540	

Total Resources	\$ 228,091,030
Total Programmed	\$ 224,687,635
Surplus/(Deficit)	\$ 3,403,395

FHWA (Non- Formula Funds/Other)							
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	
FHWA Earmarks	\$ 169,480	\$ -	\$ 40,000	\$ 209,480	\$ 209,480	\$ -	
Highway Infr. Exempt	\$ 48,649,565	\$ -	\$ 219,470	\$ 48,869,035	\$ 48,869,035	\$ -	
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018	\$ -	
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	\$ 52,171,975	\$ 25,000	\$ 259,470	\$ 52,456,445	\$ 52,456,445	\$ -	

Federal Transit Administration ⁽³⁾							
FTAS307	\$ 14,198,313	\$ -	\$ 3,429,594	\$ 17,627,908	\$ 17,627,908	\$ -	
FTAS310	\$ 2,422,422	\$ -	\$ 448,650	\$ 2,871,072	\$ 2,243,248	\$ -	
FTAS311	\$ 4,603,555	\$ -	\$ 4,468,550	\$ 9,072,105	\$ 8,937,099	\$ -	
FTAS339	\$ 5,510,034	\$ 10,974	\$ 1,357,389	\$ 6,878,397	\$ 6,878,397	\$ -	
FTA-Other	\$ 383,937	\$ -	\$ 95,984	\$ 479,921	\$ 479,921	\$ -	
GRAND TOTAL	\$ 27,118,261	\$ 10,974	\$ 9,800,166	\$ 36,929,402	\$ 36,166,573	\$ 762,829	

INNOVATIVE & TURNPIKE FINANCING ⁽⁴⁾							
BETTERMENT	\$ -	\$ 6,041,466	\$ -	\$ 6,041,466	\$ 6,041,466	\$ -	
GARVEE	\$ -	\$ -	\$ 13,295,124	\$ 13,295,124	\$ 13,295,124	\$ -	
RZED	\$ -	\$ -	\$ 1,409,496	\$ 1,409,496	\$ 1,409,496	\$ -	
SB367-4 Cents	\$ -	\$ 10,663,107	\$ -	\$ 10,663,107	\$ 10,663,107	\$ -	
Turnpike Capital	\$ -	\$ 42,063,210	\$ -	\$ 42,063,210	\$ 42,063,210	\$ -	
Turnpike R&R	\$ -	\$ 11,322,143	\$ -	\$ 11,322,143	\$ 11,322,143	\$ -	
GRAND TOTAL	\$ -	\$ 70,089,926	\$ 14,704,620	\$ 84,794,546	\$ 84,794,546	\$ -	

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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 Update 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	\$ 10,808,150	\$ -	\$ 1,378,797	\$ 12,186,947	\$ 12,339,920
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,049,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 80,300	\$ 102,056,062	\$ 61,661,343
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 92,213	\$ 8,556,377	\$ 12,083,245
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 102,800	\$ 6,024,802	\$ 7,576,102
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 19,121	\$ 10,610,971	\$ 16,448,619
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 825,000
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,637,646	\$ 18,414,042	\$ 51,548,632
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 4,651,776	\$ 183,103,610	\$ 182,903,731

Total Resources	\$ 183,103,610
Total Programmed	\$ 182,903,731
Surplus/(Deficit)	\$ 199,879

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 2,973,971	\$ -	\$ 743,492	\$ 3,717,463	\$ 3,717,463
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 9,232,135	\$ -	\$ -	\$ 9,232,135	\$ 9,232,135
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
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	\$ 15,909,036	\$ 25,000	\$ 743,492	\$ 16,677,528	\$ 16,677,528

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 11,975,836	\$ -	\$ 3,515,378	\$ 15,491,214	\$ 15,491,214
FTA5310	\$ 2,443,870	\$ -	\$ 457,761	\$ 2,901,631	\$ 2,288,806
FTA5311	\$ 4,695,626	\$ -	\$ 4,557,920	\$ 9,253,546	\$ 9,115,841
FTA5339	\$ 5,598,229	\$ 11,194	\$ 1,379,035	\$ 6,988,458	\$ 6,988,458
FTA-Other	\$ 98,602	\$ -	\$ 24,650	\$ 123,252	\$ 123,252
GRAND TOTAL	\$ 24,812,163	\$ 11,194	\$ 9,934,744	\$ 34,758,101	\$ 34,007,571

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 17,195,781	\$ 17,195,781	\$ 17,195,781
RZED	\$ -	\$ -	\$ 1,193,723	\$ 1,193,723	\$ 1,193,723
SB367-4 Cents	\$ -	\$ 3,173,456	\$ -	\$ 3,173,456	\$ 3,173,456
Turnpike Capital	\$ -	\$ 19,409,337	\$ -	\$ 19,409,337	\$ 19,409,337
Turnpike R&R	\$ -	\$ 6,356,408	\$ -	\$ 6,356,408	\$ 6,356,408
GRAND TOTAL	\$ -	\$ 28,582,793	\$ 18,389,504	\$ 53,328,705	\$ 53,328,705

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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 Update 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	\$ 10,808,150	\$ -	\$ 1,110,257	\$ 11,918,407	\$ 8,451,283
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 9,909,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ -	\$ 101,975,762	\$ 76,084,307
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,180,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ 82,523	\$ 8,546,687	\$ 4,471,034
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ 721,354	\$ 6,643,356	\$ 6,999,541
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 12,893	\$ 10,604,743	\$ 19,620,428
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 1,659,398
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,190,371	\$ 17,966,767	\$ 42,836,750
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 4,458,297	\$ 182,910,131	\$ 181,398,610

Total Resources	\$ 182,910,131
Total Programmed	\$ 181,398,610
Surplus/(Deficit)	\$ 1,511,521

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
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
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	\$ 5,191,940	\$ 25,000	\$ 372,252	\$ 5,589,192	\$ 5,589,192

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 9,646,377	\$ -	\$ 3,545,505	\$ 13,191,882	\$ 13,191,882
FTA5310	\$ 2,465,748	\$ -	\$ 350,503	\$ 2,816,251	\$ 1,752,517
FTA5311	\$ 4,789,539	\$ -	\$ 4,649,079	\$ 9,438,618	\$ 9,298,158
FTA5339	\$ 4,587,910	\$ 11,418	\$ 1,126,045	\$ 5,725,373	\$ 5,725,373
GRAND TOTAL	\$ 21,489,574	\$ 11,418	\$ 9,671,132	\$ 31,172,124	\$ 29,967,930

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 568,177	\$ 568,177	\$ 568,177
RZED	\$ -	\$ -	\$ 931,834	\$ 931,834	\$ 931,834
SB367-4 Cents	\$ -	\$ 4,150,503	\$ -	\$ 4,150,503	\$ 4,150,503
Turnpike Capital	\$ -	\$ 50,665,131	\$ -	\$ 50,665,131	\$ 50,665,131
Turnpike R&R	\$ -	\$ 3,851,223	\$ -	\$ 3,851,223	\$ 3,851,223
GRAND TOTAL	\$ -	\$ 60,815,634	\$ 1,500,010	\$ 66,166,867	\$ 66,166,867

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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 Update 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	\$ 10,808,150	\$ -	\$ 717,137	\$ 11,525,287	\$ 5,413,435
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	\$ 84,541,019
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ -	\$ 8,464,164	\$ 10,194,271
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ -	\$ 5,922,002	\$ 726,539
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 2,173	\$ 10,594,023	\$ 17,905,999
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 995,200
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,125,000	\$ 17,901,396	\$ 39,337,747
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 3,227,640	\$ 181,679,474	\$ 180,735,079

Total Resources	\$ 181,679,474
Total Programmed	\$ 180,735,079
Surplus/(Deficit)	\$ 944,395

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
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	\$ 3,702,930	\$ 25,000	\$ -	\$ 3,727,930	\$ 3,727,930

Federal Transit Administration ⁽³⁾					
FTA5307	\$ 9,837,803	\$ -	\$ 3,615,642	\$ 13,453,445	\$ 13,453,445
FTA5310	\$ 2,465,748	\$ -	\$ 361,513	\$ 2,827,261	\$ 1,807,566
FTA5311	\$ 4,885,329	\$ -	\$ 4,742,060	\$ 9,627,389	\$ 9,484,121
FTA5339	\$ 4,679,669	\$ 11,646	\$ 1,148,566	\$ 5,839,881	\$ 5,839,881
GRAND TOTAL	\$ 21,868,549	\$ 11,646	\$ 9,867,781	\$ 31,747,976	\$ 30,585,013

INNOVATIVE & TURNPIKE FINANCING					
BETTERMENT	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
GARVEE	\$ -	\$ -	\$ 31,059,082	\$ 31,059,082	\$ 31,059,082
RZED	\$ -	\$ -	\$ 691,720	\$ 691,720	\$ 691,720
SB367-4 Cents	\$ -	\$ 2,197,986	\$ -	\$ 2,197,986	\$ 2,197,986
Turnpike Capital	\$ -	\$ 92,210,526	\$ -	\$ 92,210,526	\$ 92,210,526
Turnpike R&R	\$ -	\$ 651,824	\$ -	\$ 651,824	\$ 651,824
GRAND TOTAL	\$ -	\$ 100,408,512	\$ 31,750,802	\$ 132,811,138	\$ 132,811,138

(1) Federal Apportionment for 2021-2024 is based on 11/9/2020 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.

SRPC Commissioners Experience/Skills/Connections Matrix

Number of Respondents 17

Subject Matter Expertise	Commissioners
Economy, Economic Development	53%
Environment	47%
Energy	18%
Water	53%
Food	24%
Housing	41%
Waste Management/Recycling	47%
Transportation	41%
Demographics	24%
Equity	41%
Culture	41%
Infrastructure	41%
Tourism	12%
Hazard mitigations and emergency response	41%
Recreation	24%
Other (please specify below)	6%

Skills	Commissioners
Administration and management	88%
Community engagement, outreach and education	59%
Design	6%
Engineering	12%
Finance/Accounting	18%
GIS and/or data analysis	12%
Grant writing and/or management	47%
Human Resources	24%
Information Technology	6%
Planning	47%
Legal Expertise	0%
PR/Marketing/ Communications	24%
Professional planning	12%
Public Policy/Advocacy	47%
Real Estate Development/ Construction	12%
Research	41%
Story Telling	29%
Volunteerism	59%
Other (please specify below)	0%

SRPC Commissioners Experience/Skills/Connections Matrix

Community Connections (Leaders of):	Commissioners
Local land use board	59%
Education	35%
Media	6%
Political	41%
Philanthropy	12%
Small business	18%
Social services	24%
Emergency Management	29%
Religious	12%
Other (please specify below)	0%

Gender	Commissioners
Male	65%
Female	35%
Other	0%

What is your Personal Style?	Commissioners
Relationship Builder/Bridge Builder	82%
Expressive/New ideas/High energy	12%
Strategist/Big Picture/Analytical	76%
Detail Oriented/Highly Organized	41%

Race/Ethnicity	Commissioners
African American/Black	0%
Asian/Pacific Islander	6%
Caucasian/White	88%
Hispanic/Latino	6%
Native American/Indian	0%
Multi-racial	0%
Other	0%

Age	Commissioners
Under 24	0%
24-34	6%
35-44	6%
45-54	6%
55-64	41%
Over 65	35%