

Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting



Friday, December 4th 2020 9:00 – 10:30 AM
Remote Zoom Meeting

The Chair of the SRPC Technical Advisory Committee 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 2020-20, 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:

Online Access: <https://us02web.zoom.us/j/82905345549?pwd=eTQ4dEVrbjVPbm5iL2dqQmxIdXpyQT09>

Telephone-only Access: 1-646-558-8656 and Meeting ID: 829 0534 5549

These instructions have also been provided on the SRPC website at www.strafford.org. If anybody has a problem accessing the meeting, please email clentz@strafford.org or call (603) 896-7692. 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 | |
| 3. Action Item(s) [Motion required] | 5 mins |
| 3.1. Review and approve draft minutes from November 6 th 2020 | |
| 4. Discussion Items | 25 mins |
| 4.1. 2020 Annual Listing of Obligated Projects (federal funds spent in FY2020) | |
| 4.2. Preview of Regional Planning Metrics – standardized data & snapshots for the MTP and other plans | |
| 5. Municipal roundtable – Updates from your community | 10 mins |
| Are there ways SRPC can help you community recover from COVID-19? | |
| 6. Other Business | 5 mins |
| 7. 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 | |
| 8. 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@strafford.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 Technical Advisory Committee

Meeting Minutes

Friday, November 6th 2020 9:00 – 11:00 AM

Strafford Regional Planning Commission
Virtual Meeting via Zoom
Rochester, NH

The meeting was called to order at 9:03am

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 845 7090 3562, or by clicking on the following website address:

<https://us02web.zoom.us/j/84570903562>

- *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 603-994-3500 (ext. 106) 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

Chris Parker (Dover), Scott Kinmond (New Durham), Linda Dusebury (NHDOT), Leigh Levine (FHWA), Tim White (NHDES), Michael Williams (COAST), Michael Bobinsky (Somersworth), Michael Hoffman (Newmarket), Arthur Capello (Farmington), Marcia Gasses (Barrington), Shanna Saunders (Rochester)

Staff

Jennifer Czysz, Colin Lentz, Jackson Rand, Rachel Dewey, Nancy O' Connor

2. Staff Communications

J. Czysz and C. Lentz gave several updates on SRPC staff and projects. SRPC staff have devised a new approach to enabling in-office work now that data collection staff will be shifting to the winter schedule. Most staff will continue working from home most of the time, but will have the option to work in the office as long as only 4-5 people are doing so at a time and can remain physically distant at their desks and wear masks. The SRPC office has several new air purifier units and additional sanitization protocols for when staff are in the office.

3. Action Items

3.1 Minutes from October 2nd 2020

C. Parker made a motion to approve the minutes as written.

Seconded by M. Bobinsky

Vote: L. Dusenbury abstaining; otherwise unanimous in favor (via roll-call vote)

3.2 Draft Public Participation Plan update

C. Lentz presented draft updates to the Public Participation Plan (PPP). He noted that the update was primarily caused by the need to incorporate more specific language related to virtual public involvement and electronic meetings used during the COVID-19 pandemic. C. Lentz said that SRPC and other agencies still needed to conduct regular business remotely under the Governor's emergency order and executive order, and would likely be continuing that way due to rising COVID-19 cases. He noted several places in the draft PPP update where new language for virtual public involvement had been added, new public outreach stories, and a consolidated list of performance outreach.

S. Kinmond said he hoped SRPC could continue having a remote participation option after the need for quarantine during the pandemic ends. This could be used for temporary emergencies like snowstorms. C. Lentz agreed, saying that the new language enabled SRPC to switch to remote meetings if the committee chair decided to do so. He noted that current state law requires a quorum to be physically present under non-emergency situations. Unless that law changes, virtual participation will be available, but those participating virtually would not count toward the quorum but could vote on items. J. Czysz noted that SRPC must follow state laws (E.g. RSA 91-A) and federal requirements for MPO public participation. The updated language in the draft PPP will enable Strafford MPO to take advantage of the provisions in RSA 91-A that allow for virtual public participation.

L. Levine asked if Strafford would be tracking targets to go with the performance measures in the draft PPP. C. Lentz said yes, SRPC includes targets for the measures in its annual report and other documents. T. White noted that other MPOs in NH had been addressing the need to publish documents in other languages. C. Lentz said staff were working on improving translation of SRPC documents – French, Spanish, and Indonesian are possible additions for translation. R. Dewey added that a future update to the SRPC website would include better translation options as well. M. Bobinsky suggested accessing online/virtual meetings could be a continuing challenge; he noted municipalities have observed local residents having challenges finding meeting information with the transition to virtual-only meetings.

C. Parker made a motion to accept the draft PPP and recommend it to the Policy Committee
M. Bobinsky seconded the motion
Vote: unanimous in favor via roll-call vote.

4. Project Updates

C. Lentz said he and R. Dewey were nearly finished working through data sent by NHDOT and their consultant Alta for the Statewide Bicycle Pedestrian Plan. They would be identifying several potential projects for improving bicycle and pedestrian safety around the region.

5. Municipal Roundtable – Updates on local COVID-19 adaptation

M. Bobinsky said he had been meeting regularly with a Seacoast Public Works Directors group to discuss how municipalities could share resources and staff. He said they had discussed the possibility of COVID-19 infecting an entire municipal department and the need to share staff capacity across municipal borders.

S. Kinmond said New Durham had been successful using a drive/walk-up window for residents to conduct official business with the town hall.

C. Parker explained that Dover is working on review of multiple regulations for streets and sidewalks related to impacts from COVID-19 and improvements to the streetscape as a public space.

M. Hoffman said it was important for municipalities to focus on improving access for outdoor activities (especially dining) as COVID-19 cases are on the rise again. He added that the city of Manchester included a requirement for business owners to clear snow and ice on their segment of sidewalks as part of the siteplan review process.

M. Williams explained that the COAST board had recently adopted a requirement that all riders wear masks on COAST buses. He was also working on an operations contingency plan in case drivers are infected with COVID-19. So far, COAST has been lucky and no drivers had tested positive. M. Williams noted that COAST is currently over-staffed on available drivers which is a good place to be.

6. Other Business

T. White reminded members that the NH Clean Diesel Program has an open solicitation round and the deadline for applications is November 16th at 4:00pm

J. Czysz reminded members that next Friday (November 20th), SRPC is hosting a webinar with NHDES on the permitting process for electric vehicle charging stations.

M. Hoffman suggested that municipalities research air purification systems for municipal offices; there are stand-alone units as well as duct work add-on units that include Hepa filters and UV light. M. Williams said COAST would be installing new air purification units in all their buses. S. Kinmond said New Durham had found good HVAC add-on units with a company in Dover.

7. **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.

8. **Adjournment**

M. Bobinsky made a motion to adjourn

Seconded by A. Capello

Vote: unanimous in favor

The meeting was adjourned at 11:00 am

Fiscal Year 2020
Annual Listing of Obligated Projects
for the Strafford Region



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PREFACE

The Annual Listing of Obligated Projects provides transparency for federal transportation expenditures. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require Metropolitan Planning Organizations (MPOs) to publish a report on federal funds spent on transportation projects in the past preceding federal fiscal year.

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

Strafford Metropolitan Planning Organization’s Policy Committee accepted the 2020 Annual Listing of Obligated Projects at its meeting on December 20, 2020.

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

Colin Lentz – Senior Transportation Planner

By Email: clentz@strafford.org

By Phone: 603-994-3500

By Mail: Strafford Regional Planning Commission, 150 Wakefield St., Suite 12, Rochester, NH 03867

INTRODUCTION

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

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

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

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

STRAFFORD METROPOLITAN PLANNING ORGANIZATION BACKGROUND

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

Communities in the Strafford Region

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

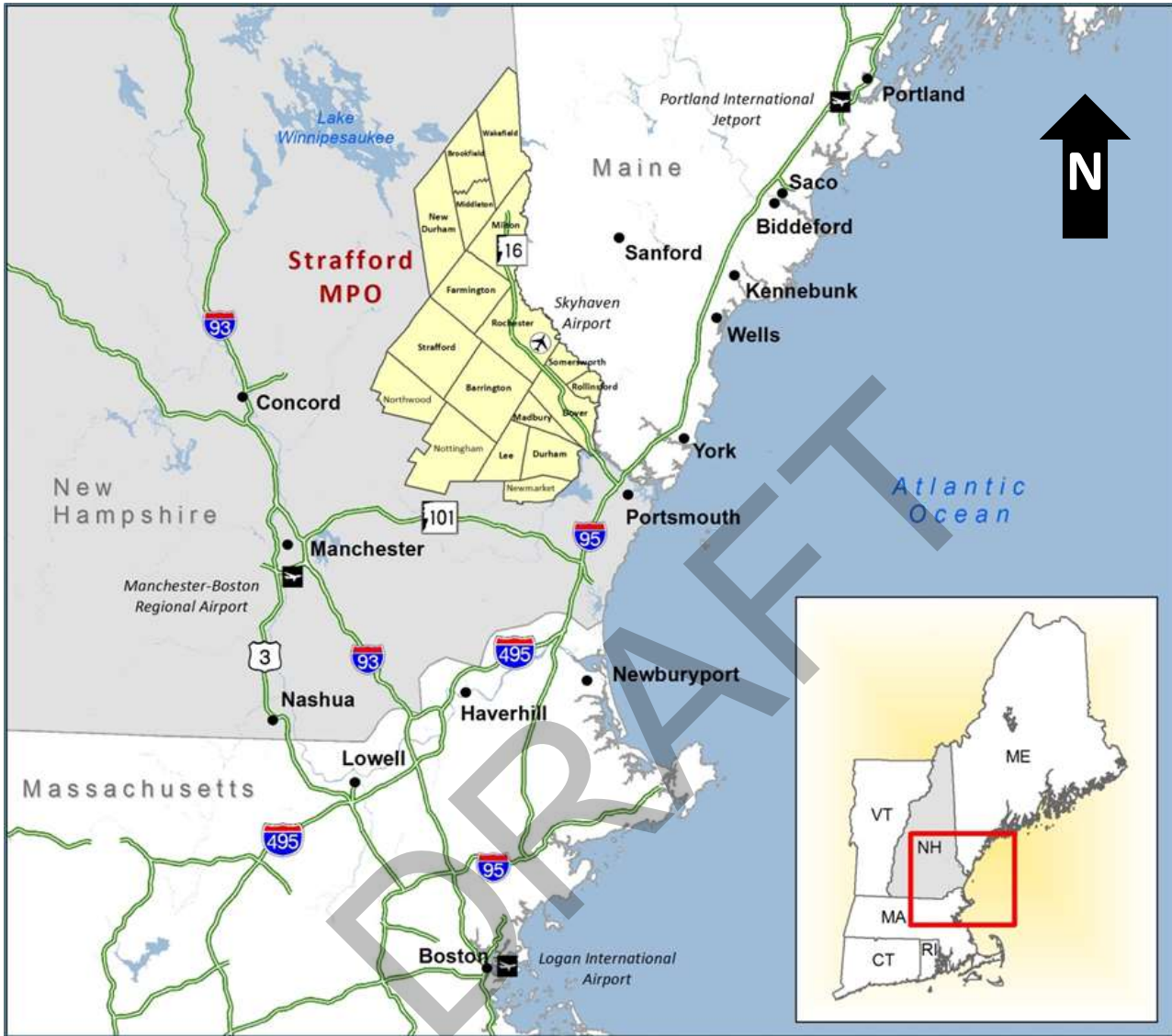


Figure 1- The Strafford Region and Surrounding Geography
 Source: SRPC

PROJECT PLANNING AND FUNDING

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

The Strafford MPO Metropolitan Transportation Plan includes the following information:

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

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

The Ten Year Plan Includes the following:

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

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

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

Programmed Funding vs. Obligated Funding:

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

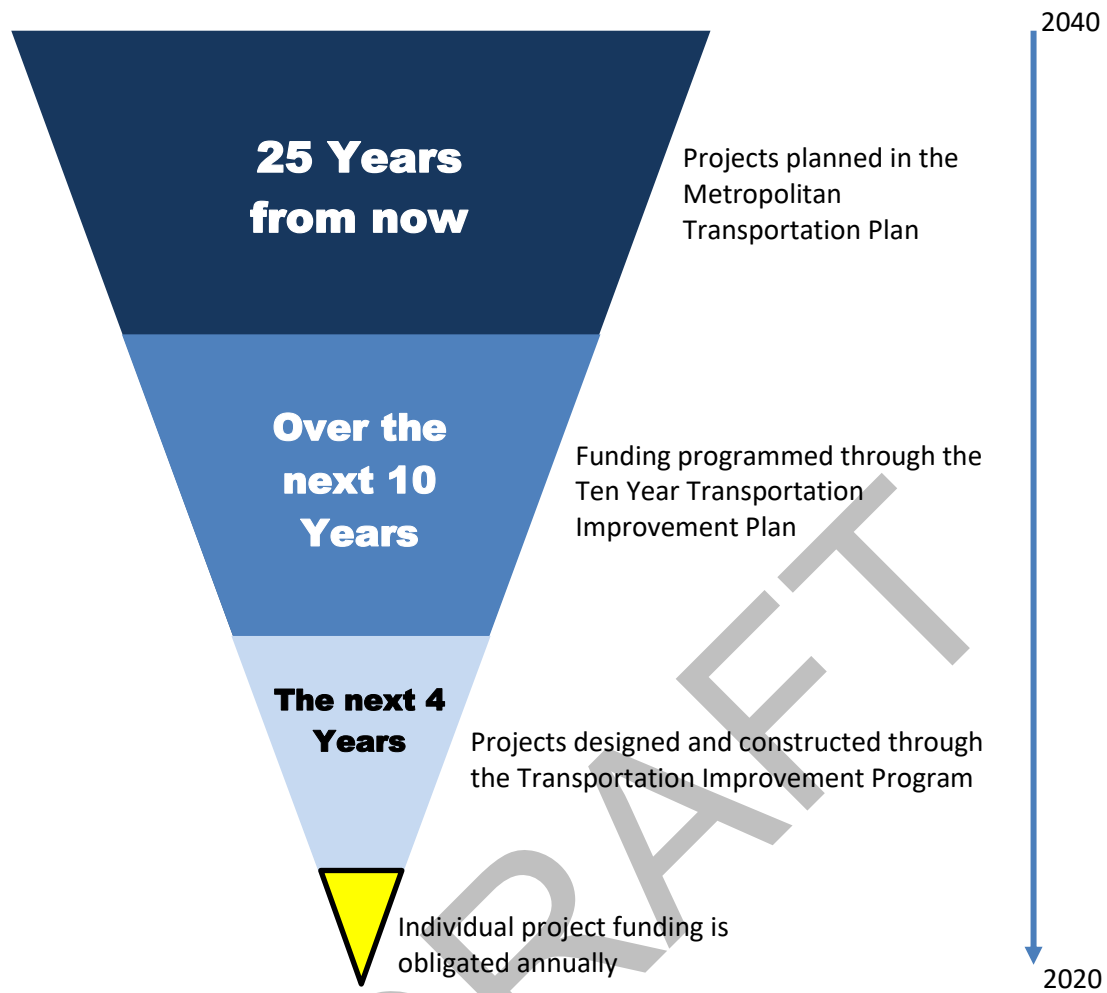


Figure 2 - The project planning, development, and implementation process

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

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

ANNUAL LISTING OF OBLIGATED PROJECTS REQUIREMENTS

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

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

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

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

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

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

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

THE OBLIGATION REPORT

Reading the Obligation Report

Project Number	State identification number associated with the project
Municipality	Municipality or region for which the project is planned
Route/Road	The route or road on which the project takes place
Scope/Summary	Project details regarding construction, project boundaries, and project purpose
FY19 Obligated	Net federal funding obligated to a project for the relevant fiscal year*
FY20 Obligated	Net federal funding obligated to a project for the relevant fiscal year*
Total Obligated to-Date	The total funding obligated to the project through the current fiscal year
Funding Source(s)	Funding sources being used (different funding sources may support individual project phases)

*Note on individual project funding reporting

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

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

Table 2 of Appendix 1 includes information on statewide funding programs known as “programmatics”. Programmatics are large funds that support large-scale projects comprising the whole state, such as highway paving and bridge work. The scale of most of these programs makes it difficult to identify specific amounts invested only in the Strafford region. Table 2 focuses on specific projects that utilize funds from statewide programmatics and have a clear objective identified for the Strafford region.

The tables in Appendix 2 show obligated funding from 2020 for public transit in the Strafford region. Public transit is generally funded on an annual or biennial basis based on allocations from the Federal Transit Administration (FTA).

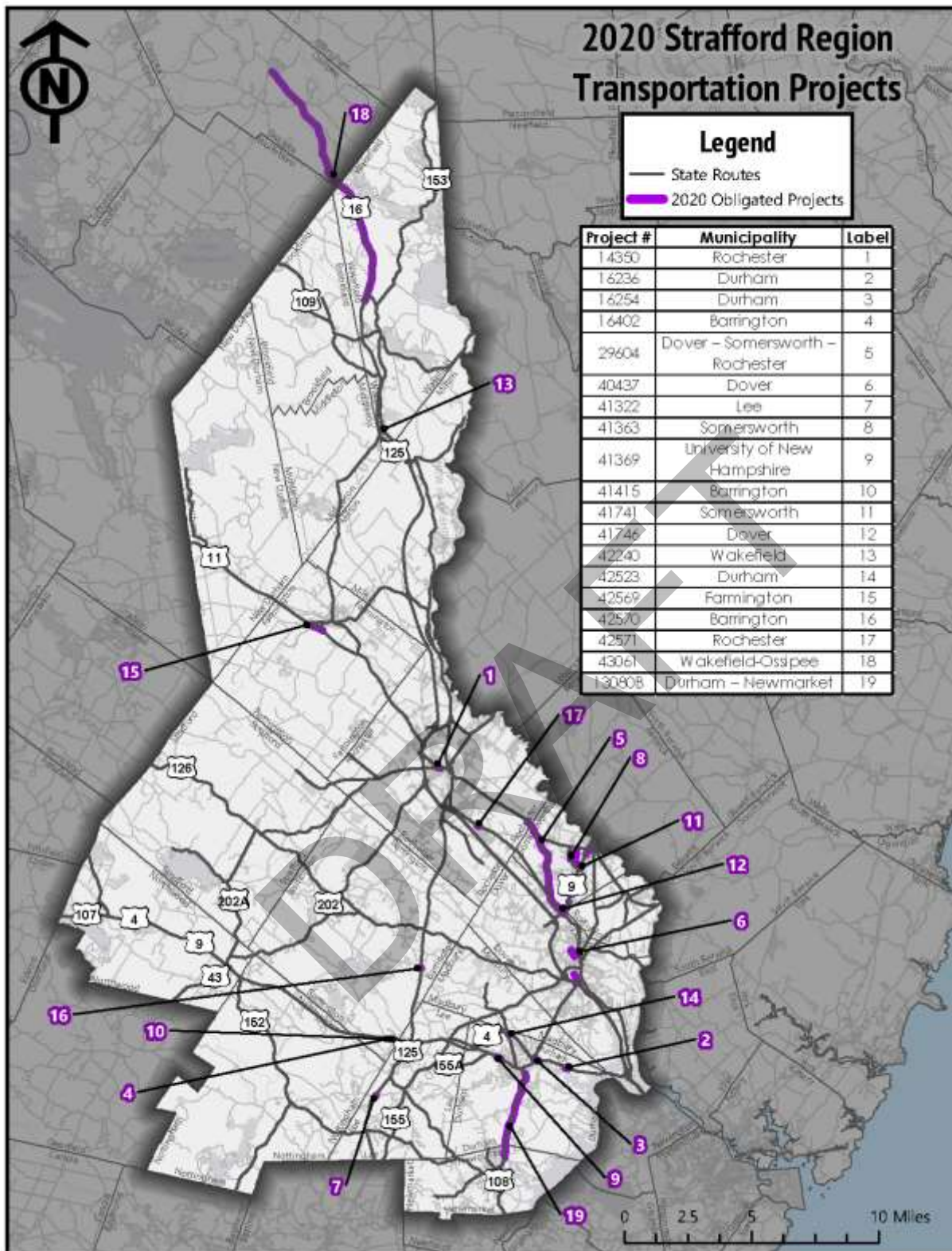


Figure 3 – 2019 Strafford Region Transportation Projects with Obligated Federal Funds
 Source: SRPC

Appendix 1: 2020 Obligated Funding Report

TABLE 1. REGIONAL AND LOCAL PROJECTS

Project Number	Municipality	Route/Road	Scope/Summary	FY18 Federal Obligated	FY19 Federal Obligated	FY2020 Federal Obligated	Total Obligated to Date	Funding Source(s)
42570**	Barrington	NH125/Beauty Hill Rd	Conduct road safety audit at intersection of NH 125 and Beauty Hill Rd	New Project	\$33,000	\$1,650	\$34,650	Highway Safety Improvement Program
16402**	Barrington	US4/Topaz Dr	Route 4 Culvert replacement just west of Topaz Drive		\$22,000	\$1,650	\$23,650	
41415	Barrington	US4	Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington		New Project	\$110,000	\$110,000	STP-5 to 200K, Toll Credit
40437	Dover	Dover Community Trail	Construct multi-use path to connect 2 portions of the Dover Community Trail	\$34,000	No Federal funds in 2019	\$451,453	\$566,953	Transportation Alternatives
41746**	Dover	NH108 (Central Ave)	Traffic signal improvements and installation of a camera system to monitor traffic flow.		\$15,000	\$4,000	\$19,000	Congestion Mitigation & Air Quality Improvement
29604	Dover – Somersworth – Rochester	NH 108	NH 108 – Complete Streets consistent with improvements under U-3 alternative	\$440,000	\$440,000	\$1,212,750	\$2,147,750	STP-State Flexible, Toll Credit
42523	Durham	US4/Madbury Rd	Implement intersection safety improvements		\$55,000	\$110,000	\$165,000	Highway Safety Improvement Program
16236	Durham	US 4	Bridge Replacement, for Bridge carrying US 4 over Bunker Creek (Br No 145/116)	\$660,000	\$4,706,749	\$4,166,195	\$11,083,944	National Highway System, Toll Credit

Project Number	Municipality	Route/Road	Scope/Summary	FY18 Federal Obligated	FY19 Federal Obligated	FY2020 Federal Obligated	Total Obligated to Date	Funding Source(s)
16254	Durham	US 4 / NH 108	Signalize intersection of US 4 westbound off ramp with NH 108	\$27,500	\$27,500	\$892,100	\$1,185,599	STP-Areas Over 200K, Toll Credit
13080B	Durham – Newmarket	NH 108	Reconstruct Roadway and construct bike shoulders on NH 108	\$330,000	Complete – no 2019 obligations	\$300,842	\$6,992,202	STP-Areas Over 200K, Toll Credit
42569	Farmington	NH11/Central St	Conduct road safety audit at intersection of NH 11 and Central Street		\$36,300	No obligations in 2020	\$36,300	Highway Safety Improvement Program
41322	Lee	NH125	Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084	\$220,000	Engineering funds programmed for 2022		\$220,000	STP-State Flexible
14350	Rochester	NH 202A (Walnut St)	Intersection improvements to improve safety through Strafford Square North Main and Washington Street	No Federal funds in 2018	\$1,000	Construction in 2021	\$1,157,743	STP-State Flexible
42571**	Rochester	Old Dover Rd/Tebbetts Rd	Conduct road safety audit at intersection of Old Dover Rd and Tebbetts Rd		\$33,000	No obligations in 2020	\$33,000	Highway Safety Improvement Program
41741	Somersworth	High Street/ Route 108 Corridor	Signal Optimization on High Street / Route 108 Corridor		New Project	\$42,662	\$42,662	Congestion Mitigation & Air Quality Improvement
41363	Somersworth	Portions of Highstreet, Memorial Drive, Cemetery Rd	Const sidewalks on High St, Memorial Dr, Cemetery Rd, upgrade crosswalk across High St, const Path	\$72,721	No Federal funds in 2019	\$49,201	\$121,922	Transportation Alternatives
41369	University of New Hampshire	Main Street	Construct sidewalks, crosswalks, lighting and landscaping along Main Street on UNH Campus	\$52,455	\$27,484	\$434,838	\$514,777	Transportation Alternatives
29216	University of New Hampshire	National Summer Transportation Institute	National Summer Transportation Institute at UNH 2016. STEM/ Transportation training	\$20,000	\$50,000	\$41,538	Annual program	Individual Federal Program

Project Number	Municipality	Route/Road	Scope/Summary	FY18 Federal Obligated	FY19 Federal Obligated	FY2020 Federal Obligated	Total Obligated to Date	Funding Source(s)
42240**	Wakefield	NH16	Reconstruct railway-highway crossing, roadway approaches & protective devices (Wakefield054-237Y)		\$998,491	\$378,460	\$1,376,951	Statewide Railroad Reconstruction and Crossings
43061	Wakefield-Ossipee	NH 16	Pavement Preservation of NH 16		New Project	\$44,000	\$44,000	STP-5 to 200K

DRAFT

TABLE 2. STATEWIDE PROJECTS & PROGRAMS

FY 2020 Statewide Projects (programmatics)							
Project Number	Project Name	Route/Road	Scope/Summary	FY18 Federal Obligated	FY19 Federal Obligated	FY20 Federal Obligated	Funding Source
14058	Statewide – ITS & TSMO	ITS Equipment	Statewide Transportation Systems Management & Operations, ITS Technologies	\$350,000	\$350,000	\$350,000	STP-State Flexible,Toll Credit
68069B	Trapeze Software Group, Inc.	Various	Statewide rideshare database using Trapeze Ridepro software	\$35,719	\$25,781	\$21,656	Congestion Mitigation Air Quality Improvement Program
103440	T2 UNH	Statewide	Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$420,000	\$510,000	\$701,312	LTAP
41694	Statewide Bike/Ped Plan	Statewide	Statewide pedestrian & bicycle plan and limited economic analysis	\$45,375	\$185,307	\$81,970	State Planning & Research (SPR)
42292	Statewide Tier 2 (SE) Resurfacing	Statewide	Resurfacing of various Tier 2 roadways in the Southeast Region for Maintenance and Preservation		New Project	\$2,520,713	STP-State Flexible
25198	Statewide – RWIS	Statewide	To install Road and Weather systems around the State.		New Project	\$431,200	STP-State Flexible

Appendix 2. FY 2020 Funds Obligated to Regional Transit Providers

Transit Provider	Source of Funds	Application of Funds	Notes	Program Status	Funding Levels		
					Federal funds as of 9/30/2020	Total match as of 9/30/2020	Total funds obligated as of 9/30/2020
UNH Wildcat	NH-2017-016-00	Bus shelters and pads	Project completed December 2019	Complete	\$60,000	\$15,000	\$70,000
UNH Wildcat	FTA 5339	UNH Bus Maintenance Lift Replacement	Completion in December 2020	Active – in construction	\$400,000	\$100,000	\$18,500
UNH Wildcat	CMAQ 2019	Rail Station and Platform Enhancement	Awarded in 2019; waiting for execution	Not Active	\$772,000	\$193,000	No funds obligated in FY2020
UNH Wildcat	FTA – CARES Act	CARES ACT transit relief	For transit operations relief during COVID-19	Active	\$367,200	\$0	Awaiting execution
UNH Wildcat	NH-2017-015-00	Real time sign installation	In design phase	Active	\$14,000	\$3,500	No funds obligated in FY2020
UNH Wildcat	CMAQ	Fleet Replacement IV	2019 capital grant for fleet replacement. Completed June 2020	Completed	\$1,200,000	\$948,000	\$2,134,740
UNH Wildcat	CMAQ	Fleet Replacement V	Newest capital grant for fleet replacement	Active	\$1,200,000	\$474,700	Awaiting STIP amendment for grant execution
UNH Wildcat	NHDOT/CMAQ/UNH	Little Bay Bridge peak-hour congestion reduction	Funding discontinued with Little Bay Bridge completion	Project completed June 2020; awaiting closeout	\$460,036	\$115,010	\$476,865
Totals					\$4,473,236	\$1,849,210	\$2,700,105

Transit Provider	Source of Funds (FTA Grant Number)	Application of Funds	Status as of 09/30/2019	Funding Levels		
				FY20 Federal Obligated	Match	Total
COAST	FTA 5307 (NH-90-X159-05)	Operating	Closed	\$64,147	\$64,147	\$128,294
		Mobility Management		\$632,388	\$158,097	\$790,485
		Rolling Stock – Bus		\$356,258	\$89,065	\$445,323
		Mobility Management		\$46,625	\$11,656	\$58,281
			Sub Total	\$1,099,418	\$322,965	\$1,422,383
COAST	FTA 5307 (NH-90-X199-00)	Station Stops/Terminals (Bus)	Open	\$28,000	\$7,000	\$35,000
		Support Equipment/Facilities (Bus)		\$224,681	\$56,171	\$280,852
		Other Capital Items (Bus)		\$1,266,395	\$316,599	\$1,582,994
		Operating Assistance		\$1,550,000	\$1,550,000	\$3,100,000
		Planning		\$80,000	\$20,000	\$100,000
			Sub Total	\$3,149,076	\$1,949,770	\$5,098,846
COAST	FTA 5307 (NH-2017-009-03)	<30' Buses	Open	\$351,900	\$62,100	\$414,000
		Used Commuter Buses		\$14,400	\$3,600	\$18,000
		Vans		\$190,250	\$33,574	\$223,824
		Bus Passenger Shelters		\$16,720	\$4,180	\$20,900
		Misc. Bus Station Equip.		\$80,000	\$20,000	\$100,000
		ADP Software		\$428,100	\$107,250	\$535,125
		Preventative Maintenance		\$1,452,438	\$363,110	\$1,815,548
		Non Fixed Route ADA Service		\$576,595	\$144,150	\$720,745
		TDM Activities		\$311,033	\$77,758	\$388,791
		Mobility Management		\$139,900	\$34,975	\$174,875
		Up to 50% Federal Share		\$2,636,721	\$2,636,721	\$5,273,442

Transit Provider	Source of Funds (FTA Grant Number)	Application of Funds	Status as of 09/30/2019	Funding Levels		
				FY20 Federal Obligated	Match	Total
COAST	FTA 5307 (NH-2017-009-03) continued	Up to 80% Federal Share	Open	\$1,635,878	\$408,969	\$2,044,847
		Short Range Transit Planning		\$88,162	\$22,041	\$110,203
			Sub Total	\$7,922,097	\$3,918,202	\$11,840,300

COAST	FTA 5307 (NH-2020-002-01)	Short Range Transit Planning	Open	\$112,000	\$28,000	\$140,000
		Operating Assistance		\$915,000	\$915,000	\$1,830,000
		CMAQ Operating		\$950,000	\$237,500	\$1,187,500
		Other Capital Items (Bus)		\$2,085,129	\$521,282	\$2,606,411
		Bus - Rolling Stock		\$1,520,000	\$380,000	\$1,900,000
		Bus - Support Equip. & Facilities		\$24,060	\$6,015	\$30,075
		ER Funds for Direct COVID-19		\$407,656	\$0	\$407,656
			Sub Total	\$6,013,845	\$2,087,797	\$8,101,642
COAST	NH-2020-005-01	Emergency Relief Operating Asst.	Open	\$5,333,025	\$0	\$5,333,025
			Sub Total	\$5,333,025	\$0	\$5,333,025

	FY20 Federal Obligated	Match	Total
Grand Total	\$22,418,043	\$7,955,770	\$30,373,813