

Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting



Friday, March 5th 2021 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 2021-01, 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) 948-9483. 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. Action Item(s) [Motion required]	
3.1. Review and approve draft minutes from January 8 th 2021 (no quorum in February)	
3.2. Recommendations to the Policy Committee	
• Draft 2022-2023 Unified Planning Work Program.....	30 mins
• Selection of candidate Ten Year Plan projects as recommended by sub-committee.....	30 mins
• Draft 2021-2024 Transportation Improvement Program & Metro Plan updates.....	30 mins
4. Municipal Roundtable – Updates from your community	5 mins
Are there ways SRPC can help you community recover from COVID-19?	
5. Other Business	5 mins
6. 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	
7. 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.

Meeting Prep Memo
Technical Advisory Committee – March 5th 2021

Decision #1 – 2022-2023 Unified Planning Work Program

The TAC needs to make a recommendation to the Policy Committee regarding the draft UPWP. The final UPWP is due to NHDOT by April 9th. 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 TAC needs to recommend a set of projects for consideration by the Policy Committee at their March meeting. NHDOT needs our final list of approved projects before April 1st.

The sub-committee of TAC and Policy members met on 2/18/2021 to discuss candidate projects and develop a recommendation to the TAC based on the total cost of proposed projects and available funds. 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. A consultant is preparing revised scope and cost estimate documents to be presented to NHDOT for their review. Approval of the new scope would result in a significantly reduced cost of the widening project. Once this information is presented there are two possible scenarios that affect the final decision by TAC and Policy:

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/NH55A intersection	\$	1,596,500
Total		\$	9,062,283
Regional Allocation		\$	4,901,449

****If this scenario is the case, the subcommittee recommended that TAC fund the Rochester widening project because of its regional and local impact****

They felt the NH11 widening project has significant local AND regional need, and it would be detrimental to separate the Nashoba Dr and widening project which logically need to be done together.

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/NH55A intersection	\$	1,596,500
Total		\$	7,324,254
Regional Allocation		\$	4,901,449

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

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

**** If this scenario is the case, the subcommittee recommended that TAC fund the Rochester, Farmington, and Milton projects ****

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

The TAC needs to make a recommendation to the Policy Committee regarding the draft 21-24 TIP for their review and approval at their March meeting. 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:

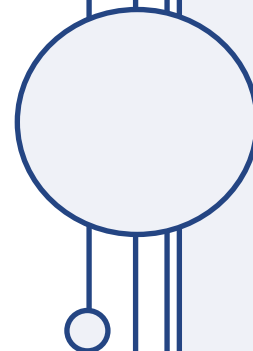


2021–2024

TRANSPORTATION IMPROVEMENT
PROGRAM

DRAFT

DRAFT FOR PUBLIC REVIEW AND COMMENT



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1. INTRODUCTION

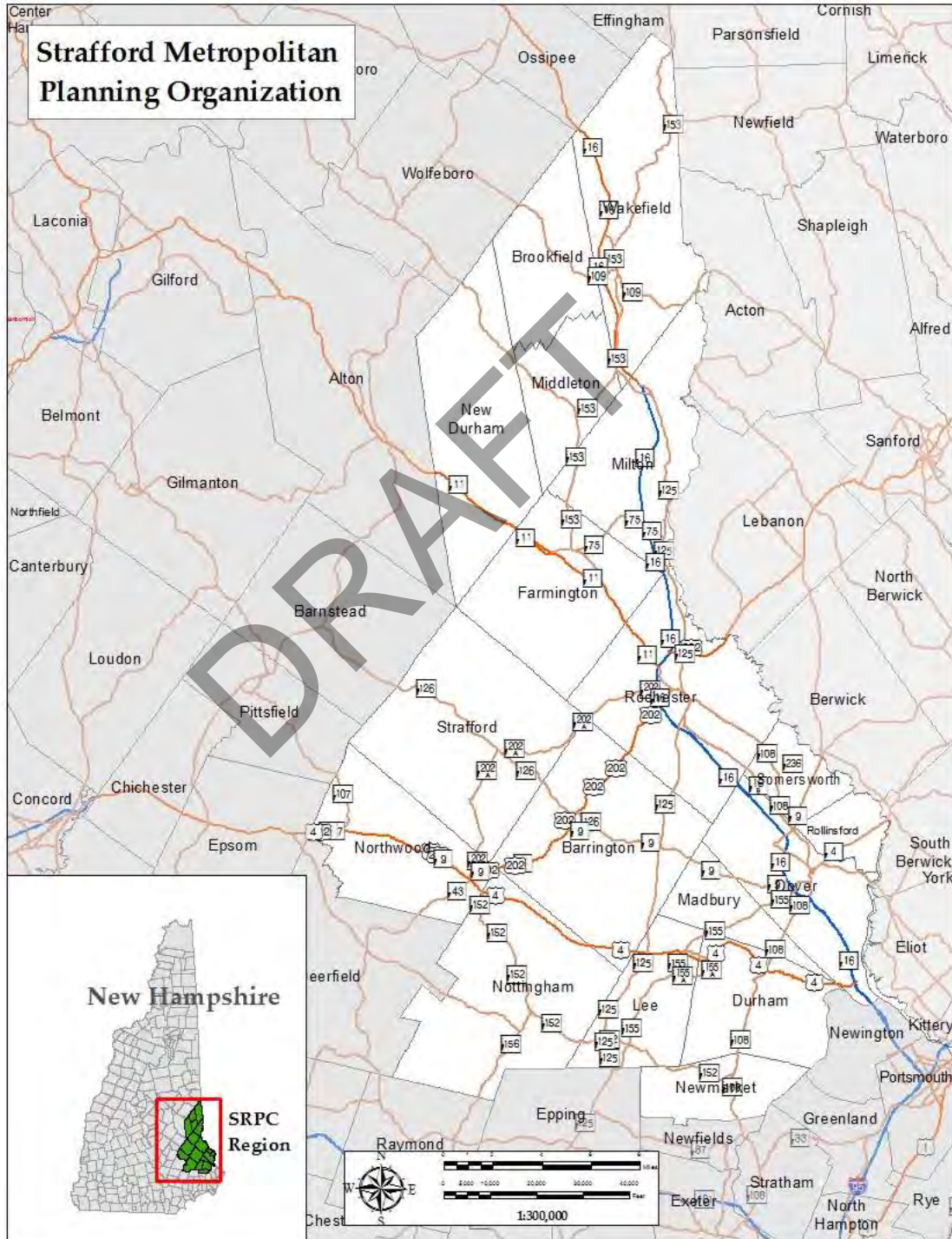
The *Transportation Improvement Program* (TIP) is a multi-year work program of regional transportation improvement projects scheduled for implementation along state-owned highways and roads in the Strafford Metropolitan Planning Organization (Strafford MPO) region. The TIP comprises the planned transportation 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

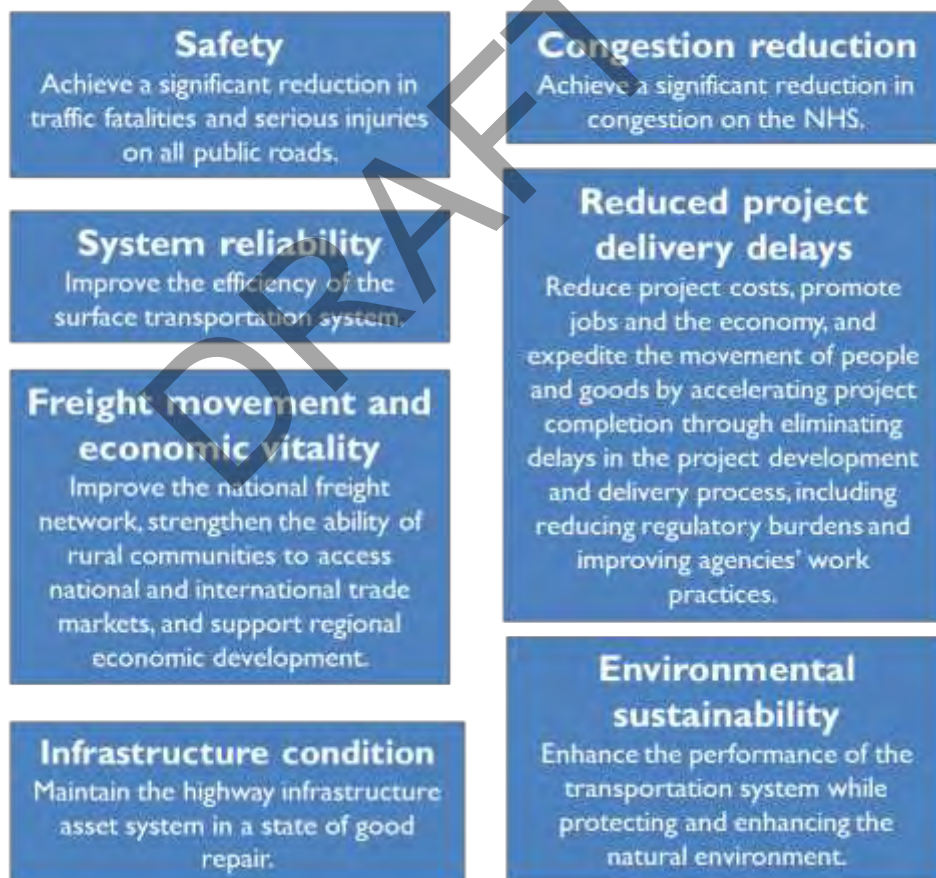
The metro plan is the long-range plan for transportation improvements in the region; it comprises the next 20 years of transportation planning and projects for the Strafford region. Projects move from the metro plan into the four-year TIP so project lists and content of the two documents are updated 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

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(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.

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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	<i>\$100,000</i>
PE	2022	\$85,000		\$0	\$0	<i>\$85,000</i>
PE	2023	\$100,000		\$0	\$0	<i>\$100,000</i>
PE	2024	\$100,000		\$0	\$0	<i>\$100,000</i>
ROW	2021	\$20,000		\$0	\$0	<i>\$20,000</i>
ROW	2022	\$20,000		\$0	\$0	<i>\$20,000</i>
ROW	2023	\$20,000		\$0	\$0	<i>\$20,000</i>
ROW	2024	\$20,000		\$0	\$0	<i>\$20,000</i>
CON	2022	\$269,000		\$0	\$0	<i>\$269,000</i>
CON	2023	\$2,800,000		\$0	\$0	<i>\$2,800,000</i>
CON	2024	\$2,800,000		\$0	\$0	<i>\$2,800,000</i>

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	\$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	\$595,520	\$2,977,600
OTHER	2022	\$2,420,277		\$0	\$605,069	\$3,025,346
OTHER	2023	\$1,987,030		\$0	\$496,757	\$2,483,787
OTHER	2024	\$2,026,770		\$0	\$506,692	\$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 Technolgy Assistance Program

Scope: Local Technolgy 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	\$110,000
PE	2023	\$339,240		\$0	\$0	\$339,240
ROW	2023	\$106,295		\$0	\$26,574	\$132,869

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.trafford.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	\$110,000
PE	2023	\$339,240		\$0	\$0	\$339,240
ROW	2023	\$106,295		\$0	\$26,574	\$132,869

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

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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

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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		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		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		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 skewed 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

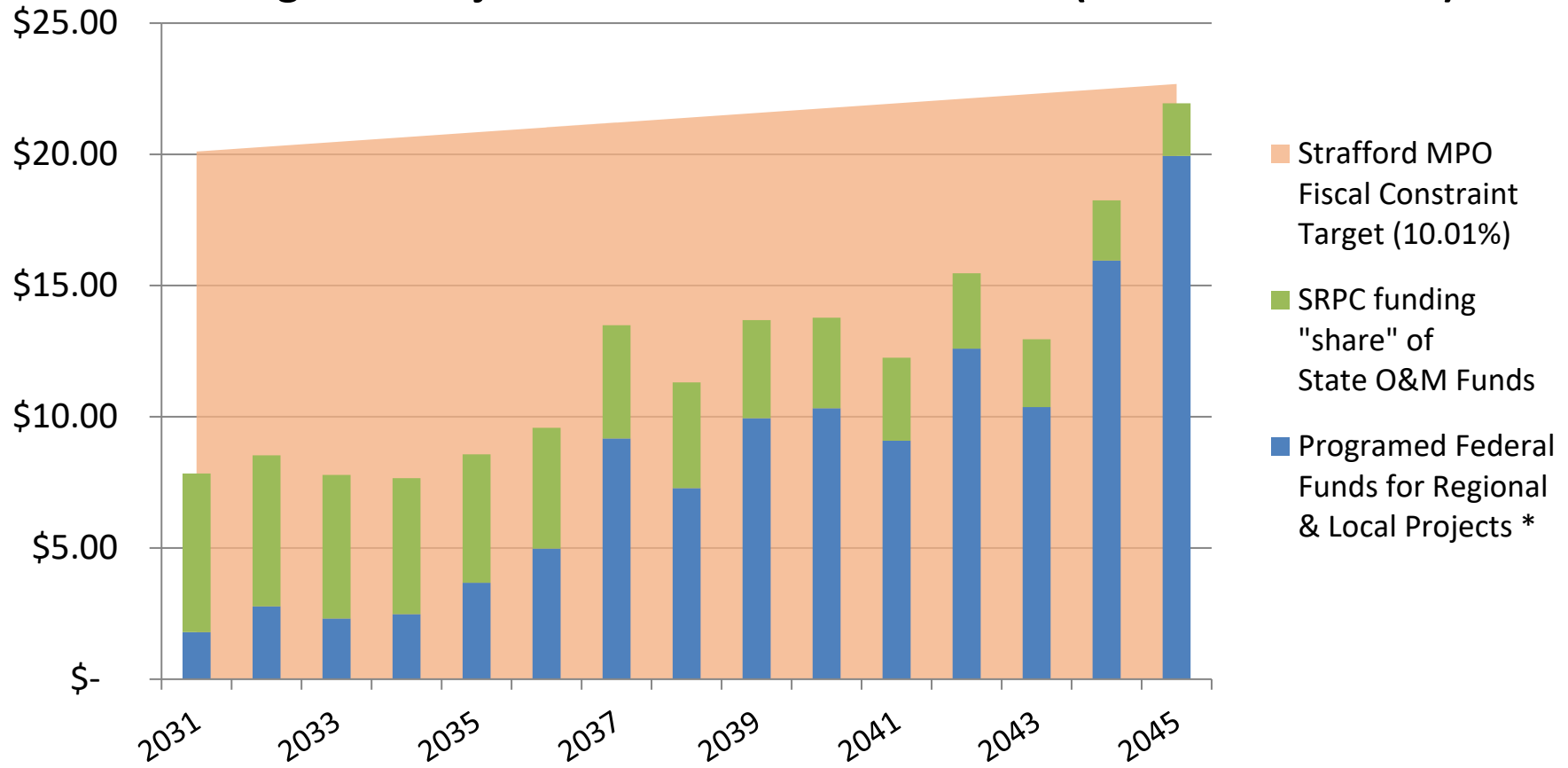
FISCAL CONSTRAINT FOR FISCAL YEARS 2031-2045

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	\$ -	

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(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

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(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

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(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

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

**NHDOT PROJECT SCOPE AND SCHEDULE REVIEW TASK FORCE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
STRAFFORD REGIONAL PLANNING COMISSION
FOR THE 2023-2032 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: Signalization of NH 11/Nashoba Dr. intersection (Rochester)

Project summary: On NH Rt 11 from Spaulding Turnpike to Nashoba Dr. This project is to install a traffic signal at NH Rt. 11 and Nashoba Dr. Included is a pedestrian crossing and new sidewalk on NE side of NH Rt 11 from signal to Spaulding overpass, approx. 5,000'. This project will replace Rochester 40647 (currently in the 2021-2030 Ten Year Plan)

Review Comments

- NHDOT review concurs with the proposed improvement at the location
- Project will replace the existing Rochester 40647 project in the TYP within the existing budget.

Review Summary

- Proposed project will use existing TYP values.

Phase	Year	Funding	Program
Preliminary Engineering	2023	191,202	None-Highway
Right of Way	2025	101,030	None-Highway
Construction	2026	1,765,592	None-Highway
Total		\$2,057,823	

Initial Priority #2: Improvements to NH 9/NH 125 intersection & sidewalks (Barrington)

Project summary: The project proposes the installation of 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, and a pedestrian activated rectangular rapid flashing beacon at the middle school.

Review Comments

- Intersection has no pedestrian signals/phase at this time. If sidewalk is added to one side, additional sidewalks will have to be added around the intersection so crossings and pedestrian signals can be added and be ADA compliant.
- It was unclear from the application materials whether the existing signal controller can handle pedestrian signal phasing or need to be replaced.
- Project improvements will also require reconfiguration of striping and islands on side roads at the intersection.
- One mast arm (southwest corner) may need relocation to facilitate sidewalk and curb ramp construction at the corner.
- NHDOT estimates assume that the road will not require widening and that an 11-5 typical exists and the curb and sidewalk and be added without roadway widening.
- Aerial utilities are very close to the edge of pavement and would need to be relocated to construct sidewalk (within 5' of the edge of pavement). Assuming ROW is close to where the poles are located makes locating the sidewalk difficult on the south side of NH 9.

- Traffic control during construction seems fairly simple with alternating one-way traffic during non-peak hours, could get more complicated at the NH9/NH125 intersection depending on the scope there.
- Unsure by info given that drainage is included in the cost estimate. Estimate has “Curb and Gutter” shown but we were unsure if that includes closed drainage costs, including water quality treatment.
- NHDOT estimate assumes replacement of existing signal cabinet, addition of pedestrian signal phase, relocation of 1 mast arm and all conduit as well as an RRFB at the middle school (\$300K)
- NHDOT used an estimated average cost of \$150LF for sidewalks based on historic LPA project costs.
- Municipal agreement would be required regarding ongoing maintenance of the sidewalks.
- This proposed project would be a good candidate for the current Transportation Alternatives Program (TAP) funding round.

Review Summary

- The project is recommended to commence with PE in 2026; ROW in 2029 and CON in 2031.
- The proposed project would use **\$1,253,514** of the regional allocation for the 2023-2032 Ten Year Transportation Plan.
- Project would be 100% federal funds.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year and 10% for NHDOT indirect costs.

<u>Funding</u>			
Phase	2021 SRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 91,443	\$ 150,000	\$ 184,271 (2026)
ROW	\$ 0	\$ 20,000	\$ 26,692 (2029)
CON	\$ 670,511	\$ 715,000	\$ 1,008,409 (2031)
Totals	\$ 761,954	\$ 855,000	\$ 1,253,514

Initial Priority #3: NH 11 widening (Rochester)

Project summary: Widen 3,200 feet of NH11 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).

Review Comments

- NHDOT review concurred with the proposed improvement.
- NHDOT review concurred with the proposed project estimate.
- Project would be Local Public Agency (LPA)/Municipally managed.
- NHDOT estimated values remove indirect costs given the municipal management.

Review Summary

- Values presented below represent the project commencing with PE in 2026; ROW in 2039 and CON in 2031.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year.
- The project would utilize **\$3,630,423 (80%)** of 2023-2032 Ten Year Transportation Plan funding allocation.
- The remaining 20% (907,606) would come from the City of Rochester as cash match.

<u>Funding</u>			
Phase	2021 SRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 500,000	\$ 500,000	\$ 558,396 (2026)
ROW	\$ 300,000	\$ 300,000	\$ 363,976 (2029)
CON	\$ 2,820,000	\$ 2,820,000	\$ 3,615,656 (2031)
Totals	\$ 3,620,000	\$ 3,620,000	\$ 4,538,029

Initial Priority #4: Sidewalk network expansion (Farmington)

Project summary: The proposed project would construct 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 1850 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.

Review Comments

- Project was understood to be a municipally managed effort (LPA).
- NHDOT estimate adds ROW phase to address water quality treatment or other easements and acquisitions (to match sidewalk to properties and potential impacts to retaining walls and fences.)
- NHDOT estimate assumptions:
 - Elm Street: From Main Street (NH 153) to Lone Star Avenue – very difficult project. Very residential No shoulders, tight ROW, need closed drainage, need treatment areas, utility issues (aerial and underground water and sewer).
CON: \$150/LF x 1500 LF = \$225,000
 - Main Street (NH 153): From Paulson Road to the Public Safety Building – some areas are easier than others, residential area, some wider sections of shoulders that are used as walkways now, some areas have virtually no shoulders, there are some areas of curbing and closed drainage (could just add sidewalk panel behind curb)
CON: \$150/LF x 1850 LF = \$275,000
 - Main Street (NH 152): from Lincoln Street to Webster Street – easier area, wider shoulders that could be used as sidewalks, drainage looks available in most areas, looks like just formalizing a sidewalk where a path already exists. Property matches could be tough in some areas due to small retaining walls and fences, etc.
CON: \$150/LF x 910 LF = \$135,000
- Municipal agreement would be required regarding ongoing maintenance of the sidewalks.
- This proposed project would be a good candidate for the current Transportation Alternatives Program (TAP) funding round.

Review Summary

- Values presented below represent the project commencing with PE in 2026; ROW in 2029 and CON in 2031.
- Project would be a Local Public Agency (LPA) project managed by the Town.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year.
- The project would utilize **\$792,128 (80%)** of 2023-2032 Ten Year Transportation Plan funding allocation.
- The remaining 20% (198,032) would come from the Town of Farmington as cash match.

Funding

Phase	2021 SRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 148,068	\$ 125,000	\$ 139,599 (2026)
ROW	\$ 0	\$ 30,000	\$ 30,000 (2029)
CON	\$ 1,085,834	\$ 635,000	\$ 814,164 (2032)
Total	\$ 1,233,902	\$ 790,000	\$ 990,160

Initial Priority #5: Pedestrian improvements to Dawson & Silver Streets (Milton)

Project summary: 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 skewed part of northern triangle intersection of Dawson St and NH125.

Review Comments

- Information submitted also had another project component included. 90% plans submitted from Underwood Engineers shows an estimate total of \$1,503,814 which includes the above sidewalk work.
- NHDOT’s understanding is that the sidewalk work will be constructed as part of the larger Underwood designed effort.
- Project is also understood to be an LPA project with a local match requirement.
- Consider adding project with capped funding amount. Assume this is an add-on to the drainage/utility project (Underwood Engineer design).
- Municipal agreement would be required regarding ongoing maintenance of the sidewalks.
- This proposed project would be a good candidate for the current Transportation Alternatives Program (TAP) funding round.
- The proposed TYP project would be capped at the 80% federal share.

Review Summary

- Values presented below represent the project commencing with PE in 2026; ROW in 2029 and CON in 2031.
- Project would be a Local Public Agency (LPA) project managed by the Town.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year.
- The project would utilize **\$547,264 (80%)** of 2023-2032 Ten Year Transportation Plan funding allocation.
- The remaining 20% (136,816) would come from the Town of Milton as cash match.

Funding

Phase	2021 SRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 60,000	\$ 60,000	\$ 67,008 (2026)
ROW	\$ 32,000	\$ 32,000	\$ 38,824 (2029)
CON	\$ 451,200	\$ 451,000	\$ 578,249(2031)
Total	\$ 543,200	\$ 543,200	\$ 684,080

Initial Priority #6: Improvements to Main St./NH 155A/Mast Rd intersection (Durham)

Project summary: Intersection safety improvements. Signal or roundabout are potential alternatives.

Review Comments

- There is no discussion if a signal warrant analysis has been conducted or if traffic counts have been taken.
- There is a walking/bike trail along the south west side of Main Street that then travels up 155A. Path is dislocated from roadway but would be impacted by a roundabout at the intersection.
- Numerous aerial utilizes in all quadrants of the intersection will cause issues with either roundabout or signal options
- SRPC estimate developed is for a roundabout, signal will likely be about half as much.
- NHDOT estimate based on cost of similar roundabout (Swanzey 40485: NH32 Sawyer Crossing Road)
- Application identifies that this project would be municipally managed.

Review Summary

- Values presented below represent the project commencing with PE in 2026; ROW in 2029 and CON in 2031.
- Project would be a Local Public Agency (LPA) project managed by the Town.
- The Year-of-Expenditure (YoE) values include inflation of 2.80%/year.
- The project would utilize **\$1,277,200 (80%)** of 2023-2032 Ten Year Transportation Plan funding allocation.
- The remaining 20% (319,300) would come from the Town of Durham as cash match.

<u>Funding</u>			
Phase	2021 SRPC Estimate	2021 NHDOT Estimate	YoE
PE	\$ 105,000	\$ 200,000	\$ 223,358 (2026)
ROW	\$ 75,000	\$ 75,000	\$ 90,994 (2029)
CON	\$ 789,600	\$ 1,000,000	\$ 1,282,148 (2031)
Total	\$ 969,600	\$ 1,275,000	\$ 1,596,500

Strafford Metropolitan Planning Organization Technical Advisory Committee

Meeting Notes

Friday, February 5th 2021 9:00 – 11:00 AM

Strafford Regional Planning Commission
Virtual Meeting via Zoom
Rochester, NH

The meeting was called to order at 9:05am

A quorum was not present at the meeting so action items requiring a vote were postponed and unofficial meeting notes were recorded.

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

Marcia Gasses (Barrington), Scott Kinmond (New Durham), Leigh Levine (FHWA), Michael Williams (COAST), Tim White (NHDES), Michael Hoffman (Newmarket), Michelle Mears (Somersworth), Shanna Saunders (Rochester),

Staff

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

2. Staff Communications

C. Lentz said SRPC staff were conducting interviews with candidate engineering firms to provide on-call engineering services. The selected candidate will provide engineering services to develop scopes and cost estimates for long-range metro plan projects, will develop a project database, and implement the SRPC travel demand model.

J. Czysz noted that the March TAC and Policy meeting agendas had three critical items and a quorum would be critical.

3. Action Item(s) [Motion required]

3.1 Review and approve draft minutes from January 8th 2021

Approval of the minutes was postponed till the next meeting

4. Discussion Items

4.1 How to make safety planning and improvements more comprehensive?

- Local Road Safety Plan pilot effort – how should we prioritize municipalities?

C. Lentz explained that SRPC has effective tools to reactively address highway safety concerns (such as intersections where fatalities have occurred), but local road safety plans offer a proactive approach to improving safety within a municipality. He explained that local road safety plans are developed through a collaborative approach, using crash data, to produce an implementation-focused set of safety improvements for a municipality. C. Lentz asked TAC members for their initial thoughts on how to prioritize municipalities for a pilot effort to develop a local road safety plan. He provided data on crashes resulting in fatalities and serious injuries between 2015 and 2019 from the National Highway Safety Administration, and municipalities in the region were ranked based on how many fatalities had occurred over that period. C. Lentz said the data could be used as a foundation. Based on the crash data, Rochester was the top urban community (8 fatalities) and Milton was the top rural community (7 fatalities).

Members discussed possible approaches to prioritizing a pilot effort, but asked C. Lentz to review the data and provide more context for fatalities and serious injuries before they made a decision on a pilot community.

C. Lentz explained that SRPC staff had discussed the possibility of analyzing the physical design geometry of roads and intersections for safety hazards (e.g. "Y" shaped intersections that reduce visibility). NHDOT is also interested in investigating such analysis.

5. Project Updates

5.1 Metro Plan: Review draft snapshot of Economic Vitality metrics

R. Dewey presented draft snapshots for metrics related to economic vitality:

- Housing costs
- Wages 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

R. Dewey asked for members to reach out to her and C. Lentz if they have any feedback on the metrics or their presentation. She said she would be providing batches of metrics regularly over the coming months. The metrics will be part of a large database and the snapshots will be included in the Metro Plan and other documents so that the amount of text in plans can be reduced to focus conversation.

5.2 Ten Year Plan, and TIP

C. Lentz reiterated that the STIP update, the candidate Ten Year Plan projects, and the draft FY2022-2023 UPWP will all be up for review and vote at the March TAC and Policy meetings. He requested that as many members attend as possible to ensure a quorum for those critical items.

6. Municipal Roundtable – Updates from your community

M. Bezanson said construction of the Strafford square roundabout would be starting this season – with utilities work in 2021, then roundabout construction in 2022.

N. Moles said she had been working with businesses to understand their challenges and technical assistance needs through a recent survey. She asked members to fill out the survey if they hadn't already.

J. Czysz asked for ideas from municipal staff about potential large facilities for administering vaccinations. M. Williams said many of the potential sites he had seen proposed were not accessible by public transit, and COAST had heard from multiple riders concerned about getting their vaccines since they can't drive.

7. Other Business

No additional business items were raised.

The meeting was adjourned at 10:00

Strafford Metropolitan Planning Organization Technical Advisory Committee

Meeting Minutes

Friday, January 8, 2021

9:00 – 11:00 AM

Strafford Regional Planning Commission
Virtual Meeting via Zoom
Rochester, NH

The meeting was called to order at 9:05am

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.

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1. Attendance:

Committee Members

Marcia Gasses (Barrington), Scott Kinmond (New Durham), Leigh Levine (FHWA), Michael Williams (COAST), Tim White (NHDES), Michael Hoffman (Newmarket), Michelle Mears (Somersworth), Michael Bobinsky (Somersworth), Christopher Parker (Dover), Linda Dusenberry (NH DOT)

Staff

Rachel Dewey, Natalie Moles, Stefanie Casella, Nancy O'Connor, Alaina Rogers

2. Staff Communications

Colin Lentz (SRPC) was unavailable today. R. Dewey filled in.

3. Action Items

3.1 Minutes from December 4th 2020

C. Parker made a motion to approve the minutes as written.
Seconded by M. Williams.

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

3.2 Review and approve proposed 2021 highway safety targets

R. Dewey provided an overview of the proposed 2021 highway safety performance targets. These targets are set annually. SRPC is electing to support the state targets in recognition of the fact that the locations are largely at random and acknowledges that the Strafford MPO region typically represents approximately 11% of the statewide fatalities and serious injuries.

M. Bobinsky asked what happened in 2018 and 2019 to cause declines in the rate of fatalities and serious injuries. R. Dewey noted that the targets are based on five year averages, and that the difference between the number from 6 years ago and one year ago impacts the direction of the trend line the most. Specific causes are not clear, but R. Dewey will investigate the data further.

T. White noted one edit to be made on page 2 of the memo. The word "region" will be added after "MPO" in the third sentence to read "... therefore the MPO region will not contribute more than usual to the statewide totals *[of fatalities and serious injuries]*."

M. Bobinsky moved to recommend the targets to the Policy Committee with the one revision.
Seconded by M. Hoffman.

Vote: all in favor (via roll call vote).

4. Discussion Items

4.1 How to make safety planning and improvements more comprehensive

4.2 Local Road Safety Plans – how to prioritize municipalities?

S. Kinmond and C. Lentz participated in an UNH series of trainings focused on rural safety. The MPO would like to assist with local safety plans as a follow up to the discussions started at the UNH

trainings. The goals of these plans would be to take a proactive approach to safety instead of reacting to crashes. TAC will revisit this with Colin in the future.

4.3 Geometric GIS Analysis

R. Dewey added that part of the local safety plans would include using GIS to analyze the road data to identify the angles of intersections to identify the intersection type. This would highlight intersection types that are prone to more severe crashes. For example, Y intersections are angled such that visibility may be low when turning. This analysis would allow the MPO to identify these intersections and work with communities to plan projects to realign them before there is a fatal crash.

5. **Project Updates**

R. Dewey gave a brief update on the data analysis for the planning metric database. This database consists of a series of one to two-page snapshots of various metrics that can be used in a variety of documents that the SRPC develops. Previews of these metrics will be sent out to TAC members in small batches over the coming months so that they can be reviewed over time rather than all at once.

S. Casella and A. Rogers provided updates on their efforts in the content development for the Metro Plan. S. Casella will be working on bicycle and pedestrian safety and planning for future improvements. A. Rogers is working on incorporating climate adaptation into the plan with an emphasis on resilience strategies. She is also working on equity and looking at Title VI and Environmental Justice in the plan to ensure that the plan addresses the needs of underserved populations.

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

M. Gasses noted that Barrington is working on a couple of FEMA funded grants, one of which is replacing a culvert on a private road. While the road is privately owned, it provides access to the Swains Lake dam. The dam is considered critical infrastructure and has been identified as high hazard. If the dam were to fail, people could die. FEMA has been great to work with on this project. The second project is replacing several culverts in different areas. FEMA is paying 80% of the cost. FEMA has been great to work with on this project. She urges smaller communities to keep FEMA in mind as a potential funding source.

C. Parker said that Dover is considering what regulation changes may happen this year. The city wants to continue to support businesses by allowing outdoor dining this summer along with other changes.

M. Hoffman noted that Newmarket has received negative feedback on the rectangular mid-block crossing beacons. These beacons are designed to be visible in daylight, and as a result they can be too bright at night, especially when it is raining. The main complaint is that the light makes it harder to see pedestrians when it is dark out. This is a similar concern with some emergency vehicles' lights. S. Kinmond noted that NHDOT sent out an email to Departments of Public Works about an effort with Homeland Security to use an emergency management online portal to report DPW staffing shortages due to COVID-19. M. Bobinsky said that the Somersworth Fire Chief had briefed him on the same resource. Additional resources include UNH T2's monthly DPW meeting, Chit-Chat and Chew. These meetings offer DPW staff an opportunity to share ideas and collaborate.

7. **Other Business**

7.1 Transportation Alternatives round of funding

L. Dusenberry provided information about the current round of Transportation Alternatives funding. She advised that there are three steps to applying for funding. The first is to submit a letter of interest by February 5, 2021. The other two steps are to attend a pre-application informational meeting hosted by the DOT and submit an application. More information is available on the DOT website at <https://www.nh.gov/dot/org/projectdevelopment/planning/tap/index.htm>.

M. Bobinsky asked whether a project listed in the Metro Plan out years is eligible for this funding source. L. Dusenberry will follow up on this question.

7.2 Request for Qualifications for on-call engineering services

R. Dewey noted that Strafford MPO has posted an RFQ for on-call engineering services, assistance in developing a new project database, or on-call travel demand modelling support. An on-call engineer would be able to assist in project development by completing preliminary engineering on projects to help with project prioritization for various funding sources. Assistance with developing a new project database would help Strafford MPO staff to better manage data that has been compiled for various projects including anything from Metro Plan out year project scopes to current TIP project funding changes.

7.3 Other Business

S. Kinmond asked how others were preparing for town meetings. M. Williams cautioned that Teams Public Meetings have not been without challenges. M. Gasses said that Barrington is considering a typical town meeting but providing space for social distancing. Barrington typically has about 100 citizens present for town meeting, so if the meeting is held in the school gymnasium, then social distancing should be manageable. In addition to the in-person space, there may also be a live stream available for others to watch. S. Kinmond said New Durham has similar plans and will also host a Zoom meeting that will allow for online participants to comment, but not vote.

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**

M. Williams made a motion to adjourn

Seconded by M. Bobinsky

Vote: unanimous in favor

The meeting was adjourned at 10 am