



# SRPC FISCAL YEAR ANNUAL LISTING OF OBLIGATED PROJECTS '21

**DATE:** December 21, 2021

Cover photo credits (Top - L to R, then bottom): Before photo of Strafford Square in Rochester (Google Earth), After photo of Strafford Square (City of Rochester), Bridge Replacement over Bunker Creek in Durham (NHDOT)

**STRAFFORD**  
Metropolitan Planning Organization

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# **PREFACE**

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

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

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

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## INTRODUCTION

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

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

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

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and public transit, water infrastructure, resilience, and broadband. This latest transportation act authorizes funding to meet national surface transportation needs through early 2022.

## STRAFFORD METROPOLITAN PLANNING ORGANIZATION BACKGROUND

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

## COMMUNITIES IN THE STRAFFORD REGION

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



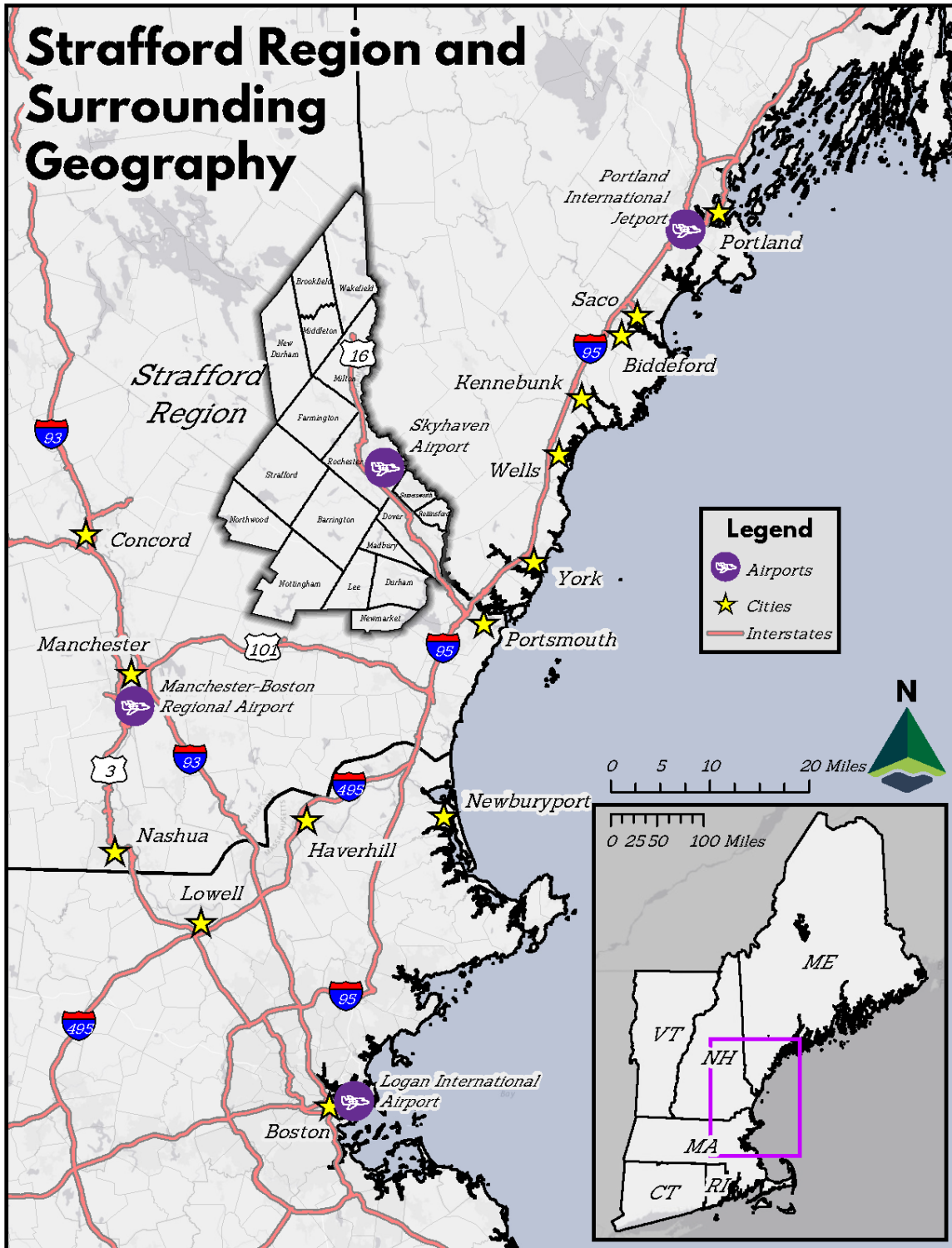


Figure 1 - The Strafford region and surrounding geography

## PROJECT PLANNING AND FUNDING

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

The Strafford MPO Metropolitan Transportation Plan includes the following information:

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

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

The Ten Year Plan Includes the following:

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

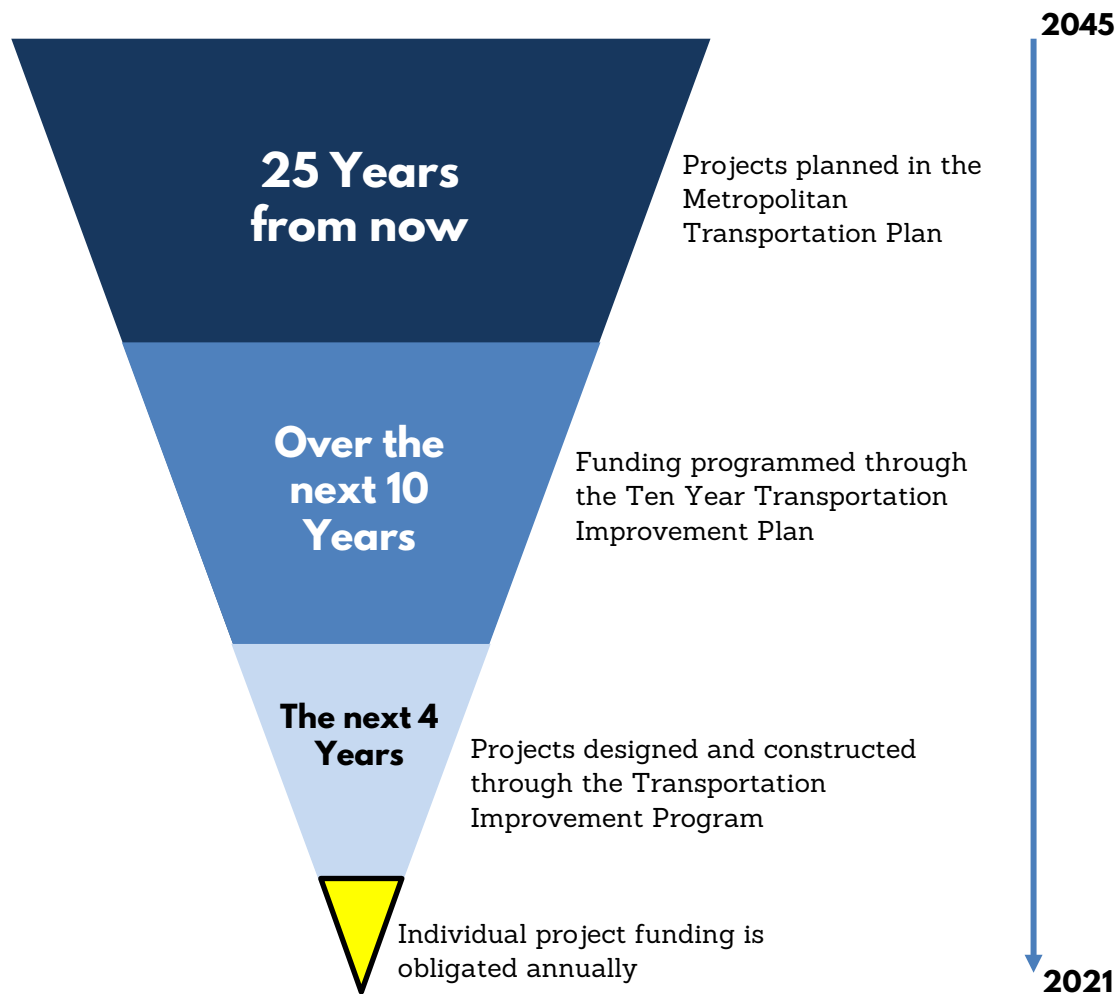
The TIP is a federally required document that summarizes programmed funding for transportation improvement projects. Each state maintains a corresponding Statewide Transportation Improvement Program (STIP) that includes all transportation improvement projects in the state. The projects in Strafford MPO's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

### **Programmed Funding vs. Obligated Funding:**

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

construction during the four-year period covered by the plan. The TIP the following information for each project:

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



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

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

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

## ANNUAL LISTING OF OBLIGATED PROJECTS REQUIREMENTS

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

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

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

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

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



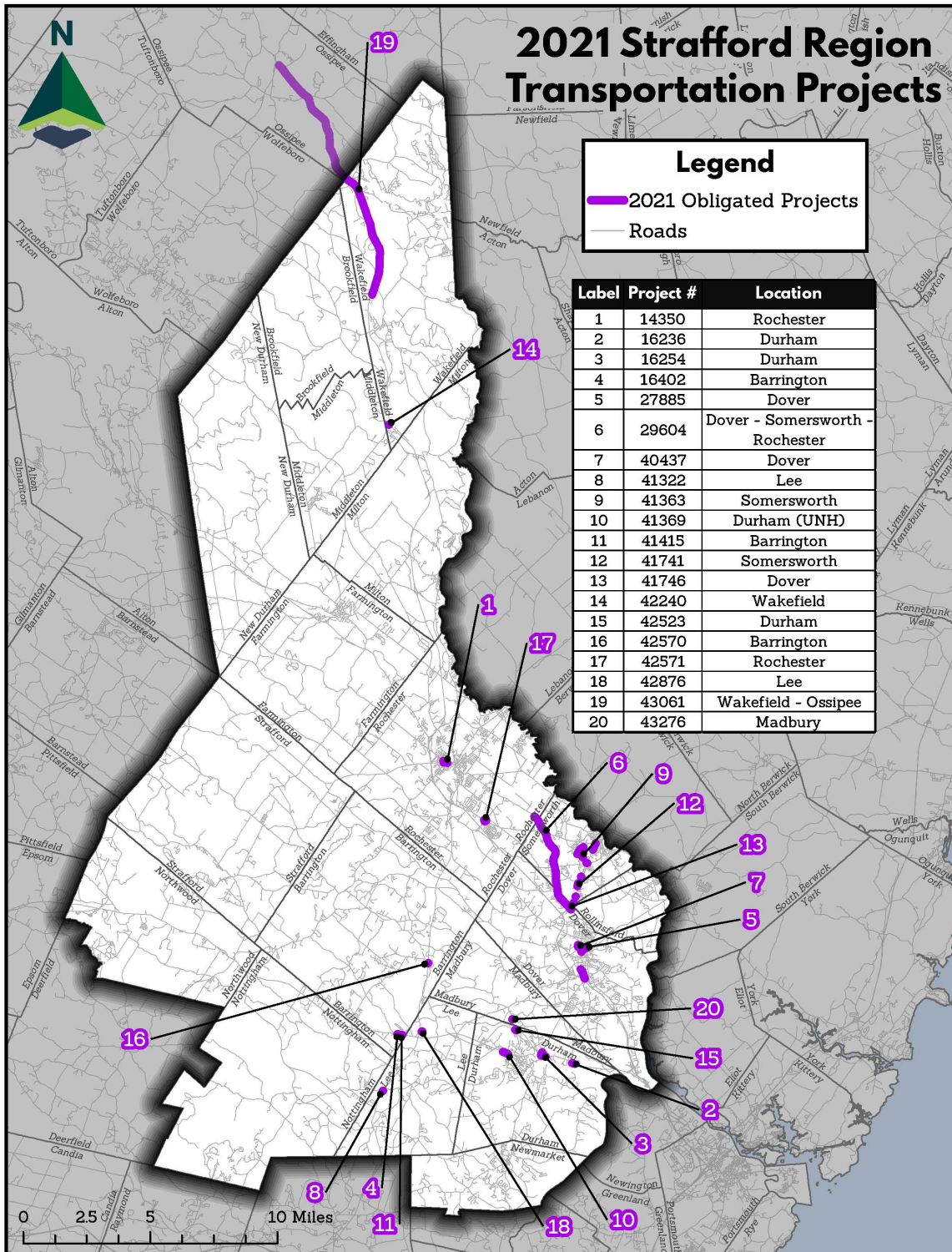
- Location of the project (Municipality, Route/Road).
- Scope of work for the project.
- Responsible agency for the project (the entity responsible for administering the project).
- Obligated level of funding in the previous federal fiscal year by project.
- Actual obligated funding level for the project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

## THE OBLIGATION REPORT

READING THE OBLIGATION REPORT	
<b>Project Number</b>	<b>State identification number associated with the project</b>
<b>Municipality</b>	Municipality or region for which the project is planned
<b>Route/Road</b>	The route or road on which the project takes place
<b>Scope/Summary</b>	Project details regarding construction, project boundaries, and project purpose
<b>FY19 Obligated</b>	Net federal funding obligated to a project for the relevant fiscal year*
<b>FY20 Obligated</b>	Net federal funding obligated to a project for the relevant fiscal year*
<b>FY21 Obligated</b>	Net federal funding obligated to a project for the relevant fiscal year*
<b>Total Obligated to-Date</b>	The total funding obligated to the project through the current fiscal year
<b>Funding Source(s)</b>	Funding sources being used (different funding sources may support individual project phases)

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

The tables in Appendix 2 show obligated funding from 2021 for public transit in the Strafford region. Public transit is generally funded on an annual or biennial basis based on allocations from the Federal Transit Administration (FTA).



**Figure 3 – 2021 Strafford Region Transportation Projects with Obligated Funds**

## APPENDIX 1: 2021 OBLIGATED FUNDING REPORT

TABLE 1. REGIONAL AND LOCAL PROJECTS								
Project Number	Municipality	Route/Road	Scope/Summary	FY19 Federal Obligated	FY2020 Federal Obligated	FY2021 Federal Obligated	Total Obligated to Date	Funding Source(s)
42570	Barrington	NH125/Beauty Hill Rd	Conduct road safety audit at intersection of NH 125 and Beauty Hill Rd	\$33,000	\$1,650	Complete	\$34,650	Highway Safety Improvement Program
16402	Barrington	US4/Topaz Dr	Route 4 Culvert replacement just west of Topaz Drive	\$22,000	\$1,650	No FY21 obligations	\$23,650	
41415	Barrington	US4	Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington	New Project	\$110,000	No FY21 obligations	\$110,000	STP-5 to 200K, Toll Credit
40437	Dover	Dover Community Trail	Construct multi-use path to connect 2 portions of the Dover Community Trail	No Federal funds in 2019	\$451,453	\$6,152	\$573,105	Transportation Alternatives
41746	Dover	NH108 (Central Ave)	Traffic signal improvements and installation of a camera system to monitor traffic flow.	\$15,000	\$4,000	\$86,806	\$105,806	Congestion Mitigation & Air Quality Improvement

**TABLE 1. REGIONAL AND LOCAL PROJECTS**

<b>Project Number</b>	<b>Municipality</b>	<b>Route/Road</b>	<b>Scope/Summary</b>	<b>FY19 Federal Obligated</b>	<b>FY2020 Federal Obligated</b>	<b>FY2021 Federal Obligated</b>	<b>Total Obligated to Date</b>	<b>Funding Source(s)</b>
27885	Dover	Central Ave/Chestnut St/Third St	Pan Am Railways, reconstruct railway-highway crossing, roadway approaches and protective devices.	New Project		\$49,500	\$79,220	Railroad Crossings
29604	Dover, Somersworth, Rochester	NH 108	NH 108 – Complete Streets consistent with improvements under U-3 alternative	\$440,000	\$1,212,750	\$345,316	\$2,493,066	STP-State Flexible, Toll Credit
42523	Durham	US4/Madbury Rd	Implement intersection safety improvements	\$55,000	\$110,000	\$110,000	\$275,000	Highway Safety Improvement Program
16236	Durham	US 4	Bridge Replacement, for Bridge carrying US 4 over Bunker Creek (Br No 145/116)	\$4,706,749	\$4,166,195	\$262,900	\$11,346,844	National Highway System, Toll Credit
16254	Durham	US 4 / NH 108	Signalize intersection of US 4 westbound off ramp with NH 108	\$27,500	\$892,100	\$113,372	\$1,298,971	STP-Areas Over 200K, Toll Credit
41369	Durham	NH155/Main Street	Construct sidewalks, crosswalks, lighting and landscaping along Main Street in Durham on UNH Campus	\$21,987	\$434,838	\$13,432	\$522,712	TAP, STBG Enhancement



**TABLE 1. REGIONAL AND LOCAL PROJECTS**

<b>Project Number</b>	<b>Municipality</b>	<b>Route/Road</b>	<b>Scope/Summary</b>	<b>FY19 Federal Obligated</b>	<b>FY2020 Federal Obligated</b>	<b>FY2021 Federal Obligated</b>	<b>Total Obligated to Date</b>	<b>Funding Source(s)</b>
41322	Lee	NH125	Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084	No Obligations		\$110,000	\$330,000	STP-State Flexible
42876	Lee	US4/NH125	Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.	New Project		\$110,000	\$110,000	CMAQ, Toll Credit
43276	Madbury	Madbury Rd	Rehabilitation of a steel arch carrying Beard's Creek, located just north of US 4.	New Project		\$88,000	\$88,000	STBG-Non Urban Areas Under 5K Toll Credit
14350	Rochester	NH 202A (Walnut St)	Intersection improvements to improve safety through Strafford Square North Main and Washington Street	\$1,000	No Federal Obligations; city paying for supplemental work		\$1,157,743	STP-State Flexible
42571	Rochester	Old Dover Rd/Tebbetts Rd	Conduct road safety audit at intersection of Old Dover Rd and Tebbetts Rd	\$33,000	No obligations in 2020	Complete	\$33,000	Highway Safety Improvement Program
41741	Somersworth	High Street/ Route 108 Corridor	Signal Optimization on High Street / Route 108 Corridor	New Project	\$42,662	\$37,680	\$80,342	Congestion Mitigation & Air Quality Improvement

**TABLE 1. REGIONAL AND LOCAL PROJECTS**

<b>Project Number</b>	<b>Municipality</b>	<b>Route/Road</b>	<b>Scope/Summary</b>	<b>FY19 Federal Obligated</b>	<b>FY2020 Federal Obligated</b>	<b>FY2021 Federal Obligated</b>	<b>Total Obligated to Date</b>	<b>Funding Source(s)</b>
41363	Somersworth	Portions of Highstreet, Memorial Drive, Cemetery Rd	Const sidewalks on High St, Memorial Dr, Cemetery Rd, upgrade crosswalk across High St, const Path	No Federal funds in 2019	\$49,201	No FY21 obligations	\$121,922	Transportation Alternatives
29216	University of New Hampshire	National Summer Transportation Institute	National Summer Transportation Institute at UNH 2016. STEM/ Transportation training	\$50,000	\$41,538	\$50,000	Annual program	Individual Federal Program
42240	Wakefield	NH16	Reconstruct railway-highway crossing, roadway approaches & protective devices (Wakefield054-237Y)	\$998,491	\$378,460	No FY21 obligations	\$1,376,951	Statewide Railroad Reconstruction and Crossings
43061	Wakefield, Ossipee	NH 16	Pavement Preservation of NH 16	New Project	\$44,000	\$4,187,373	\$4,231,373	STP-5 to 200K
<b>Total FY2021 Obligations</b>							<b>\$24,392,355</b>	

**TABLE 2. FY 2021 STATEWIDE PROJECTS & PROGRAMS (PROGRAMMATICS)**

Project Number	Project Name	Route/Road	Scope/Summary	FY19 Federal Obligated	FY20 Federal Obligated	FY21 Federal Obligated	Funding Source
103440	T2 UNH	Statewide	Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$510,000	\$701,312	\$394,260	LTAP
14058	Statewide ITS & TSMO	ITS Equipment	Statewide Transportation Systems Management & Operations, ITS Technologies	\$350,000	\$350,000	\$766,700.00	STP-State Flexible, Toll Credit
25198	Statewide RWIS	Statewide	To install Road and Weather systems around the State.	New Project	\$431,200	\$152,815	STP-State Flexible
43246	Statewide	Statewide	Strategic Highway Safety Plan update	New Project	\$165,000	HSIP, Toll Credit	HSIP
Bridge Maintenance*		Statewide	NA: various bridge maintenance and rehabilitation projects in the region	\$307,115	\$215,000	No regional obligations	Various Federal Bridge Funds
Pavement Maintenance*		Statewide	NA: various pavement maintenance projects	\$3,625,171	\$7,450,996	\$11,891,484	Various federal paving funds

\*Funding levels reported for these programmatics are from individual "child" projects in the region.

## APPENDIX 2. FY 2021 FUNDS OBLIGATED TO REGIONAL TRANSIT PROVIDERS

Transit Provider	Source of Funds	Application of Funds	Notes	Funding Levels			
				Program Status	Federal funds awarded as of 9/30/2021	Total match as of 9/30/2021	Total funds obligated as of 9/30/2021
UNH Wildcat	FTA 5339	UNH Bus Maintenance Lift Replacement	Completion in December 2020	Active – in construction	\$400,000	\$100,000	\$18,500
UNH Wildcat	CMAQ 2019	Rail Station and Platform Enhancement	Awaiting UNH Execution	Not Active	\$772,000	\$193,000	\$-
UNH Wildcat	FTA – CARES Act	CARES ACT transit relief	Project Completed	Active	\$367,200	Not Required	\$367,200
UNH Wildcat	NH-2017-015-00	Real time sign installation	Projected Completion Summer 2022	Active	\$14,000	\$3,500	\$-
UNH Wildcat	CMAQ	Fleet Replacement IV	Project Completed June 2020	Completed	\$1,200,000	\$948,000	\$2,134,740
UNH Wildcat	CMAQ	Fleet Replacement V	Pending UNH Execution	Active	\$1,200,000	\$474,700	\$-
UNH Wildcat	CMAQ - NHDOT Little Bay Bridge Transit Service	Route Operations	Project Completed June 2020	Completed	\$460,036	\$151,010	\$476,865

UNH Wildcat	American Rescue Plan	American Rescue Plan: Transit Service	Execution in Progress. Completion 3/2022	Active	\$504,980	Not Required	\$-
<b>Totals</b>					<b>\$4,918,216</b>	<b>\$1,870,210</b>	<b>\$2,997,305</b>



Transit Provider	Source of Funds (FTA Grant Number)	Application of Funds	Status as of 09/30/2020	Funding Levels		
				FY21 Federal Obligated	Match	Total
COAST	FTA 5307 (NH-90-X199-01)	Station Stops/Terminals (Bus)	Closed	\$28,000	\$7,000	\$35,000
		Support Equipment/Facilities (Bus)		\$180,177	\$45,045	\$225,222
		Preventative Maintenance		\$1,044,504	\$261,126	\$1,305,630
		ADA Operating Assistance		\$266,395	\$66,599	\$332,994
		Operating Assistance		\$1,550,000	\$1,550,000	\$3,100,000
		Planning		\$80,000	\$20,000	\$100,000
			<b>Sub Total</b>	<b>\$3,149,076</b>	<b>\$1,949,770</b>	<b>\$5,098,846</b>
COAST	FTA 5307 (NH-2017-009-03)	Bus - Rolling Stock	Closed	\$556,550	\$99,274	\$655,824
		<30' Buses		\$351,900	\$62,100	\$414,000
		Used Commuter Buses		\$14,400	\$3,600	\$18,000
		Vans		\$190,250	\$33,574	\$223,824
		Bus - Station/Stops/Terminals		\$96,720	\$24,180	\$120,900
		Bus Passenger Shelters		\$16,720	\$4,180	\$20,900
			<b>Sub Total</b>	<b>\$7,922,097</b>	<b>\$3,918,202</b>	<b>\$11,840,300</b>

Transit Provider	Source of Funds (FTA Grant Number)	Application of Funds	Status as of 09/30/2020	Funding Levels		
				FY21 Federal Obligated	Match	Total
COAST	FTA 5307 (NH-2020-002-01)	Short Range Transit Planning	Open	\$112,000	\$28,000	\$140,000
		Operating Assistance		\$915,000	\$915,000	\$1,830,000
		CMAQ Operating		\$950,000	\$237,500	\$1,187,500
		Other Capital Items (Bus)		\$2,085,129	\$521,283	\$2,606,412
		Bus - Rolling Stock		\$1,520,000	\$380,000	\$1,900,000
		Bus - Support Equip. & Facilities		\$24,060	\$6,015	\$30,075
		ER Funds for Direct COVID-19		\$407,656	\$-	\$407,656
<b>Sub Total</b>			<b>\$6,013,845</b>	<b>\$2,087,798</b>	<b>\$8,101,643</b>	
COAST	FTA 5307 (NH-2021-012)	Preventative Maintenance	Open	\$1,354,077	\$338,520	\$1,692,597
		Operating Assistance (50%)		\$156,422	\$156,422	\$312,844
		ADA Operating Assistance (80%)		\$84,000	\$21,000	\$105,000
		CMAQ Operating (80%)		\$1,200,000	\$300,000	\$1,500,000
		Bus - Rolling Stock		\$476,150	\$92,850	\$569,000
		Bus - Stations/Stops/Terminals		\$104,000	\$26,000	\$130,000
		Bus - Support Equip. & Facilities		\$120,000	\$30,000	\$150,000
<b>Sub Total</b>			<b>\$3,494,649</b>	<b>\$964,792</b>	<b>\$4,459,441</b>	
COAST	NH-2020-005-01	Emergency Relief Operating Asst.	Open	\$5,333,025	\$0	\$5,333,025
<b>Sub Total</b>			<b>\$5,333,025</b>	<b>\$0</b>	<b>\$5,333,025</b>	
			<b>FY21 Federal Obligated</b>	<b>Match</b>	<b>Total</b>	
<b>Grand Total</b>			<b>\$14,841,519</b>	<b>\$3,052,591</b>	<b>\$17,894,110</b>	

