

STRAFFORD METROPOLITAN
PLANNING ORGANIZATION:



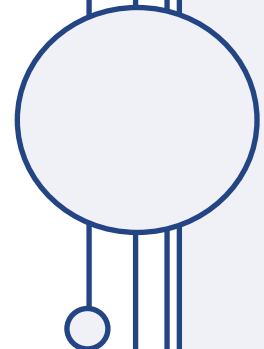
2021–2024

TRANSPORTATION IMPROVEMENT
PROGRAM

APPROVED BY THE STRAFFORD MPO POLICY
COMMITTEE ON MARCH 19, 2021

APPROVED BY NHDOT, APRIL 5, 2021

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1. INTRODUCTION

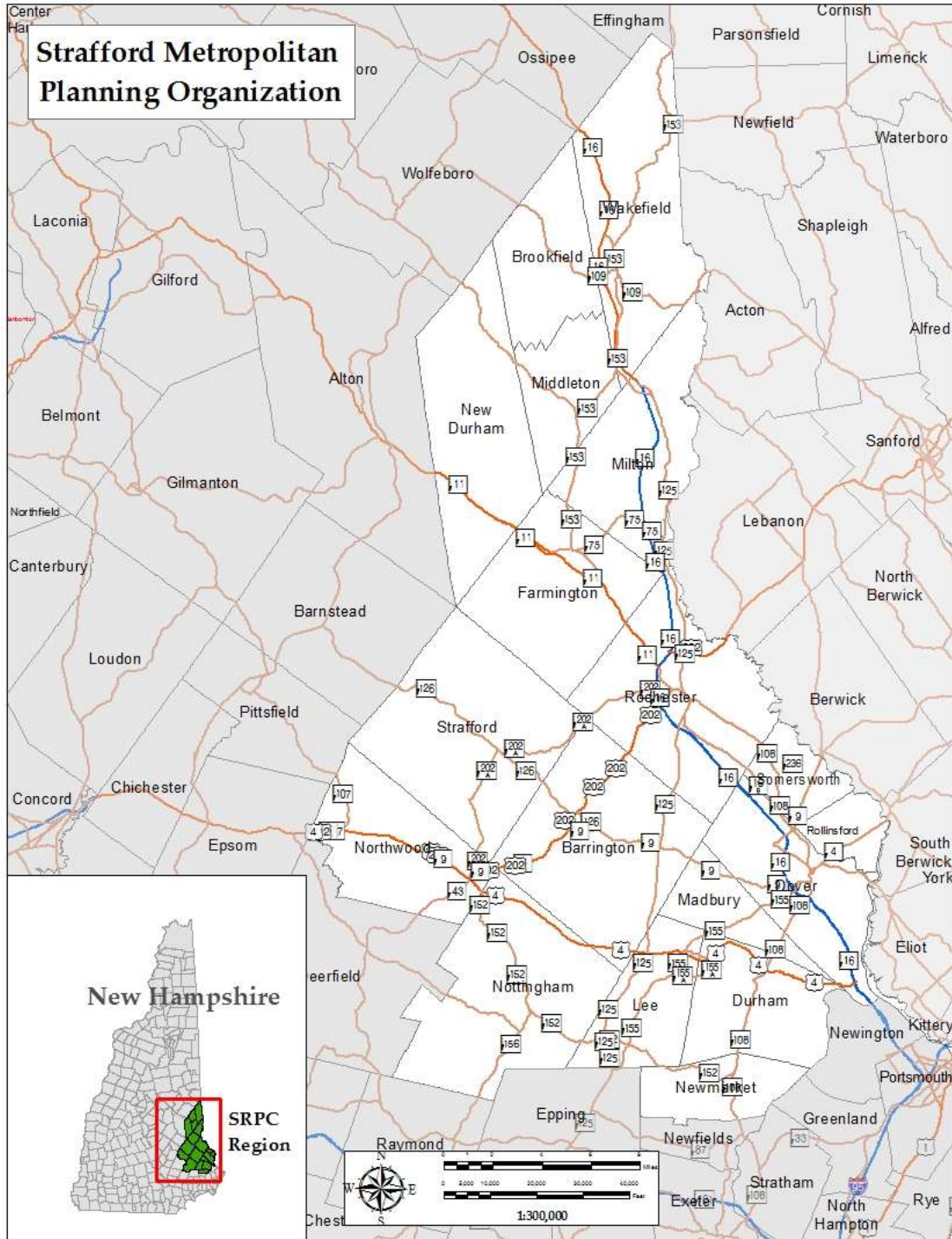
The *Transportation Improvement Program* (TIP) is a multi-year work program of regional transportation improvement projects scheduled for implementation along state-owned highways and roads in the Strafford Metropolitan Planning Organization (Strafford MPO) region. The TIP comprises the planned transportation 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. A database of regional planning metrics is under development for the Strafford region. They will provide additional detail in graphic and narrative form for the topics highlighted below. 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, Covid-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.

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.

See Appendix G for additional detail on transit ridership and service trends.

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.³ The average number of vehicle miles traveled (VMT) per-capita in the state was 12,326 in 2018.⁴ 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.⁵

³ US Census Bureau, 2011-2015 American Community Survey Selected Population Tables

⁴ 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>

⁵ 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

Safety

Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Congestion reduction

Achieve a significant reduction in congestion on the NHS.

System reliability

Improve the efficiency of the surface transportation system.

Reduced project delivery delays

Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Freight movement and economic vitality

Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental sustainability

Enhance the performance of the transportation system while protecting and enhancing the natural environment.

Infrastructure condition

Maintain the highway infrastructure asset system in a state of good repair.

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 [∅]	Local Match for Regional Projects	Turnpike	Statewide Programmatics	Federal Transit ^{∅∅}	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

∅ Includes NHDOT Toll Credits
 ∅∅ 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



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		
Fiscal Year	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
2021	\$58.84	\$13.20	\$72.04	\$16.28	\$4.07	\$3.58
2022	\$47.09	\$13.90	\$60.99	\$16.69	\$4.17	\$3.67
2023	\$49.77	\$14.40	\$64.17	\$17.12	\$4.28	\$3.77
2024	\$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 NH DOT)

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

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

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

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

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

FFY 2022 - STIP Update Financial Constraint

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

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

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 2,973,971	\$ -	\$ 743,492	\$ 3,717,463	\$ 3,717,463
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Highway Infr. Exempt	\$ 9,232,135	\$ -	\$ -	\$ 9,232,135	\$ 9,232,135
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 15,909,036	\$ 25,000	\$ 743,492	\$ 16,677,528	\$ 16,677,528

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

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

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

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

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

FFY 2023 - STIP Update Financial Constraint

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

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

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
FHWA Earmarks	\$ 1,489,010	\$ -	\$ 372,252	\$ 1,861,262	\$ 1,861,262
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Local Tech AssistanceProgram	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 5,191,940	\$ 25,000	\$ 372,252	\$ 5,589,192	\$ 5,589,192

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

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

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

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

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

FFY 2024 - STIP Update Financial Constraint

Funding Sources	Federal Apportionments (A)	State Resources (B)	Local/Other Resources (C)	Total Resources (A+B+C)	Total Programmed
FHWA (Federal-Aid Formula) ⁽¹⁾	Available	Available	Available	Available	Needed ⁽²⁾
Congestion Mitigation and Air Quality Program	\$ 10,808,150	\$ -	\$ 717,137	\$ 11,525,287	\$ 5,413,435
Highway Safety Improvement Program (HSIP)	\$ 9,585,537	\$ -	\$ -	\$ 9,585,537	\$ 10,249,081
National Highway Performance & Freight	\$ 101,975,762	\$ -	\$ 42,430	\$ 102,018,192	\$ 84,541,019
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,562,500
Redistribution Auth FAST	\$ 227,914	\$ -	\$ -	\$ 227,914	\$ -
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 1,185,000
STBG-5 to 200K	\$ 8,464,164	\$ -	\$ -	\$ 8,464,164	\$ 10,194,271
STBG-Areas Over 200K	\$ 5,922,002	\$ -	\$ -	\$ 5,922,002	\$ 726,539
STBG-Non Urban Areas Under 5K	\$ 10,591,850	\$ -	\$ 2,173	\$ 10,594,023	\$ 17,905,999
STBG-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 995,200
STBG-State Flexible	\$ 16,776,396	\$ -	\$ 1,125,000	\$ 17,901,396	\$ 39,337,747
TAP - Transportation Alternatives	\$ 2,693,395	\$ -	\$ 638,400	\$ 3,331,795	\$ 3,192,000
Statewide Planning & Research (SPR Part 1 & 2)	\$ 5,253,557	\$ -	\$ 390,000	\$ 5,643,557	\$ 5,432,288
TOTAL	\$ 178,451,834	\$ -	\$ 3,227,640	\$ 181,679,474	\$ 180,735,079

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

FHWA (Non- Formula Funds/Other)					
DBE	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ 65,000
Forest Highways	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ 350,000
Local Tech Assistance Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
NHPP Exempt	\$ 2,500,018	\$ -	\$ -	\$ 2,500,018	\$ 2,500,018
NSTI National Summer Transportation Institute	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
SPR EXEMPT (FTA to FHWA Transfer)	\$ 457,912	\$ -	\$ -	\$ 457,912	\$ 457,912
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Training (OJT)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
GRAND TOTAL	\$ 3,702,930	\$ 25,000	\$ -	\$ 3,727,930	\$ 3,727,930

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

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

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

(2) Additional Federal Resources used to constrain funding categories will be identified in the first STIP Amendment of each fiscal year.

(3) Federal Transit Administration Apportionment funds include current apportionment and prior grant funds.

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

APPENDIX B: STRAFFORD METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

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

WHEREAS Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303, and 23 CFR part 450 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended, and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

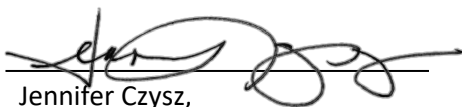
WHEREAS the requirements of Section 1101(b) FAST Act (public Law 114 94) 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects, and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37, and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.326 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and, **WHEREAS** the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

NOW, THEREFORE, BE IT RESOLVED THAT the Strafford Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Cities of Rochester, Somersworth, and Dover and the Towns of Barrington, Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood, Nottingham, Rollinsford, Strafford, and Wakefield New Hampshire, certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

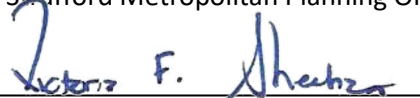
I hereby certify that this resolution was adopted by the Strafford MPO Policy Committee at its meeting on March 19th 2021



Jennifer Czysz,
Executive Director
Strafford Metropolitan Planning Organization

March 22, 2021

Date



Victoria Sheehan
Commissioner
New Hampshire Department of Transportation

April 5, 2021

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

March 22, 2021

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

Public Comment Record

Combined document update: Draft 2021-2024 TIP and 2021-2045 Metropolitan Transportation Plan

Public Comment Period Wednesday, February 17th 2021 to Thursday February 18th 2021

Comments Received via email, phone call, or in-person during the Public Comment Period

Comment:

Please ensure public transit data are presented consistently in the document. Amtrak ridership is shown, but not other providers. Please include COAST and UNH Wildcat Transit data and present them in consistent time periods.

The draft TIP describes the period that COAST service was suspended due to the pandemic. Please include similar references for other transit providers.

Response: *Thank you for your comments. I will incorporate those edits.*

Comment:

Please note that funding for COAST project 68069 is programmed for FY2021, but the funds will support service through FY2026. This does not affect TIP fiscal constraint, but adjustments will be made to the project and funding through future amendments.

Response: *Thank you, we will make adjustments through the TIP amendment process as needed.*

Comment:

I don't see Somersworth's sidewalk expansion project (#41363) listed in the draft TIP.

Response: *That project is funded through the Transportation Alternatives program. It is included in the TIP as a "child" project in the TA program but does not appear as a "stand-alone" project.*

Comments Received at Technical Advisory Committee meeting on March 5th 2021

No substantive comments were received at the TAC meeting.

Comments Received during the public hearing at the Policy Committee meeting on March 19th 2021

Comment: How will hypothetical increases in federal infrastructure funding affect the programming of projects in the out-years of the Metro Plan?

Response: *The Metro Plan conservatively assumes that federal funding will only increase slightly from year to year based on a trend analysis of past funding availability. It does not consider possible infusions of federal transportation funds. On the other hand, SRPC is going to be doing more to help municipalities develop projects so they are ready for funding opportunities that arise.*

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).

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

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

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

NEWFIELDS - NEWMARKET 28393

Towns: NEWFIELDS, NEWMARKET

Road: NH 108

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

Acronyms:

Proposed Funding

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

Funding Sources

FHWA

Equity Bonus

STBG-5 to 200K

STBG-State Flexible

NHDOT

Toll Credit

NEWINGTON - DOVER 11238

Towns: DOVER, NEWINGTON

Road: NH 16 / US 4 / SPLDG TPK

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

Acronyms:

Proposed Funding

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

Funding Sources

NHDOT

Turnpike Capital

NEWINGTON - DOVER 11238S

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

Acronyms:

Proposed Funding

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

Funding Sources

NHDOT

Turnpike Capital

Northwood-Nottingham 41595

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

Acronyms:

Proposed Funding

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

Funding Sources

FHWA

National Highway Performance

NHDOT

Toll Credit

PAVE-T2-REHAB PAVE-T2-REHAB

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

Proposed Funding

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

Funding Sources

FHWA

National Highway Performance
 STBG-State Flexible

NHDOT

Betterment
 Toll Credit

PROGRAM BRDG-HIB-M&P

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

Proposed Funding

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

Funding Sources

FHWA

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

NHDOT

- Toll Credit

PROGRAM BRDG-T1/2-M&P

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

Proposed Funding

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

Funding Sources

FHWA

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

NHDOT

- General Fund
- Toll Credit

PROGRAM BRDG-T3/4-M&P

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

Proposed Funding

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

Funding Sources

FHWA

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

NHDOT

General Fund
 Toll Credit

PROGRAM CMAQ-FTA

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

Proposed Funding

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

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

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

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	\$1,200,000
PE	2022	\$500,000		\$0	\$500,000
PE	2023	\$500,000		\$0	\$500,000
PE	2024	\$500,000		\$0	\$500,000
ROW	2021	\$230,000		\$0	\$230,000
ROW	2022	\$150,000		\$0	\$150,000
ROW	2023	\$150,000		\$0	\$150,000
ROW	2024	\$150,000		\$0	\$150,000
CON	2021	\$6,471,232		\$0	\$6,471,232
CON	2022	\$7,859,081		\$0	\$7,859,081
CON	2023	\$9,059,081		\$0	\$9,059,081
CON	2024	\$9,059,081		\$0	\$9,059,081
OTHER	2021	\$1,330,000		\$0	\$1,330,000
OTHER	2022	\$200,000		\$0	\$200,000
OTHER	2023	\$200,000		\$0	\$200,000
OTHER	2024	\$200,000		\$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

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	<i>\$50,000</i>
OTHER	2022	\$50,000		\$0	<i>\$50,000</i>
OTHER	2023	\$50,000		\$0	<i>\$50,000</i>
OTHER	2024	\$50,000		\$0	<i>\$50,000</i>

Funding Sources

FHWA

NSTI National Summer Transportation Institute

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

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	\$5,000
PE	2022	\$5,000	\$0	\$0	\$5,000
PE	2023	\$5,000	\$0	\$0	\$5,000
PE	2024	\$5,000	\$0	\$0	\$5,000
CON	2021	\$3,095,000	\$0	\$0	\$3,095,000
CON	2022	\$3,095,000	\$0	\$0	\$3,095,000
CON	2023	\$3,095,000	\$0	\$0	\$3,095,000
CON	2024	\$3,095,000	\$0	\$0	\$3,095,000

Funding Sources

FHWA

National Highway Performance
STBG-State Flexible

NHDOT

Toll Credit

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	<i>\$1,562,500</i>
OTHER	2022	\$1,250,000		\$0	<i>\$1,562,500</i>
OTHER	2023	\$1,250,000		\$0	<i>\$1,562,500</i>
OTHER	2024	\$1,250,000		\$0	<i>\$1,562,500</i>

Funding Sources

FHWA

Recreational Trails

NHDOT

Betterment

Non Participating

Toll Credit

OTHER

DNCR

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

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	\$350,000
OTHER	2022	\$350,000		\$0	\$350,000
OTHER	2023	\$350,000		\$0	\$350,000
OTHER	2024	\$350,000		\$0	\$350,000

Funding Sources

FHWA

National Highway Performance

STBG-State Flexible

NHDOT

Toll Credit

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

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

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

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

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

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

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

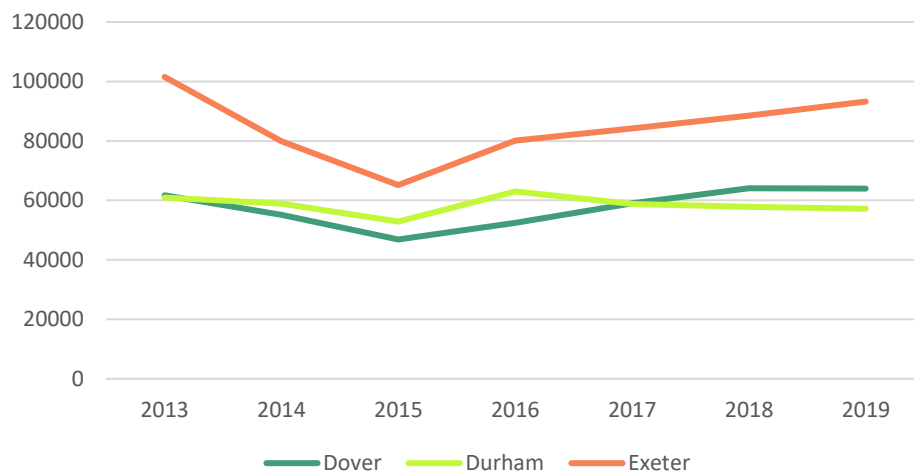
APPENDIX G. REGIONAL DATA SNAPSHOT

Passenger Rail

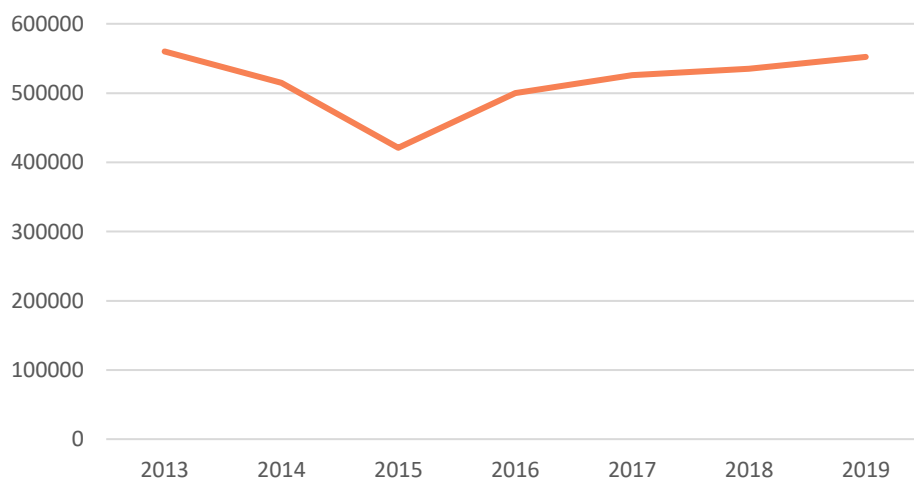
The Amtrak Downeaster route runs 5 daily trips from Portland, ME to Boston, MA with stops in Dover, Durham, and Exeter. The Downeaster is funded by the Northern New England Passenger Rail Authority (NNEPRA) and runs on track owned by Pan Am Railways. Recent and upcoming improvements to the railways will allow for increased track capacity and improve reliability.

Due to the COVID-19 pandemic, Amtrak suspended Downeaster service from 4/29/2020 to 6/15/2020. This suspension of service will cause a decrease in ridership in 2020 and may result in continued decreased ridership in 2021.

Downeaster NH Station Ridership

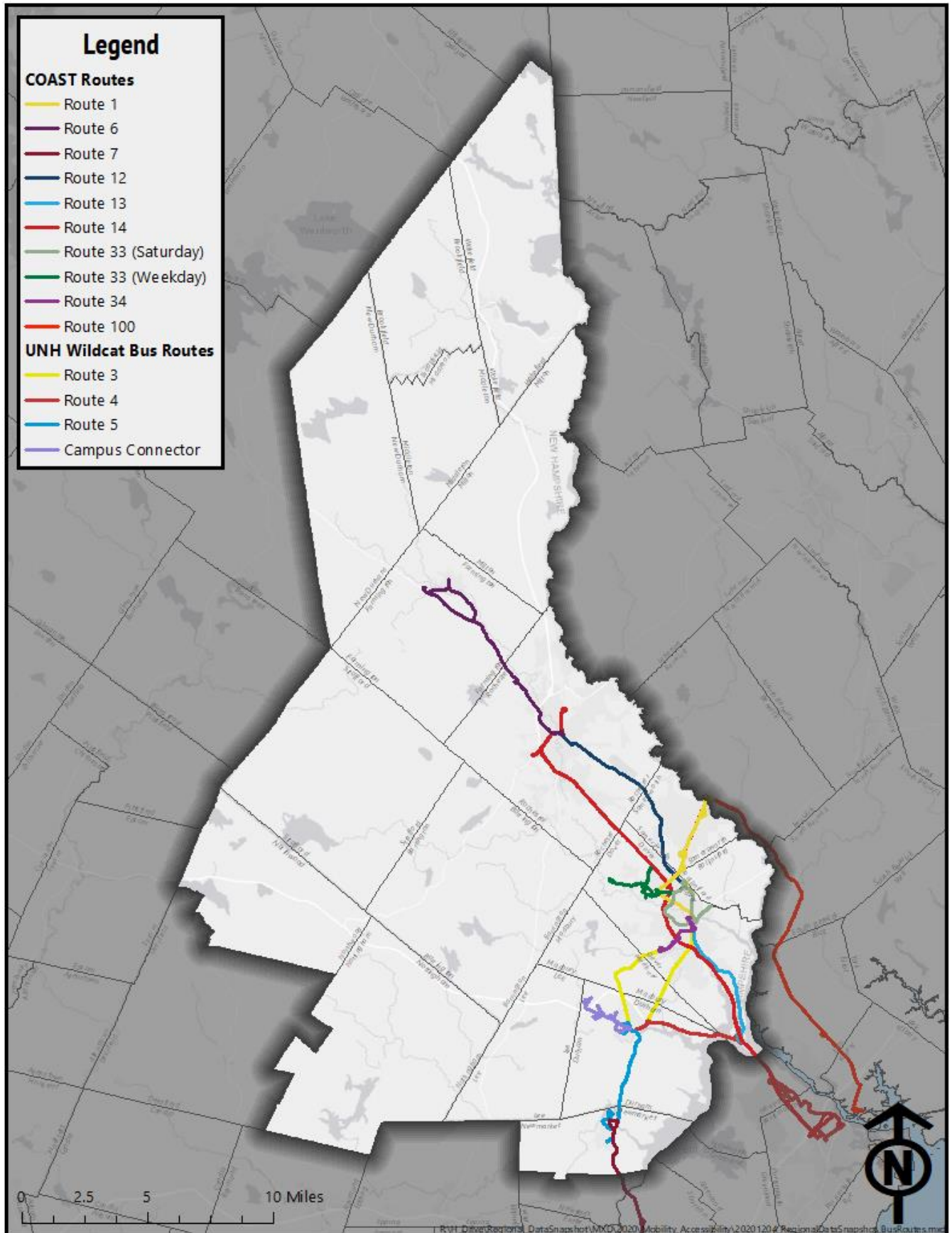


Downeaster Total Route Ridership



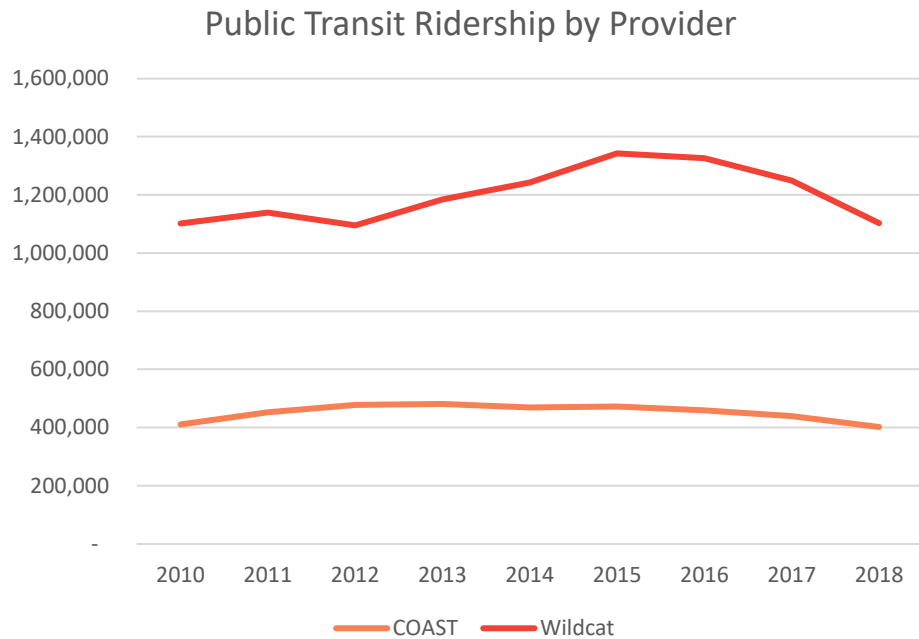
Data source: Rail Passengers Association
 Data years: 2013-2019
 Coverage: SRPC

Transit Routes



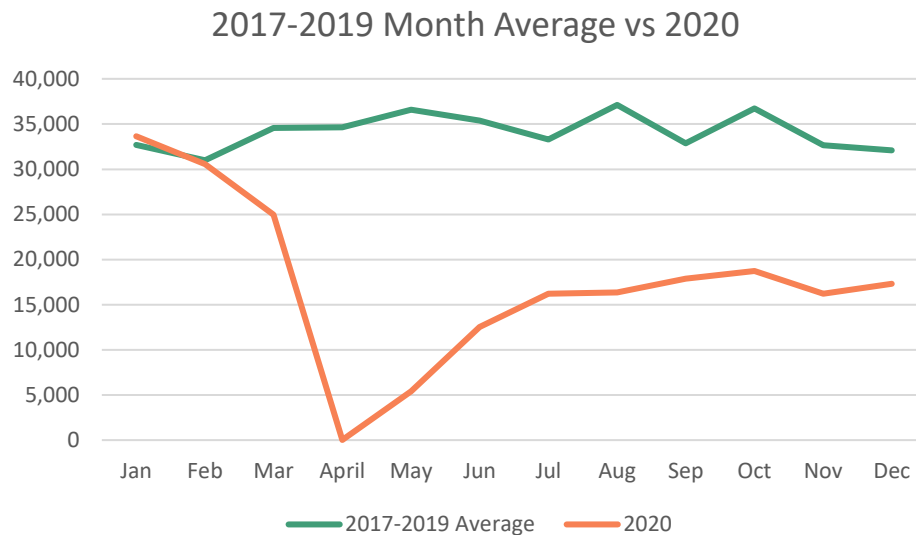
Fixed Route Transit Ridership

Fixed route transit consists of transit services that operate on a recurring fixed schedule on specific routes with designated stops. The SRPC region is served by two of the largest fixed route operators in the state – COAST and UNH's Wildcat Transit.



COAST collects and reports ridership on a monthly basis. Using this data, we are able to look at the impacts of the COVID-19 pandemic on ridership month to month. The chart below compares the average of each month's ridership from 2017-2019 to the same month in 2020.

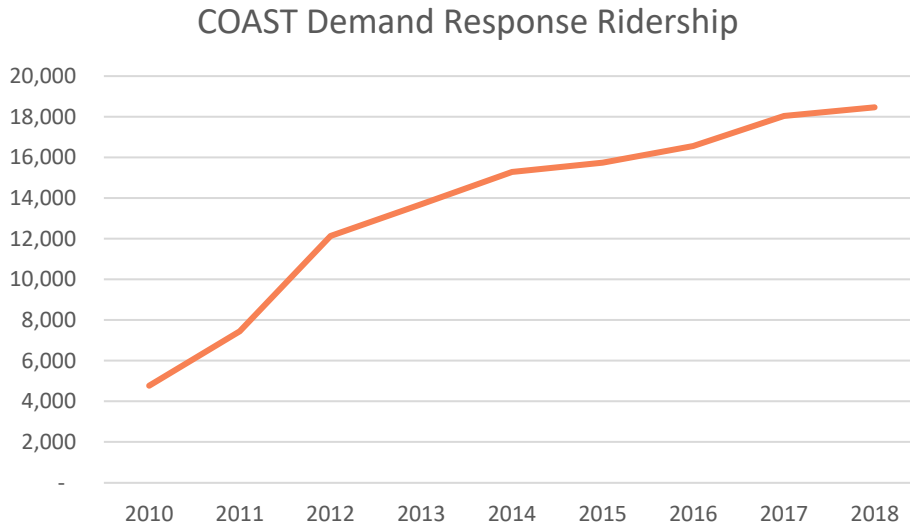
COAST suspended fixed route service from March 31, 2020 to May 11, 2020.



Data source: FTA National Transit Database
 Data years: 2010-2018 (Annual data), 2017-2020 (Monthly data)
 Coverage: SRPC

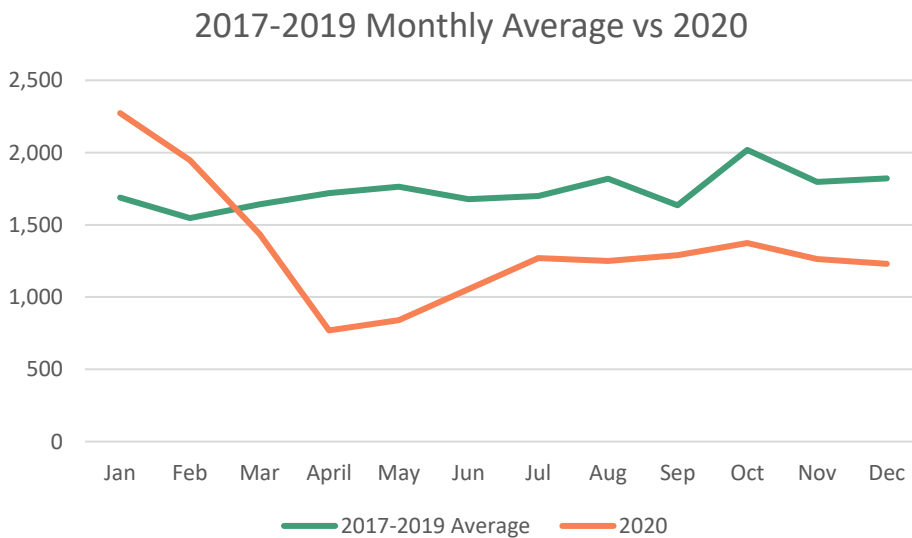
Demand Response Transit Ridership

Demand response transit consists of transit services that operate in response to calls from passengers. COAST provides demand response rides in the SRPC region.



COAST collects and reports ridership on a monthly basis. Using this data, we are able to look at the impacts of the COVID-19 pandemic on ridership month to month. The chart below compares the average of each month's ridership from 2017-2019 to the same month in 2020.

COAST suspended fixed route service from March 31, 2020 to May 11, 2020, however demand response service remained active.



Data source: FTA National Transit Database
 Data years: 2010-2018
 Coverage: SRPC