

# STRAFFORD

Regional Planning Commission

December 17, 2021

William Watson, Administrator  
NH Department of Transportation  
Bureau of Planning and Community Assistance  
7 Hazen Drive  
Concord, NH 03302

RE: December 2021 Minor Revisions to the 2021-2024 TIP

Dear Mr. Watson:

The Strafford Metropolitan Planning Organization (SMPO) staff has received a request to approve the December 2021 Minor Revisions to the approved Strafford Metropolitan Planning Organization's 2021-2024 Transportation Improvement Program (TIP).

**The following information is in the Strafford MPO Prospectus that was revised and adopted on January 19, 2018, at the Strafford MPO Policy Committee Meeting:**

*In the Strafford MPO the Executive Director has the authority to review Administrative Modification and/or Informational Revisions. The Executive Director may request the advice of members of the MPO Technical Advisory Committee to complete this review. The Executive Director may make recommendations to the Executive Committee for their concurrence or non-concurrence with Administrative Modifications and/or Informational revisions and for a procedural change from Administrative Modification and/or Informational Revisions to Amendment. The Executive Director will issue a letter to the NHDOT indicating their decision. Copies of these letters will be provided to members of the TAC and MPO.*

Based on these procedures, the Executive Director recommends the approval of the following Administrative Modifications to the 2021-2024 TIP as proposed.

Sincerely,



Jennifer Czysz, AICP  
Executive Director



**December 2021 TIP Minors**

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# 2021 - 2024 SRPC Transportation Improvement Program

## December 2021 Minors

12/7/2021

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.

### 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:

#### Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$345,316		\$0	\$0	<b>\$345,316</b>
PE	2022	\$1,194,684		\$0	\$0	<b>\$1,194,684</b>
ROW	2022	\$1,485,000		\$0	\$0	<b>\$1,485,000</b>
CON	2024	\$4,689,070		\$0	\$0	<b>\$4,689,070</b>

#### Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$345,317		\$0	\$0	<b>\$345,317</b>
PE	2022	\$1,194,684		\$0	\$0	<b>\$1,194,684</b>
ROW	2023	\$1,485,000		\$0	\$0	<b>\$1,485,000</b>
CON	2024	\$4,561,352		\$0	\$0	<b>\$4,561,352</b>

#### Change Notes

NHDOT Description of Changes

SRPC Notes

ROW phase shifted from 2022 to 2023; inflation removed from CON phase. Project has been delayed by pandemic-induced cost increases and staffing shortages.

#### Funding Sources

##### FHWA

STBG-State Flexible

STBG-5 to 200K

##### NHDOT

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:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$320,000		\$0	\$0	<b>\$320,000</b>
PE	2022	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2023	\$50,000		\$0	\$0	<b>\$50,000</b>
PE	2024	\$50,000		\$0	\$0	<b>\$50,000</b>
ROW	2021	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2022	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2023	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2024	\$10,000		\$0	\$0	<b>\$10,000</b>
CON	2021	\$3,401,000	\$179,000		\$0	<b>\$3,580,000</b>
CON	2022	\$2,060,000		\$0	\$0	<b>\$2,060,000</b>
CON	2023	\$3,567,626	\$232,374		\$0	<b>\$3,800,000</b>
CON	2024	\$2,325,000	\$175,000		\$0	<b>\$2,500,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$320,000		\$0	\$0	<b>\$320,000</b>
PE	2022	\$110,000		\$0	\$0	<b>\$110,000</b>
PE	2023	\$50,000		\$0	\$0	<b>\$50,000</b>
PE	2024	\$50,000		\$0	\$0	<b>\$50,000</b>
ROW	2021	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2022	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2023	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2024	\$10,000		\$0	\$0	<b>\$10,000</b>
CON	2021	\$3,401,000	\$179,000		\$0	<b>\$3,580,000</b>
CON	2022	\$3,500,000		\$0	\$0	<b>\$3,500,000</b>
CON	2023	\$3,567,626	\$232,374		\$0	<b>\$3,800,000</b>
CON	2024	\$3,255,000	\$245,000		\$0	<b>\$3,500,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

Adjustments are being made to accommodate necessary changes in child project fund amounts. No regional projects are affected by the proposed change.

## Funding Sources

### FHWA

STBG-State Flexible

STBG-Non Urban Areas Under 5K

STBG-5 to 200K

National Highway Performance

### NHDOT

Toll Credit

General Fund

# PAVE-T2-REHAB PAVE-T2-REHAB

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

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$200,000		\$0	\$0	<b>\$200,000</b>
PE	2022	\$50,000		\$0	\$0	<b>\$50,000</b>
PE	2023	\$125,000		\$0	\$0	<b>\$125,000</b>
PE	2024	\$125,000		\$0	\$0	<b>\$125,000</b>
ROW	2021	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2022	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2023	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2024	\$30,000		\$0	\$0	<b>\$30,000</b>
CON	2021	\$539,000		\$0	\$0	<b>\$539,000</b>
CON	2022	\$6,509,000		\$0	\$0	<b>\$6,509,000</b>
CON	2023	\$2,106,000		\$0	\$0	<b>\$2,106,000</b>
CON	2024	\$1,136,000		\$0	\$0	<b>\$1,136,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$200,000		\$0	\$0	<b>\$200,000</b>
PE	2022	\$200,000		\$0	\$0	<b>\$200,000</b>
PE	2023	\$125,000		\$0	\$0	<b>\$125,000</b>
PE	2024	\$125,000		\$0	\$0	<b>\$125,000</b>
ROW	2021	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2022	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2023	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2024	\$30,000		\$0	\$0	<b>\$30,000</b>
CON	2021	\$539,000		\$0	\$0	<b>\$539,000</b>
CON	2022	\$6,509,000		\$0	\$0	<b>\$6,509,000</b>
CON	2023	\$2,106,000		\$0	\$0	<b>\$2,106,000</b>
CON	2024	\$1,136,000		\$0	\$0	<b>\$1,136,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

PE increased in 2022. Adjustments are being made to accommodate necessary changes in children project fund amounts. This program comprises a large-scale paving schedule. No regional projects are affected by the proposed change.

## Funding Sources

### FHWA

STBG-State Flexible

National Highway Performance

### NHDOT

Toll Credit

Betterment

# PROGRAM PAVE-T2-RESURF

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

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$800,000		\$0	\$0	<b>\$800,000</b>
PE	2022	\$800,000		\$0	\$0	<b>\$800,000</b>
PE	2023	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2024	\$300,000		\$0	\$0	<b>\$300,000</b>
ROW	2021	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2022	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2023	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2024	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2021	\$54,000,000	\$6,000,000		\$0	<b>\$60,000,000</b>
CON	2022	\$2,200,000	\$6,000,000		\$0	<b>\$8,200,000</b>
CON	2023	\$8,000,000	\$6,000,000		\$0	<b>\$14,000,000</b>
CON	2024	\$11,400,000	\$6,000,000		\$0	<b>\$17,400,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$800,000		\$0	\$0	<b>\$800,000</b>
PE	2022	\$800,000		\$0	\$0	<b>\$800,000</b>
PE	2023	\$800,000		\$0	\$0	<b>\$800,000</b>
PE	2024	\$800,000		\$0	\$0	<b>\$800,000</b>
ROW	2021	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2022	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2023	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2024	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2021	\$54,000,000	\$6,000,000		\$0	<b>\$60,000,000</b>
CON	2022	\$14,650,000	\$6,000,000		\$0	<b>\$20,650,000</b>
CON	2023	\$14,650,000	\$6,000,000		\$0	<b>\$20,650,000</b>
CON	2024	\$14,650,000	\$6,000,000		\$0	<b>\$20,650,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

CON funding increased in FY22 and FY23. Adjustments are being made to accommodate necessary changes in children project fund amounts. This program comprises a large-scale paving schedule with multiple individual paving projects and several in the region.

## Funding Sources

### FHWA

STBG-State Flexible

National Highway Performance

### NHDOT

Toll Credit  
 Betterment

# PROGRAM STBG-FTA

Towns: Statewide  
 Road: Various  
 Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.  
 Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program  
 FTA: Federal Transit Administration

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2021	\$2,200,000		\$0	\$550,000	<b>\$2,750,000</b>
OTHER	2022	\$2,200,000		\$0	\$550,000	<b>\$2,750,000</b>
OTHER	2023	\$2,200,000		\$0	\$550,000	<b>\$2,750,000</b>
OTHER	2024	\$2,200,000		\$0	\$550,000	<b>\$2,750,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2022	\$4,400,000		\$0	\$1,100,000	<b>\$5,500,000</b>
OTHER	2023	\$2,200,000		\$0	\$550,000	<b>\$2,750,000</b>
OTHER	2024	\$2,200,000		\$0	\$550,000	<b>\$2,750,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

Funds from FY2021 were not obligated and had to be moved to FY2022. Original program was CMAQ to FTA transfer. For NHDOT funding management, funds are being transferred from STBG.

## Funding Sources

### FHWA

STBG-State Flexible

### OTHER

Other