

# STRAFFORD

Regional Planning Commission

February 16, 2024

Commissioner William Cass  
New Hampshire Department of Transportation  
PO Box 483  
Concord, NH 03302-0483

RE: 2023-2026 S/TIP Amendment #4

Dear Commissioner Cass:

This letter is to inform you that at its meeting held on Friday, February 16, 2024 the Strafford Metropolitan Planning Organization (Strafford MPO) Policy Committee approved Amendment #4 to the Strafford Metropolitan Planning Organization's *2023-2026 Transportation Improvement Program (TIP)*. This amendment contained project changes that impacted various transportation projects and programs in the Strafford Region.

Amendment #4 was approved following a public input process as stipulated in federal law and the NH STIP revision procedures as agreed upon through the Interagency process. A 10-day comment period began on **Tuesday, February 5, 2024, to Thursday, February 15, 2024**. A public hearing was held at the SRPC Policy Committee meeting at **9:00 am on Friday, February 16, 2024**.

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 At that point, the 1997 eight-hour ozone NAAQS (the 1997 ozone standard) was revoked for transportation purposes in the Boston-Manchester-Portsmouth (SE) NH area.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 region was still in compliance with the new standard, so this ruling did not affect the development of the Strafford MPO TIP.

The amendment and public notice of resulting changes are attached to this letter and were available at the Strafford Regional Planning Commission office, Rochester, Somersworth, and Dover Public Libraries, and on the SRPC website: [www.strafford.org](http://www.strafford.org).

The approval of TIP Amendment #4 by the Strafford MPO Policy Committee officially amends the Strafford MPO *2023-2026 TIP* and the *2023-2045 Metropolitan Transportation Plan*.

Sincerely,



Jennifer Czysz, AICP  
Executive Director  
Strafford Regional Planning Commission  
cc: Strafford MPO Technical Advisory Committee and Policy Committee, NH MPO's  
Leigh Levine, FHWA; Leah Sirmin, FTA; Jessica Wilcox, NHDES

STRAFFORD REGIONAL PLANNING COMMISSION  
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**Strafford MPO**

**2023-2026 Transportation Improvement Program Amendment #4**

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# 2023 - 2026 SRPC Transportation Improvement Program Amendment 4

1/10/2024

Please refer to the 2023 - 2026 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 2023 - 2026 TIP.

## DOVER - SOMERSWORTH - ROCHESTER 29604

Towns: DOVER, ROCHESTER, SOMERSWORTH  
 Road: NH 108  
 Scope: NH108 Complete Sts improv (U-3 alt Ext 10 study) from Indian Brk Rd. to Innvtion Dr. (~ 5m)  
 Acronyms:

### Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
ROW	2024	\$1,485,000		\$0	<b>\$1,485,000</b>
CON	2025	\$5,703,500		\$0	<b>\$5,703,500</b>
CON	2026	\$16,560,683		\$0	<b>\$16,560,683</b>

### Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
ROW	2025	\$1,596,924		\$0	<b>\$1,596,924</b>

### Change Notes

NHDOT Description of Changes

#### SRPC Notes

ROW funds shifting from 2024 to 2025. Construction funds shifting from 2025 and 2026 to beyond 2026 (funds won't appear in the TIP)

### Funding Sources

#### FHWA

- STBG-State Flexible
- STBG-Areas Less Than 200K
- STBG-50 to 200K
- STBG-5 to 200K

#### NHDOT

- Toll Credit

# Dover 41824

Towns: Dover

Road: NH16

Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over  
Cocheco River

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$0	\$308,400	\$0	<b>\$308,400</b>
PE	2024	\$0	\$158,518	\$0	<b>\$158,518</b>
CON	2024	\$0	\$528,392	\$0	<b>\$528,392</b>
CON	2025	\$0	\$3,802,309	\$0	<b>\$3,802,309</b>
CON	2026	\$0	\$3,350,377	\$0	<b>\$3,350,377</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$0	\$304,093	\$0	<b>\$304,093</b>
PE	2024	\$0	\$933,273	\$0	<b>\$933,273</b>
CON	2024	\$0	\$550,000	\$0	<b>\$550,000</b>
CON	2025	\$0	\$4,125,000	\$0	<b>\$4,125,000</b>
CON	2026	\$0	\$6,973,825	\$0	<b>\$6,973,825</b>

## Change Notes

NHDOT Description of Changes

Turnpike managed project

SRPC Notes

Increases to PE and Construction funds in 2024, 25,  
and 26

## Funding Sources

NHDOT

Turnpike Renewal & Replacement

# PROGRAM MOBRR

Towns: Statewide

Road: Various

Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$480,000		\$0	\$120,000	<b>\$600,000</b>
PE	2024	\$240,000		\$0	\$60,000	<b>\$300,000</b>
PE	2025	\$80,000		\$0	\$20,000	<b>\$100,000</b>
PE	2026	\$8,000		\$0	\$2,000	<b>\$10,000</b>
ROW	2023	\$40,000		\$0	\$10,000	<b>\$50,000</b>
ROW	2024	\$800		\$0	\$200	<b>\$1,000</b>
ROW	2025	\$800		\$0	\$200	<b>\$1,000</b>
ROW	2026	\$800		\$0	\$200	<b>\$1,000</b>
CON	2023	\$2,400,000		\$0	\$600,000	<b>\$3,000,000</b>
CON	2024	\$1,600,000		\$0	\$400,000	<b>\$2,000,000</b>
CON	2025	\$7,000,000		\$0	\$1,750,000	<b>\$8,750,000</b>
CON	2026	\$7,000,000		\$0	\$1,750,000	<b>\$8,750,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$0		\$0	\$0	<b>\$0</b>
PE	2024	\$0		\$0	\$0	<b>\$0</b>
PE	2025	\$0		\$0	\$0	<b>\$0</b>
PE	2026	\$0		\$0	\$0	<b>\$0</b>
ROW	2023	\$0		\$0	\$0	<b>\$0</b>
ROW	2024	\$0		\$0	\$0	<b>\$0</b>
ROW	2025	\$0		\$0	\$0	<b>\$0</b>
ROW	2026	\$0		\$0	\$0	<b>\$0</b>
CON	2023	\$0		\$0	\$0	<b>\$0</b>
CON	2024	\$0		\$0	\$0	<b>\$0</b>
CON	2025	\$0		\$0	\$0	<b>\$0</b>
CON	2026	\$0		\$0	\$0	<b>\$0</b>

## Change Notes

### NHDOT Description of Changes

This program includes three local bridge projects: Milton to Acton, Milton to Lebanon, and Somersworth to Berwick.

### SRPC Notes

This program is being removed from the STIP. Individual "child" projects will appear individually in the TIP/STIP.

## Funding Sources

### FHWA

STBG-State Flexible  
STBG-Off System Bridge

### OTHER

Other  
Non Par Other

# DURHAM 44349

Towns: DURHAM  
Road: NH 155A/Main St/Mast Rd  
Scope: Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Acronyms:

## Approved Funding

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2025	\$104,530		\$0	\$26,132
					<b>\$130,662</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

New project being added to the TIP from 2023 CMAQ round (Congestion Mitigation & Air Quality Improvement)

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### OTHER

Towns

# DOVER 44350

Towns: DOVER

Road: Rte 108

Scope: Improvements along Rte. 108 including traffic signals,safety, improved traffic flow

Acronyms:

## Approved Funding

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2026	\$391,434		\$0	\$97,859
					<b>\$489,293</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

New project being added to the TIP from 2023 CMAQ round (Congestion Mitigation & Air Quality Improvement)

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### OTHER

Towns



# COAST 44367

Towns: DOVER  
Road: Cooperative Alliance for Seacoast Transportation (COAST)  
Scope: Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years

Acronyms:

## Approved Funding

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2025	\$601,460		\$0	\$150,365
					<b>\$751,825</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

New project being added to the TIP from 2023 CMAQ round (Congestion Mitigation & Air Quality Improvement)

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### OTHER

Towns

## 2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction Program 50k - 200k	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,864,580	\$ -	\$ -	\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,209,833	\$ 12,707,078	\$ 4,997,334
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 9,968,631
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ 50,000	\$ 117,753,157	\$ 67,886,978
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,218,022
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 556,081	\$ 4,445,361	\$ 2,294,723
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 126,567	\$ 6,168,637	\$ 4,846,621
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 115,000	\$ 6,682,496	\$ 2,161,101
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 13,626,372
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 412,933	\$ 5,310,056	\$ 4,526,280
STBG-State Flexible	\$ 19,420,794	\$ -	\$ 15,846,510	\$ 35,267,304	\$ 75,744,182
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 4,996,656
	\$ 226,055,872	\$ -	\$ 21,061,001	\$ 247,116,873	\$ 200,553,705
<b>Surplus/(Deficit)</b>					<b>\$ 46,563,168</b>

## 2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,348,085	\$ 13,075,275	\$ 6,375,029
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 6,449,705
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 3,749,442
National Highway Performance	\$ 120,057,220	\$ -	\$ 90,484	\$ 120,147,704	\$ 66,515,151
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,173,013
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 832,197	\$ 4,799,263	\$ -
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 4,829,767
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 488,978	\$ 7,187,824	\$ 8,953,031
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 18,861,320
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 646,928	\$ 5,641,994	\$ 4,847,276
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 1,096,749	\$ 53,756,764	\$ 50,857,582
TAP-50K to 200K	\$ 693,771	\$ -	\$ 192,491	\$ 886,262	\$ 769,964
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 334,318
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 772,617
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,264,570
TAP-Non Urban Areas Under 5K	\$ 1,379,579	\$ -	\$ 345,468	\$ 1,725,047	\$ 1,381,873
State Planning and Research	\$ 6,557,345	\$ -	\$ 390,000	\$ 6,947,345	\$ 4,981,612
	\$ 263,427,795	\$ -	\$ 7,433,713	\$ 270,861,507	\$ 185,988,036
<b>Surplus/Deficit</b>					<b>\$ 84,873,471</b>

## 2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 1,812,978	\$ 13,774,712	\$ -
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,826,415
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 14,466	\$ 122,472,830	\$ 65,526,433
PROTECT Program	\$ 6,302,329	\$ -	\$ -	\$ 6,302,329	\$ -
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816	\$ 1,619,794	\$ 1,255,265
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -	\$ 1,274,490	\$ 616,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 4,539,428
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 508,426	\$ 6,794,596	\$ 7,921,484
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 5,757	\$ 6,838,580	\$ 2,940,347
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 263,001	\$ 12,763,174	\$ 8,470,080
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 602,207	\$ 5,697,173	\$ 5,982,954
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 119,199	\$ 54,582,414	\$ 50,393,928
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 5,386,277
<b>Surplus/Deficit</b>	<b>\$ 269,446,350</b>	<b>\$ -</b>	<b>\$ 5,866,960</b>	<b>\$ 275,313,310</b>	<b>\$ 169,492,921</b>

### General Notes

Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

National Highway Performance include \$19M in Conway Buy Back funds

Return 1% RTP Admin & Redistribution Are Added to STBG State Flexible for Accounting

## Federal Highway Formula and Match Funding for 2024

### Financially Constrained by Funding Category

Funding Category	Federal Apportionment* (A)	Proposed Transfers	Federal Available Balance ** (B)	Federal Total (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/Deficit
Carbon Reduction Program 5k to 49,999	\$ 362,354		\$ 689,737	\$ 1,052,091	\$ -	\$ -	\$ 1,052,091	\$ -	\$ 1,052,091
Carbon Reduction Program Under 5k	\$ 1,497,754		\$ 2,850,961	\$ 4,348,715	\$ -	\$ -	\$ 4,348,715	\$ -	\$ 4,348,715
Carbon Reduction Program>200k	\$ 837,408		\$ 1,593,998	\$ 2,431,406	\$ -	\$ -	\$ 2,431,406	\$ -	\$ 2,431,406
Carbon Reduction 50k- 200K	\$ 834,532		\$ 808,832	\$ 1,643,364	\$ -	\$ -	\$ 1,643,364	\$ -	\$ 1,643,364
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 8,605,990		\$ -	\$ 8,605,990	\$ -	\$ 1,205,674	\$ 9,811,664	\$ 6,707,697	\$ 3,103,967
Highway Safety Improvement Program (HSIP)	\$ 12,671,396		\$ 279,360	\$ 12,950,756	\$ -	\$ -	\$ 12,950,756	\$ 11,076,257	\$ 1,874,499
National Highway Freight	\$ 5,959,135		\$ 2	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 1,760,831	\$ 4,198,306
National Highway Performance ***	\$ 112,993,113	\$ (21,793,160)	\$ -	\$ 91,199,953	\$ -	\$ 50,000	\$ 91,249,953	\$ 80,248,138	\$ 11,001,815
PROTECT	\$ 6,055,179		\$ -	\$ 6,055,179	\$ -	\$ -	\$ 6,055,179	\$ 2,772,528	\$ 3,282,651
Recreational Trails	\$ 1,305,978		\$ 3,191,317	\$ 4,497,294	\$ -	\$ 313,816	\$ 4,811,111	\$ 1,255,265	\$ 3,555,846
RL - Rail Highway	\$ 1,274,490		\$ 3,340,104	\$ 4,614,594	\$ -	\$ -	\$ 4,614,594	\$ 685,000	\$ 3,929,594
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 2,983,725		\$ 52,406	\$ 3,036,130	\$ -	\$ 492,922	\$ 3,529,053	\$ 2,059,690	\$ 1,469,363
STBG-50 to 200K	\$ 6,871,776		\$ -	\$ 6,871,776	\$ -	\$ 126,567	\$ 6,998,344	\$ 6,140,235	\$ 858,109
STBG-Areas Over 200K	\$ 6,895,459		\$ 1,786,236	\$ 8,681,695	\$ -	\$ 600,200	\$ 9,281,895	\$ 9,281,896	\$ -
STBG-Non Urban Areas Under 5K	\$ 12,332,935		\$ -	\$ 12,332,935	\$ -	\$ 676,997	\$ 13,009,932	\$ 11,765,459	\$ 1,244,474
STBG-Off System Bridge	\$ 5,094,967		\$ 10,997,339	\$ 16,092,306	\$ -	\$ 412,061	\$ 16,504,367	\$ 5,076,429	\$ 11,427,938
STBG-State Flexible	\$ 50,892,172	\$ 21,793,160	\$ 4,703,005	\$ 77,388,337	\$ -	\$ 15,814,310	\$ 93,202,647	\$ 93,202,647	\$ -
TAP-50K to 200K	\$ 769,964		\$ 368,012	\$ 1,137,976	\$ -	\$ 188,717	\$ 1,326,692	\$ 754,866	\$ 571,826
TAP-5K to 49,999	\$ 334,318		\$ 355,626	\$ 689,944	\$ -	\$ 81,941	\$ 771,885	\$ 327,763	\$ 444,122
TAP-Areas Over 200K	\$ 772,618		\$ 1,810,371	\$ 2,582,989	\$ -	\$ 189,367	\$ 2,772,356	\$ 757,469	\$ 2,014,888
TAP-Flex	\$ 2,264,570		\$ 3,889,237	\$ 6,153,807	\$ -	\$ 555,042	\$ 6,708,849	\$ 2,220,166	\$ 4,488,683
TAP-Non Urban Areas Under 5K	\$ 1,381,873		\$ 2,282,293	\$ 3,664,166	\$ -	\$ 338,694	\$ 4,002,860	\$ 1,354,777	\$ 2,648,082
State Planning and Research	\$ 6,162,583		\$ 1,301,363	\$ 7,463,946	\$ -	\$ 390,000	\$ 7,853,946	\$ 6,043,865	\$ 1,810,081
Total	\$ 251,056,159	\$ -	\$ 40,300,200	\$291,356,359	\$0	\$ 21,436,309	\$ 312,792,668	\$ 243,490,977	\$ 69,301,692

\* Federal Apportionment is estimated based on FFY2023 apportionment + (2% increase by funding category)

\*\* Federal Available Balance is based on the unobligated balances shown on the closing FFY 2023 Status of Funds.

\*\*\* National Highway Performance include \$19M in Conway Buy Back funds

## Federal Highway Non-Formula Funds

<b>2023</b>	<b>Federal Available</b>	<b>State Available</b>	<b>Other/Local Available</b>	<b>Total Resources</b>	<b>Total Programmed</b>
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 4,519,554	\$ -	\$ -	\$ 4,519,554	\$ 4,519,554
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 3,701,445	\$ -	\$ 925,361	\$ 4,626,806	\$ 4,626,806
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 24,897,597	\$ -	\$ -	\$ 24,897,597	\$ 24,897,597
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ -	\$ 4,424,825	\$ 4,424,825
NEVI	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 390,000	\$ 1,127,430	\$ 1,127,430
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ -	\$ 384,000	\$ 384,000
Scenic Byways (Enfield 44286)	\$ 734,417	\$ -	\$ 183,604	\$ 918,021	\$ 918,021
<b>TOTAL</b>	<b>\$ 43,011,751</b>	<b>\$ 25,000</b>	<b>\$ 1,315,361</b>	<b>\$ 45,270,134</b>	<b>\$ 44,352,112</b>
<b>2024</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 16,785,154	\$ -	\$ 1,254,712	\$ 18,039,866	\$ 18,039,866
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 5,190,937	\$ -	\$ 1,297,734	\$ 6,488,671	\$ 6,488,671
Forest Highways	\$ 917,000	\$ -	\$ -	\$ 917,000	\$ 917,000
Highway Infrastructure Exempt Funds	\$ 27,634,647	\$ -	\$ -	\$ 27,634,647	\$ 27,634,647
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 27,720,174	\$ -	\$ -	\$ 27,720,174	\$ 27,720,174
National Highway Performance Exempt	\$ 2,541,361	\$ -	\$ 50,000	\$ 2,591,361	\$ 2,591,361
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 390,000	\$ 1,142,179	\$ 1,142,179
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 85,574,752</b>	<b>\$ 25,000</b>	<b>\$ 2,992,446</b>	<b>\$ 85,132,198</b>	<b>\$ 85,132,198</b>
<b>2025</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 55,946,527	\$ -	\$ 2,919,940	\$ 58,866,467	\$ 58,866,467
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 2,594,975	\$ -	\$ 648,744	\$ 3,243,719	\$ 3,243,719
Forest Highways	\$ 1,149,610	\$ -	\$ -	\$ 1,149,610	\$ 1,149,610
Highway Infrastructure Exempt Funds	\$ 17,862,111	\$ -	\$ -	\$ 17,862,111	\$ 17,862,111
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 31,987,894	\$ -	\$ -	\$ 31,987,894	\$ 31,987,894
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 90,484	\$ 2,590,484	\$ 2,590,484
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 390,000	\$ 1,157,223	\$ 1,157,223
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 116,849,411</b>	<b>\$ 25,000</b>	<b>\$ 4,049,168</b>	<b>\$ 120,923,579</b>	<b>\$ 120,923,579</b>
<b>2026</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 50,989,031	\$ -	\$ 7,510,425	\$ 58,499,455	\$ 58,499,455
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 2,318,275	\$ -	\$ 579,569	\$ 2,897,844	\$ 2,897,844
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 4,773,629	\$ -	\$ -	\$ 4,773,629	\$ 4,773,629
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 14,466	\$ 2,514,466	\$ 2,514,466
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 462,058	\$ 1,112,847	\$ 1,112,847
State Transportation Innovation Council (STIC) Funding	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000
<b>TOTAL</b>	<b>\$ 65,446,527</b>	<b>\$ 25,000</b>	<b>\$ 8,566,517</b>	<b>\$ 74,038,044</b>	<b>\$ 74,038,044</b>

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 9,343,023	\$ -	\$ 6,547,137	\$ 15,890,160	\$ 15,890,160
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,171,755	\$ -	\$ 1,755,439	\$ 8,927,194	\$ 8,927,194
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,419,527	\$ -	\$ 8,302,822	\$ 23,722,349	\$ 23,722,349
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ -	\$ 2,092,272	\$ 10,489,041	\$ 10,489,041
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 59,028,744	\$ 59,028,744
<b>2024</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,955,055	\$ -	\$ 4,994,469	\$ 12,949,524	\$ 12,949,524
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,684,005	\$ -	\$ 1,633,501	\$ 8,317,505	\$ 8,317,505
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,842,317	\$ -	\$ 7,369,786	\$ 21,212,103	\$ 21,212,103
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,660,922	\$ -	\$ 1,908,172	\$ 9,569,094	\$ 9,569,094
<b>TOTAL</b>	\$ 36,142,298	\$ -	\$ 15,905,928	\$ 52,048,227	\$ 52,048,227
<b>2025</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,183,501	\$ -	\$ 5,096,763	\$ 13,280,264	\$ 13,280,264
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,526,963	\$ -	\$ 1,592,853	\$ 8,119,816	\$ 8,119,816
FTA5311-Nonurbanized Area (Rural) formula program	\$ 14,396,953	\$ -	\$ 7,674,519	\$ 22,071,472	\$ 22,071,472
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 7,758,390	\$ -	\$ 1,932,398	\$ 9,690,788	\$ 9,690,788
<b>TOTAL</b>	\$ 36,865,807	\$ -	\$ 16,296,533	\$ 53,162,340	\$ 53,162,340
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,815,115	\$ -	\$ 5,201,166	\$ 13,016,281	\$ 13,016,281
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 6,824,722	\$ -	\$ 1,665,854	\$ 8,490,576	\$ 8,490,576
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,294,582	\$ -	\$ 7,087,934	\$ 20,382,516	\$ 20,382,516
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,071,200	\$ 4,086	\$ 1,260,310	\$ 6,335,595	\$ 6,335,595
<b>TOTAL</b>	\$ 33,005,618	\$ 4,086	\$ 15,215,265	\$ 48,224,969	\$ 48,224,969

## Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
BETTERMENT-State Funded	\$ -	\$ 45,416,875.89	\$ -	\$ 45,416,876	\$ 45,416,876
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,425,963.25	\$ -	\$ 1,043,578.75	\$ 6,469,542	\$ 6,469,542
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 45,458,341.41	\$ 3,612,930.86	\$ 49,071,272	\$ 49,071,272
Turnpike Capital	\$ -	\$ 44,485,556.25	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,795,246.22	\$ -	\$ 46,795,246	\$ 46,795,246
<b>TOTAL</b>	<b>\$ 5,425,963</b>	<b>\$ 182,156,020</b>	<b>\$ 4,656,510</b>	<b>\$ 192,238,493</b>	<b>\$ 192,238,493</b>
<b>2024</b>					
BETTERMENT-State Funded	\$ -	\$ 44,382,588.91	\$ -	\$ 44,382,589	\$ 44,382,589
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 10,724,586.15	\$ -	\$ 2,071,447.85	\$ 12,796,034	\$ 12,796,034
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,291.98	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224.00	\$ 2,056.00	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 70,667,057.72	\$ 7,891,799.25	\$ 78,558,857	\$ 78,558,857
Turnpike Capital	\$ -	\$ 40,634,015.55	\$ -	\$ 40,634,016	\$ 40,634,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,083,242.56	\$ -	\$ 52,083,243	\$ 52,083,243
<b>TOTAL</b>	<b>\$ 10,724,586</b>	<b>\$ 207,775,129</b>	<b>\$ 10,617,595</b>	<b>\$ 229,117,310</b>	<b>\$ 229,117,310</b>
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ 36,345,175.92	\$ -	\$ 36,345,176	\$ 36,345,176
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 4,823,206.35	\$ -	\$ 877,131.58	\$ 5,700,338	\$ 5,700,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,018.94	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,156,121.92	\$ 4,915,533.18	\$ 72,071,655	\$ 72,071,655
Turnpike Capital	\$ -	\$ 39,774,859.00	\$ -	\$ 39,774,859	\$ 39,774,859
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,653,613.79	\$ -	\$ 35,653,614	\$ 35,653,614
<b>TOTAL</b>	<b>\$ 4,823,206</b>	<b>\$ 178,929,771</b>	<b>\$ 6,129,684</b>	<b>\$ 189,882,661</b>	<b>\$ 189,882,661</b>
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ 30,336,971.54	\$ -	\$ 30,336,972	\$ 30,336,972
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 3,453,332.64	\$ -	\$ 634,974.60	\$ 4,088,307	\$ 4,088,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 37,207,010.83	\$ 3,037,600.21	\$ 40,244,611	\$ 40,244,611
Turnpike Capital	\$ -	\$ 51,274,092.64	\$ -	\$ 51,274,093	\$ 51,274,093
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 36,770,919.24	\$ -	\$ 36,770,919	\$ 36,770,919
<b>TOTAL</b>	<b>\$ 3,453,333</b>	<b>\$ 155,588,994</b>	<b>\$ 3,672,575</b>	<b>\$ 162,714,902</b>	<b>\$ 162,714,902</b>



**Public Comment Record – Strafford MPO  
2023-2026 Transportation Improvement Program Amendment #4**

February 16, 2024

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**Overall Public Comment Period**

A 10-day comment period began on Tuesday, February 5, 2024, and ended on Thursday, February 15, 2024. A public hearing was held at the SRPC Policy Committee meeting at 9:00 am on Friday, February 16, 2024.

No comments were received from the general public during the comment period.

**Technical Advisory Committee review**

Comments received from members of the Strafford MPO Technical Advisory Committee meeting on February 2, 2024 at 9:00am

No substantive comments were submitted from the public or members of the Strafford MPO Technical Advisory Committee at their meeting on February 2, 2024.

The Technical Advisory Committee voted unanimously to recommend Amendment #4 to the 2023-2023 TIP for approval by the MPO Policy Committee.

**Policy Committee Review**

Comments received during the public hearing held at the beginning of the Strafford MPO Policy Committee meeting on Friday, February 16, 2024 at 9:00am

No substantive comments were submitted from the public or members of the Strafford MPO Policy Committee at the public hearing at their meeting on Friday, February 16, 2024.

The Policy Committee voted unanimously to approve Amendment #4 to the 2023-2026 TIP.