

STRAFFORD

Metropolitan Planning Organization

FISCAL YEAR 2024 ANNUAL LISTING OF OBLIGATED PROJECTS



January X, 2025

CONTENTS

PREFACE 1

INTRODUCTION 1

STRAFFORD METROPOLITAN PLANNING ORGANIZATION BACKGROUND 2

PROJECT PLANNING AND FUNDING 4

ANNUAL LISTING OF OBLIGATED PROJECTS REQUIREMENTS 6

THE OBLIGATION REPORT 7

MAP OF FY24 OBLIGATED PROJECTS 9

APPENDIX 1. 2024 OBLIGATED FUNDING REPORT 10

APPENDIX 2. FY 2024 FUNDS OBLIGATED TO REGIONAL TRANSIT PROVIDERS..... 15

Preface

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

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

If you have questions or comments, please contact Colin Lentz, Principal Transportation Planner: clentz@strafford.org (603) 994-3500 x 102.

Strafford Regional Planning Commission
150 Wakefield Street, Ste. 12
Rochester, New Hampshire 03867

Introduction

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

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

One of Strafford MPO's duties is to monitor and report on federal funds dedicated to transportation projects in the Strafford Region. The Annual Listing of Obligated Projects is required by the Federal Highway Administration (FHWA) and the

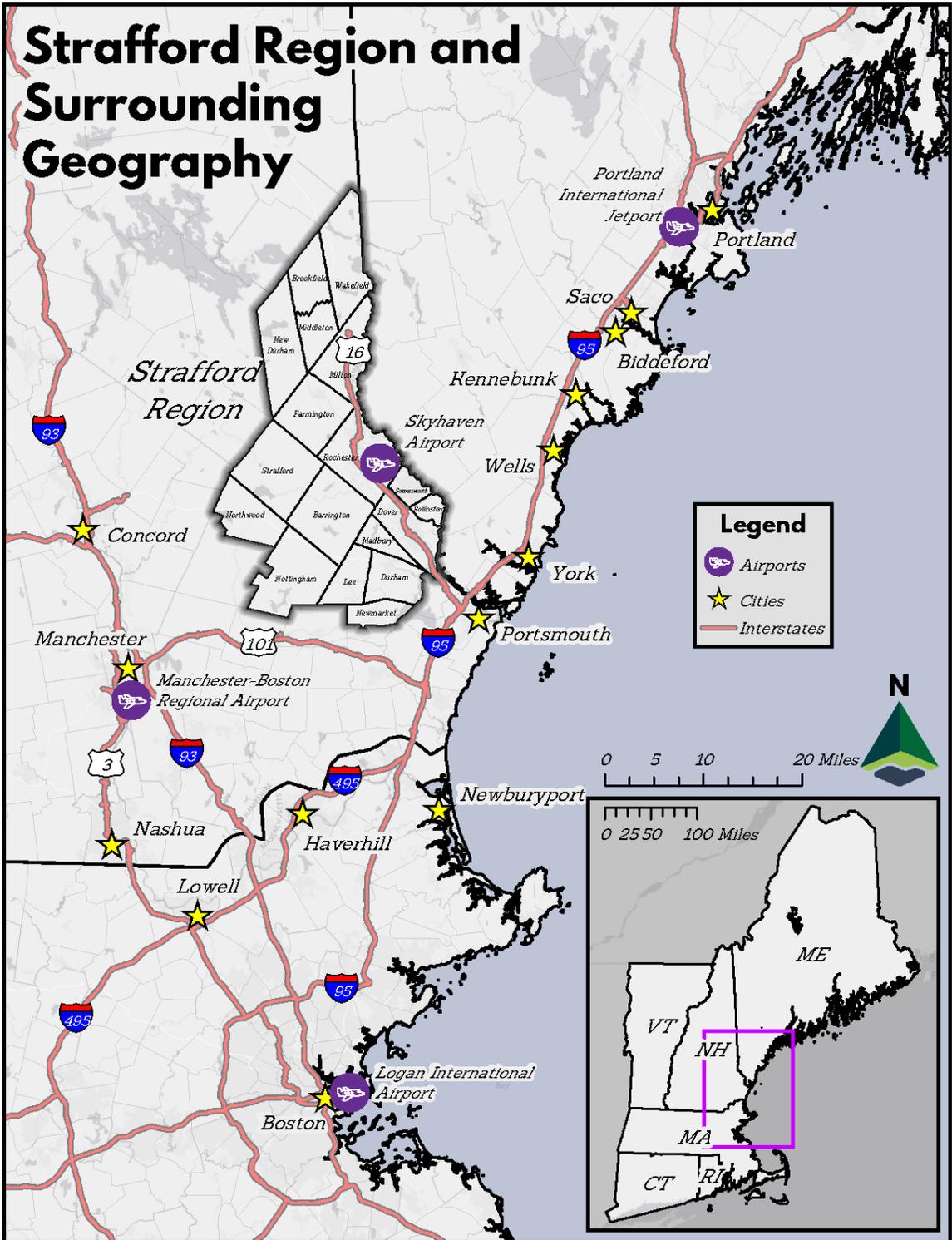
Federal Transit Administration (FTA) to track federal funding for regional projects and public transportation providers.

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

Strafford Metropolitan Planning Organization Background

Strafford MPO is responsible for regional planning for 18 cities and towns in Strafford County and portions of Rockingham and Carroll counties. The region is located in southeastern New Hampshire along the Great Bay and borders Maine on the Salmon Falls River to the east. Communities in the Strafford MPO are generally in commuting distance from New Hampshire’s largest city, Manchester, its capital, Concord, as well as Portland, Maine and Boston, Massachusetts.

| Communities in the Strafford Region | | | | | |
|--|------------|-----------|------------|-------------|-------------|
| Barrington | Durham | Madbury | New Durham | Nottingham | Somersworth |
| Brookfield | Farmington | Middleton | Newmarket | Rochester | Strafford |
| Dover | Lee | Milton | Northwood | Rollinsford | Wakefield |



Project Planning and Funding

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

Programmed Funding vs. Obligated Funding:

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

The Strafford MPO Metropolitan Transportation Plan includes the following information:

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

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

The Ten Year Plan Includes the following:

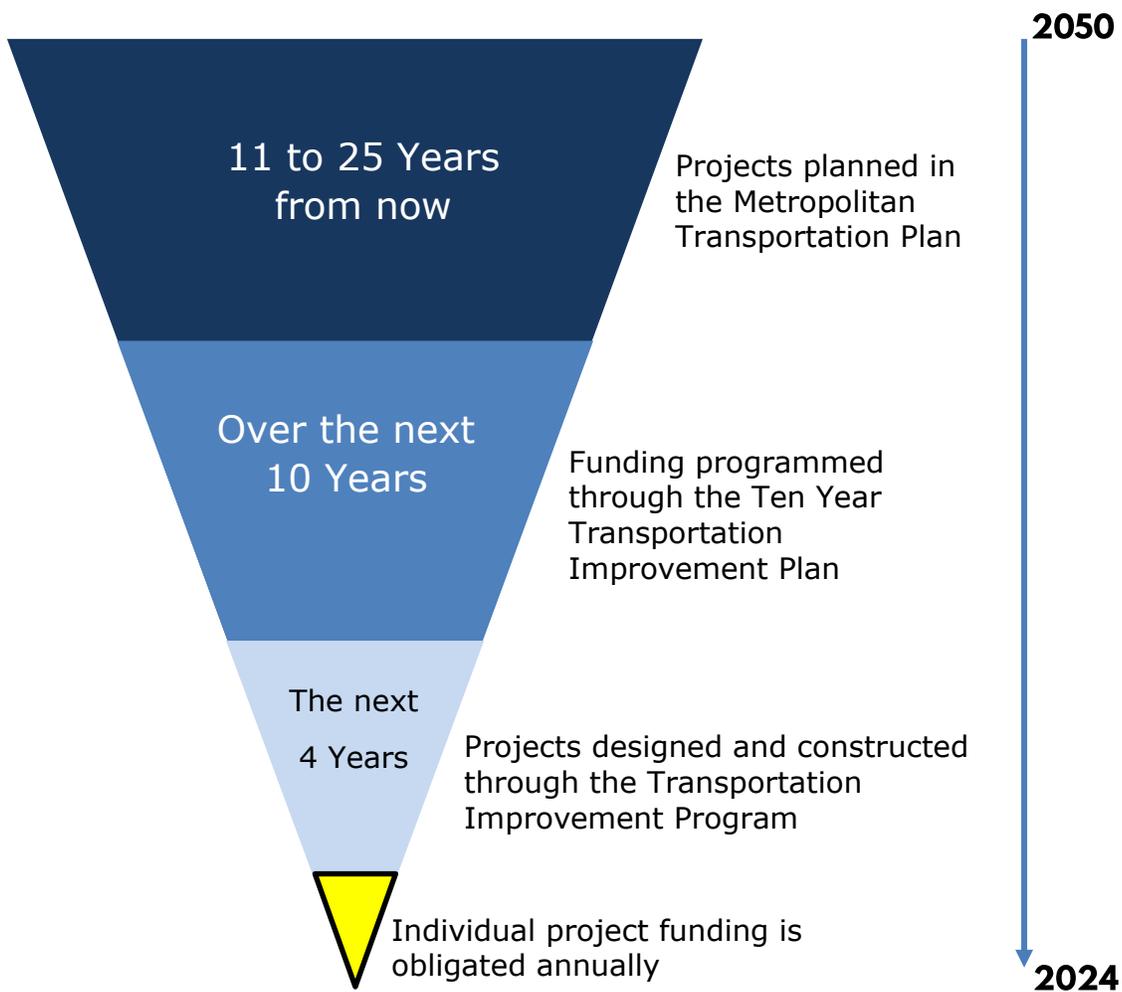
- A List of projects planned statewide over 10 years.
- Estimated project costs.
- Revenue projections and known funding sources.
- General project scopes and estimated timing of phases.

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

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

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

Project planning, development, and implementation process



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

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

Annual Listing of Obligated Projects Requirements

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

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

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

- (a) *In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.*

- (b) *The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*

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

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

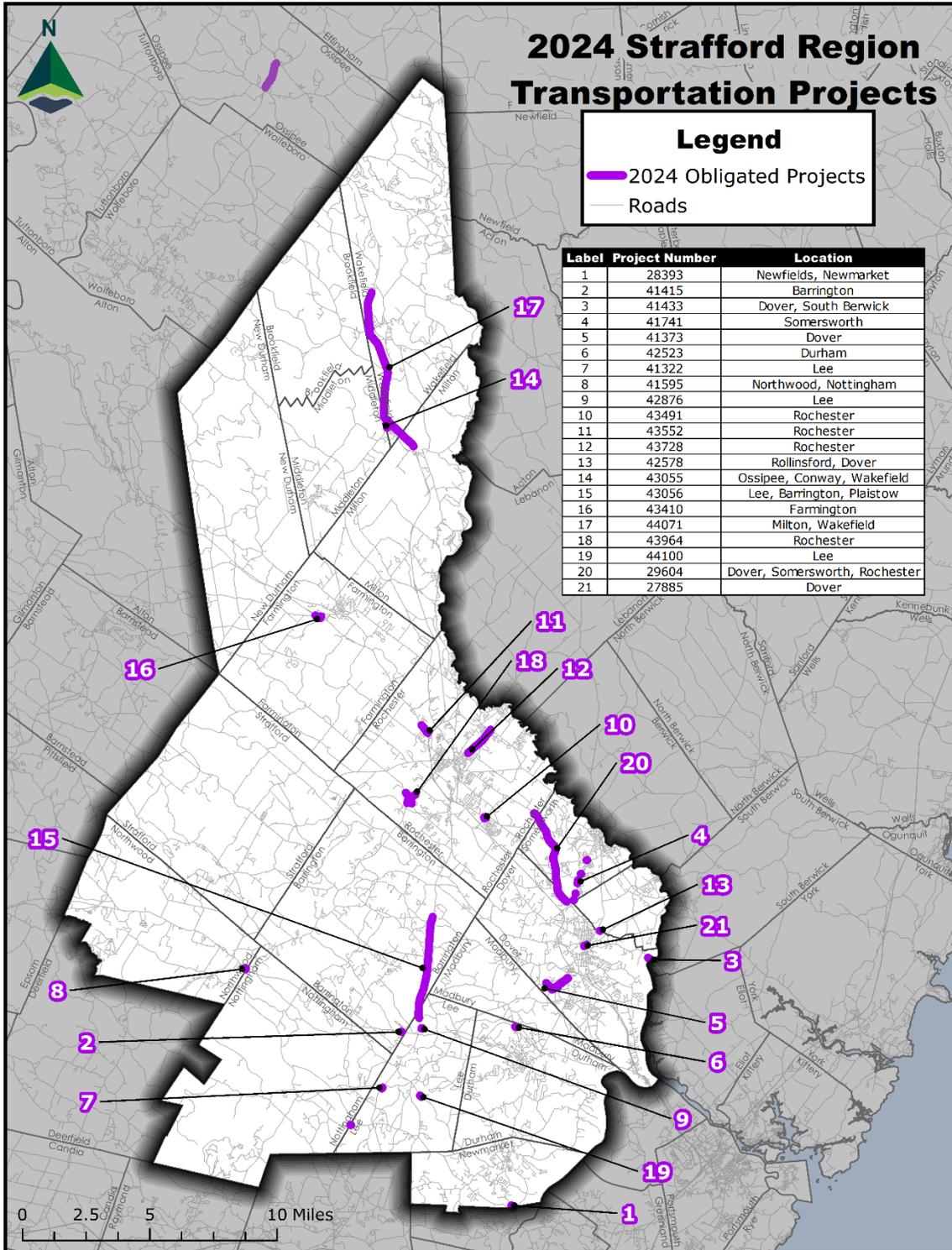
The Obligation Report

| Reading the Obligation Report | |
|--------------------------------------|--|
| Project Number | State identification number associated with the project |
| Municipality | Municipality or region for which the project is planned |
| Route/Road | The route or road on which the project takes place |
| Scope/Summary | Project details regarding construction, project boundaries, and project purpose |
| FY2022 Obligated | Net federal funding obligated to a project for the relevant fiscal year* |
| FY2023 Obligated | Net federal funding obligated to a project for the relevant fiscal year* |
| FY2024 Obligated | Net federal funding obligated to a project for the relevant fiscal year* |
| Total Obligated to-Date | The total funding obligated to the project through the current fiscal year |
| Funding Source(s) | Funding sources being used (different funding sources may support individual project phases) |

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

The tables in Appendix 2 show obligated funding from 2023 for public transit in the Strafford Region. Public transit is generally funded on an annual or biennial basis based on allocations from the Federal Transit Administration (FTA).

Map of FY24 Obligated Projects



Appendix 1. 2024 Obligated Funding Report

Table 1. Regional and Local Projects

| Project Number | Municipality | Route/Road | Scope/Summary | FY2022 Federal Obligated | FY2023 Federal Obligated | FY2024 Federal Obligated | Total Obligated to Date | Funding Source(s) |
|----------------|-------------------------------------|---|---|--------------------------|--------------------------|--------------------------|-------------------------|---|
| 41415 | Barrington | US 4 | Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Drive in Barrington. | \$330,000 | \$115,500 | No FY24 obligations | \$590,150 | Culvert Replacement Program; STP-5 to 200k; Toll Credit |
| 41373 | Dover | Dover Community Trail | Construct multi-use path from Knox Marsh Road to Bellamy Road. | \$38,400 | No FY23 obligations | \$17,264 | \$55,664 | Transportation Alternatives |
| 27885 | Dover | Central Avenue/ Chestnut Street/ Third Street | Pan Am Railways reconstruct railway-highway crossing, roadway approaches, and protective devices. | No FY22 obligations | No FY23 obligations | No FY24 obligations | \$79,220 | Railroad Crossings |
| 41433 | Dover, NH - South Berwick, ME | Gulf Road | Address red list bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick (Br. No. 182/123). | \$110,000 | No FY23 obligations | \$56,540 | \$166,540 | Bridge-Tier 3-4 Rehab |
| 29604 | Dover- Somersworth- Rochester | NH 108 | Complete Streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester. | \$1,194,684 | No FY23 obligations | No FY24 obligations | \$3,687,750 | STP-State Flexible, Toll Credit |

Table 1. Regional and Local Projects

| Project Number | Municipality | Route/Road | Scope/Summary | FY2022 Federal Obligated | FY2023 Federal Obligated | FY2024 Federal Obligated | Total Obligated to Date | Funding Source(s) |
|-----------------------|-------------------------|--------------------------|---|--------------------------------------|---------------------------------|---------------------------------|--------------------------------|-------------------------------------|
| 42523 | Durham | US 4/ Madbury Road | Implement intersection safety improvements. | \$148,500 | \$55,000 | No FY24 obligations | \$478,500 | Highway Safety Improvement Program |
| 43410 | Farmington | NH 11/ Central Street | NH 11 / Central Street intersection safety improvements. | \$385,000 | No FY23 obligations | No FY24 obligations | \$385,000 | Highway Safety Improvement Program |
| 41322 | Lee | NH 125 | Bridge replacement of culvert carrying NH 125 over Little River (Br. No. 073/084). | \$165,000 | \$330,000 | \$192,500 | \$1,017,500 | STP-State Flexible |
| 42876 | Lee | US 4/NH 125 | Construct up to an 80 space Park and Ride Lot near the junction of US 4 and NH 125. | Ongoing - no funds obligated in 2022 | No FY23 obligations | No FY24 obligations | \$110,000 | CMAQ, Toll Credit |
| 44100 | Lee | NH 152; Lee Hook Road | Preservation efforts on two bridges: Lee Hook Road over Lamprey Riv. and NH 152 over North Riv. | New Project | \$77,000 | No FY24 obligations | \$77,000 | State and municipal funds |
| 43056 | Lee-Barrington-Plaistow | NH 125 | Pavement preservation. | \$3,407,819 | \$948,173 | No FY24 obligations | \$4,355,992 | Tier 2 Pavement Resurfacing program |

Table 1. Regional and Local Projects

| Project Number | Municipality | Route/Road | Scope/Summary | FY2022 Federal Obligated | FY2023 Federal Obligated | FY2024 Federal Obligated | Total Obligated to Date | Funding Source(s) |
|-----------------------|--------------------------|----------------------------------|--|---------------------------------|---------------------------------|---------------------------------|--------------------------------|--------------------------------------|
| 44071 | Milton-Wakefield | NH 16 | Resurfacing NH 16 | New Project | \$3,005,373 | No FY24 obligations | \$3,005,373 | Tier 2 Pavement Resurfacing program |
| 28393 | Newfields-Newmarket | NH 108 | Bridge Replacement for bridges carrying NH 108 over BMRR lines Br. No. 127/081 & 125/054. | New Project | New Project | \$62,700 | \$62,700 | STBG-State; Toll Credit |
| 41595 | Northwood-Nottingham | US 4/NH 152 | Intersection safety improvements to US 4 and NH 152 intersection. | New Project | \$298,753 | No FY24 obligations | \$298,753 | National Highway System, Toll Credit |
| 43055 | Ossipee-Conway-Wakefield | NH 28/NH 16/ NH 125 | Pavement preservation of NH 28, NH 16, and NH 125 | \$1,314,158 | \$2,631,240 | No FY24 obligations | \$5,489,080 | Tier 2 Pavement Resurfacing program |
| 43491 | Rochester | Old Dover Road/ Tebbetts Road | Tebbetts Road intersection safety improvements at Old Dover Road. | \$135,000 | No FY23 obligation | No FY24 obligations | \$135,000 | Highway Safety Improvement Program |
| 43552 | Rochester | NH 11 | Widen 3,450' from north of NH 16/Spaulding Tpke. ramp to Toyota entrance; add signal and sidewalk. | New Project | \$203,200 | \$161,485 | \$364,685 | STBG-Urban Areas 50k to 200k; Towns |
| 43728 | Rochester | Portland Street | Construction of 6,400' new ADA-compliant sidewalk from Chamberlain Street to Salmon Falls Road. | New Project | \$32,896 | No FY24 obligations | \$32,896 | TAP |

Table 1. Regional and Local Projects

| Project Number | Municipality | Route/Road | Scope/Summary | FY2022 Federal Obligated | FY2023 Federal Obligated | FY2024 Federal Obligated | Total Obligated to Date | Funding Source(s) |
|---------------------------------|-----------------------------|--|---|---------------------------------|---------------------------------|---------------------------------|--------------------------------|------------------------------------|
| 43964 | Rochester | US 202/ Estes Road | US 202-Estes Road intersection safety improvements. | \$220,000 | No FY23 obligations | No FY24 obligations | \$220,000 | Highway Safety Improvement Program |
| 42578 | Rollinsford-Dover | Oak Street | Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover. | \$113,080 | No FY23 obligations | \$385,000 | \$498,080 | Bridge-Tier 3-4 Rehab |
| 41741 | Somersworth | NH 9/High Street | Signal optimization | New Project | New Project | \$12,860 | \$12,860 | CMAQ |
| 29216 | University of New Hampshire | National Summer Transportation Institute | National Summer Transportation Institute at UNH. STEM/Transportation training. | \$50,000 | \$50,000 | No FY24 obligations | Annual program | Individual Federal Program |
| Total FY2024 Obligations | | | | | | \$888,349 | \$21,122,743 | |

Table 2. FY 2024 “Child” Projects in Statewide Programs

| Project Number | Project Name | Route/Road | Scope/Summary | FY2024 Federal Obligated | Funding Source |
|---------------------------------|----------------------------------|-----------------------|--|---------------------------------|-----------------------|
| 44559 | T2 UNH | Statewide | Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH | \$153,000 | LTAP |
| 42523 | Durham | US 4 | Intersection safety improvements | \$88,000 | HSIP |
| 43491 | Rochester | Tebbetts Road | Intersection safety improvements | \$58,500 | HSIP |
| 43728 | Rochester | Portland Street | New ADA-compliant sidewalk | \$72,819 | TAP |
| 43927 | Somersworth-Rochester-Barrington | Regional | Pavement preservation project to keep the sections of roadway in pavement preservation mode. | \$4,553,113 | Pave T2 Resurf |
| 43993 | Statewide | Statewide | Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state. | \$19,124 | HSIP |
| 44019 | Epsom-Lee | US 4 | Resurfacing sections of US 4 and NH 125 | \$4,580,307 | GRR; Pave T2 Resurf |
| 44071 | Milton-Wakefield | NH 16 | Resurfacing sections of NH 16 | \$1,916,507 | GRR; Pave T2 Resurf |
| 44100 | Lee | NH 152, Lee Hook Road | Preservation efforts on 2 bridges in Lee - (103/078 Lee Hook Road over Lamprey R. & 050/055 NH 152 over N. River). | \$1,707,515 | Brdg T3-4 M&P |
| 44930 | Statewide | Statewide | Installation of inductive loops for traffic monitoring detection. | \$22,000 | TRAFMON |
| Total FY2024 Obligations | | | | \$1,317,089 | |

Appendix 2. FY 2024 Funds Obligated to Regional Transit Providers

| Table 3. University of New Hampshire Wildcat Transit FY24 Federal Obligated Funds | | | | | | |
|---|---|---|---|---------------------------------|---------------------------------------|---------------------------------------|
| Transit Provider | Source of Funds | Application of Funds | Notes | Funding Levels | | |
| | | | | Program Status | Federal funds awarded as of 9/30/2024 | Total funds obligated as of 9/30/2024 |
| UNH Wildcat | CMAQ | Fleet Replacement V | Busses delivered May 2023. | Active | \$ 1,200,000 | \$1,747,852 |
| UNH Wildcat | FTA 5339 | Fleet Replacement | Grant awarded, funds in FTA system, awaiting FTA review | Active | \$2,108,850 | \$- |
| UNH Wildcat | FTA 5307 | Fleet Replacement | Grant awarded, funds in FTA system, awaiting contract execution | Active | \$1,811,080 | \$- |
| UNH Wildcat | CMAQ | Rail Station/Platform Enhancement | Expect to begin engineering in early CY2025 | Active | \$772,000 | \$- |
| UNH Wildcat | American Rescue Plan - Operating Assistance | Paying partial salary for 5 - 76% positions for 5 years | Active - No funds obligated yet. Estimated Completion 6/2027 | Active | \$504,980 | \$120,409 |
| UNH Wildcat | 5339 Bus & Bus Facilities | Phase 1: UNH CNG Equipment Upgrades | Executed | Active | \$787,500 | \$24,050 |
| UNH Wildcat | 5339 Bus & Bus Facilities | Phase 2: Electrification Infrastructure and Fleet | Multi-FY statewide 5339 projected execution spring 2023 | Active | \$2,741,500 | \$- |
| | | | | Total FY2024 Obligations | \$9,925,910 | \$1,892,311 |

Table 4. Cooperate Alliance for Seacoast Transportation FY24 Federal Obligated Funds

| FTA Grant Number | Application of Funds | Status as of 9/30/2024 | Funding Levels | | |
|-----------------------|--|------------------------|--------------------------|--------------------|---------------------|
| | | | FY2024 Federal Obligated | Local Match | Total |
| NH-2020-002-01 | Funds for Operating | Open | \$1,865,000 | \$1,152,500 | \$3,017,500 |
| | Funds for Vehicle Purchases | | \$3,605,129 | \$901,283 | \$4,506,412 |
| | Funds for Maintenance, Equipment, and Facilities | | \$24,060 | \$6,015 | \$30,075 |
| | Funds for Planning | | \$112,000 | \$28,000 | \$140,000 |
| | Emergency COVID Relief Funding | | \$407,656 | -- | \$407,656 |
| | | Subtotal | \$6,013,845 | \$2,087,798 | \$8,101,643 |
| NH-2021-012-03 | Funds for Operating | Open | \$4,024,012 | \$2,980,661 | \$7,004,673 |
| | Funds for Vehicle Purchases | | \$549,149 | \$102,040 | \$651,189 |
| | Funds for Maintenance, Equipment, and Facilities | | \$2,991,447 | \$747,862 | \$3,739,309 |
| | Mobility | | \$65,215 | \$16,304 | \$81,519 |
| | | Subtotal | \$7,629,823 | \$3,846,866 | \$11,476,689 |

Table 4. Cooperate Alliance for Seacoast Transportation FY24 Federal Obligated Funds

| FTA Grant Number | Application of Funds | Status as of 9/30/2024 | Funding Levels | | |
|-----------------------|--|------------------------|--------------------------|--------------------|---------------------|
| | | | FY2024 Federal Obligated | Local Match | Total |
| NH-2022-003 | Emergency COVID Relief Funding | Open | \$3,203,961 | -- | \$3,203,961 |
| | | Subtotal | \$3,203,961 | -- | \$3,203,961 |
| NH-2022-015-02 | Funds for Operating | Open | \$3,078,549 | \$769,637 | \$3,848,186 |
| | Funds for Vehicle Purchases | | \$660,039 | \$118,537 | \$778,576 |
| | Funds for Planning | | \$20,000 | \$5,000 | \$25,000 |
| | | Subtotal | \$3,758,588 | \$893,174 | \$4,651,762 |
| NH-2022-016-01 | Funds for Maintenance, Equipment, and Facilities | Open | \$2,451,600 | \$612,900 | \$3,064,500 |
| | | Subtotal | \$2,451,600 | \$612,900 | \$3,064,500 |
| NH-2024-002 | Funds for Maintenance, Equipment, and Facilities | Open | \$9,736,284 | \$2,434,071 | \$12,170,355 |
| | | Subtotal | \$9,736,284 | \$2,434,071 | \$12,170,355 |

Table 4. Cooperate Alliance for Seacoast Transportation FY24 Federal Obligated Funds

| FTA Grant Number | Application of Funds | Status as of 9/30/2024 | Funding Levels | | |
|-------------------------------------|--|------------------------|--------------------------|--------------------|---------------------|
| | | | FY2024 Federal Obligated | Local Match | Total |
| NH-2024-004 | Funds for Vehicle Purchases | Open | \$170,021 | \$30,004 | \$200,025 |
| | | Subtotal | \$170,021 | \$30,004 | \$200,025 |
| (All Grants by Funding Use) | Funds for Operating | -- | \$8,967,561 | \$4,902,798 | \$13,870,359 |
| | Funds for Vehicle Purchases | | \$4,984,338 | \$1,151,864 | \$6,136,202 |
| | Funds for Maintenance, Equipment, and Facilities | | \$15,203,391 | \$3,800,848 | \$19,004,239 |
| | Funds for Planning | | \$132,000 | \$33,000 | \$165,000 |
| | Emergency COVID Relief Funding | | \$3,611,617 | -- | \$3,611,617 |
| | Mobility | | \$65,215 | \$16,304 | \$81,519 |
| FY24 Grand Total Obligations | | | \$32,964,122 | \$9,904,813 | \$42,868,935 |