

STRAFFORD

Regional Planning Commission

July 12, 2024

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

RE: 2023-2026 S/TIP Amendment #6

Dear Commissioner Cass:

This letter is to inform you that at its meeting held on Friday, July 12, 2024 the Strafford Metropolitan Planning Organization (Strafford MPO) Policy Committee approved Amendment #6 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 #6 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 **Monday, July 1, 2024, to Thursday, July 11, 2024**. A public hearing was held at the SRPC Policy Committee meeting at **9:00 am on Friday, July 12, 2024**. During the public comment period, a new project in Durham (44878) was submitted by NHDOT for inclusion in the TIP. Project details are included in this packet.

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity, thus alleviating the Boston-Manchester-Portsmouth (SE) NH area from having to demonstrate the conformity of transportation plans. However, due to a decision of the U.S. Court of Appeals for the District of Columbia Circuit (South Coast Air Quality Management District v. EPA), as of February 16, 2019, transportation conformity for the 1997 ozone NAAQS again applies in the Boston-Manchester-Portsmouth (SE) NH "Orphan 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.

The approval of TIP Amendment #6 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

STRAFFORD REGIONAL PLANNING COMMISSION
150 Wakefield Street, Suite 12, Rochester, NH 03867

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Strafford MPO

2023-2026 Transportation Improvement Program Amendment #6

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2023 - 2026 SRPC Transportation Improvement Program Amendment 6

5/29/2024

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.

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	2023	\$2,350,000		\$0	\$0	<i>\$2,350,000</i>
PE	2024	\$1,500,000		\$0	\$0	<i>\$1,500,000</i>
PE	2025	\$300,000		\$0	\$0	<i>\$300,000</i>
PE	2026	\$300,000		\$0	\$0	<i>\$300,000</i>
ROW	2023	\$25,000		\$0	\$0	<i>\$25,000</i>
ROW	2024	\$25,000		\$0	\$0	<i>\$25,000</i>
ROW	2025	\$25,000		\$0	\$0	<i>\$25,000</i>
ROW	2026	\$25,000		\$0	\$0	<i>\$25,000</i>
CON	2023	\$36,500,000	\$6,000,000		\$0	<i>\$42,500,000</i>
CON	2024	\$29,725,000	\$6,000,000		\$0	<i>\$35,725,000</i>
CON	2025	\$8,925,000	\$2,750,000		\$0	<i>\$11,675,000</i>
CON	2026	\$5,675,000	\$2,750,000		\$0	<i>\$8,425,000</i>

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$2,350,000		\$0	\$0	<i>\$2,350,000</i>
PE	2024	\$1,845,000		\$0	\$0	<i>\$1,845,000</i>
PE	2025	\$2,500,000		\$0	\$0	<i>\$2,500,000</i>
PE	2026	\$2,155,000		\$0	\$0	<i>\$2,155,000</i>
ROW	2023	\$25,000		\$0	\$0	<i>\$25,000</i>
ROW	2024	\$25,000		\$0	\$0	<i>\$25,000</i>
ROW	2025	\$25,000		\$0	\$0	<i>\$25,000</i>

ROW	2026	\$25,000	\$0	\$0	<i>\$25,000</i>
CON	2023	\$36,500,000	\$6,000,000	\$0	<i>\$42,500,000</i>
CON	2024	\$29,725,000	\$6,000,000	\$0	<i>\$35,725,000</i>
CON	2025	\$20,625,000	\$2,750,000	\$0	<i>\$23,375,000</i>
CON	2026	\$20,625,000	\$2,750,000	\$0	<i>\$23,375,000</i>

Change Notes

Funding Sources

NHDOT Description of Changes

Child projects in Wakefield, Milton, Lee, Barrington, Somersworth, and Rochester. No changes to these projects.

SRPC Notes

FHWA

STBG-State Flexible

Redistribution

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	2024	\$3,000,000		\$0	\$612,500	<i>\$3,612,500</i>
OTHER	2025	\$3,000,000		\$0	\$612,500	<i>\$3,612,500</i>
OTHER	2026	\$3,000,000		\$0	\$612,500	<i>\$3,612,500</i>

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2025	\$3,000,000		\$0	\$612,500
OTHER	2026	\$3,000,000		\$0	\$612,500

Change Notes

NHDOT Description of Changes

SRPC Notes

FY2024 funds shifted to individual projects

Funding Sources

FHWA

STBG-State Flexible

NHDOT

Toll Credit

OTHER

Other

DURHAM 44878

Towns: DURHAM
Road: UNH
Scope: Purchase of 2 Compressed Natural Gas (CNG) buses for Wildcat Transit - Full size
Acronyms:

Approved Funding

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2024	\$1,448,864		\$0	\$362,216
					\$1,811,080

Change Notes

NHDOT Description of Changes

SRPC Notes

Unobligated funds being dedicated to purchase of two new full-sized compressed natural gas buses for UNH Wildcat Transit.

Funding Sources

FTA

FTA 5307 Capital and Operating Program

OTHER

Other

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 50k- 200K	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 15,825,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ -	\$ 117,703,157	\$ 75,677,953
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 8,616,152
Recreational Trails	\$ 1,255,265	\$ -	\$ 354,792	\$ 1,610,057	\$ 1,419,169
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 648,500
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 679,423	\$ 4,568,703	\$ 3,001,493
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 401,500	\$ 6,968,996	\$ 7,685,299
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 251,691	\$ 5,148,814	\$ 14,780,245
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 535,842	\$ 18,968,046	\$ 57,266,143
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	\$ 6,043,865
	\$ 225,104,574	\$ -	\$ 21,467,186	\$ 246,571,760	\$ 234,428,007
Surplus/(Deficit)					\$ 12,143,754

1. Newington-Dover 11238S \$20M for STGB-50 to 200K as grant placeholder.

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	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,086,032	\$ 12,813,222	\$ 5,996,423
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 10,388,611
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 50,000	\$ 120,107,220	\$ 89,425,683
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 454,135
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 3,890,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 850,487	\$ 4,817,552	\$ 6,117,683
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 880,878	\$ 7,043,789	\$ 10,707,509
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 518,136	\$ 7,216,982	\$ 10,669,181
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 50,957	\$ 12,306,029	\$ 22,190,708
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 590,130	\$ 5,585,196	\$ 6,556,039
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,420,031	\$ 55,080,046	\$ 75,161,061
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 1,128,524
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	\$ 6,028,821
	\$ 263,465,832	\$ -	\$ 8,620,943	\$ 272,086,775	\$ 254,723,021
Surplus/Deficit					\$ 17,363,754

2. Conway buyback deobligations \$19M NHPP

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	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 701,473	\$ 12,663,206	\$ 2,805,890
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,629,350
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 104,950	\$ 122,563,314	\$ 92,512,022
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	\$ 584,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 1,406,044	\$ 5,452,451	\$ 9,731,493
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 739,698	\$ 7,025,867	\$ 7,909,900
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 24,142	\$ 6,856,965	\$ 3,898,877
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 31,729	\$ 12,531,902	\$ 15,960,843
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 738,779	\$ 5,833,745	\$ 16,340,937
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 71,053,331
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	\$ 6,433,486
	\$ 269,485,149	\$ -	\$ 6,049,144	\$ 275,534,292	\$ 244,749,205
Surplus/Deficit					\$ 30,785,087

General Notes

Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Formula and Match Funding for 2024

Financially Constrained by Funding Category

Funding Category	Federal Apportionment ² (A)	Proposed Transfers	Federal Available Balance ³ (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	\$ 472,327		\$ 689,737	\$ 1,162,064	\$ -	\$ -	\$ 1,162,064	\$ -	\$ 1,162,064
Carbon Reduction Program Under 5k	\$ 1,459,116		\$ 2,850,961	\$ 4,310,077	\$ -	\$ -	\$ 4,310,077	\$ -	\$ 4,310,077
Carbon Reduction Program>200k	\$ 797,579		\$ 1,593,998	\$ 2,391,577	\$ -	\$ -	\$ 2,391,577	\$ -	\$ 2,391,577
Carbon Reduction 50k- 200K	\$ 733,769		\$ 808,832	\$ 1,542,601	\$ -	\$ -	\$ 1,542,601	\$ -	\$ 1,542,601
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ 1,864,580	\$ 37,292
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,182,799	\$ 12,680,044	\$ 4,884,296	\$ 7,795,748
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ 3,098,665	\$ 279,360	\$ 15,825,257	\$ -	\$ -	\$ 15,825,257	\$ 15,825,257	\$ 0
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (40,000,000)	\$ -	\$ 77,703,157	\$ -	\$ -	\$ 77,703,157	\$ 75,677,953	\$ 2,025,204
PROTECT	\$ 6,057,602	\$ 2,558,550	\$ -	\$ 8,616,152	\$ -	\$ -	\$ 8,616,152	\$ 8,616,152	\$ (0)
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 354,792	\$ 4,801,374	\$ 1,419,169	\$ 3,382,205
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 648,500	\$ 3,916,604
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 679,423	\$ 4,621,109	\$ 3,001,493	\$ 1,619,616
STBG-50 to 200K ¹	\$ 6,042,070		\$ -	\$ 6,042,070	\$ -	\$ 15,630,879	\$ 21,672,949	\$ 20,764,040	\$ 908,909
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 401,500	\$ 8,752,201	\$ 7,685,299	\$ 1,066,902
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 10,535,973	\$ 2,165,302
STBG-Off System Bridge	\$ 4,897,123	\$ 298,199	\$ 9,333,232	\$ 14,528,554	\$ -	\$ 251,691	\$ 14,780,245	\$ 14,780,245	\$ -
STBG-State Flexible	\$ 18,432,204	\$ 34,044,586	\$ 4,703,005	\$ 57,179,795	\$ -	\$ 535,842	\$ 57,715,637	\$ 57,266,143	\$ 449,494
TAP-50K to 200K	\$ 680,168		\$ 368,012	\$ 1,048,180	\$ -	\$ 188,717	\$ 1,236,897	\$ 754,866	\$ 482,031
TAP-5K to 49,999	\$ 437,824		\$ 355,626	\$ 793,450	\$ -	\$ 81,941	\$ 875,391	\$ 327,763	\$ 547,628
TAP-Areas Over 200K	\$ 739,316		\$ 1,810,371	\$ 2,549,687	\$ -	\$ 189,367	\$ 2,739,055	\$ 757,469	\$ 1,981,586
TAP-Flex	\$ 2,230,564		\$ 3,889,237	\$ 6,119,801	\$ -	\$ 555,042	\$ 6,674,843	\$ 2,220,166	\$ 4,454,677
TAP-Non Urban Areas Under 5K	\$ 1,352,528		\$ 2,282,293	\$ 3,634,821	\$ -	\$ 338,694	\$ 3,973,515	\$ 1,354,777	\$ 2,618,738
State Planning and Research	\$ 6,428,770		\$ 1,301,363	\$ 7,730,133	\$ -	\$ 390,000	\$ 8,120,133	\$ 6,043,865	\$ 2,076,269
Total	\$ 225,104,574	\$ -	\$ 38,633,062	\$ 263,737,636	\$ 0	\$ 21,467,186	\$ 285,204,822	\$ 234,428,007	\$ 50,776,816

1. Newington-Dover 112385 \$20M for STGB-50 to 200K as grant placeholder.

2. Federal Apportionment is estimated based on FFY2024 apportionment (2/15/2024 SOF)

3. Federal Available Balance is based on the unobligated balances shown on the 2/15/2024 Status of Funds.

Federal Highway Non-Formula Funds

2023	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
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
TOTAL	\$ 43,011,751	\$ 25,000	\$ 1,315,361	\$ 45,270,134	\$ 44,352,112
2024					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,625,991	\$ -	\$ 1,254,712	\$ 26,880,702	\$ 26,880,702
Disadvantaged Business Enterprise (DBE)	\$ 89,666	\$ -	\$ -	\$ 89,666	\$ 89,666
Federal Highway Administration (FHWA) Earmarks	\$ 642,548	\$ -	\$ 160,637	\$ 803,185	\$ 803,185
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 48,755,288	\$ -	\$ -	\$ 48,755,288	\$ 48,755,288
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 17,416,270	\$ -	\$ -	\$ 17,416,270	\$ 17,416,270
National Highway Performance Exempt	\$ 7,821,361	\$ -	\$ -	\$ 7,821,361	\$ 7,821,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ 10,203,512	\$ 10,203,512
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 856,280	\$ 1,608,459	\$ 1,608,459
State Transportation Innovation Council (STIC) Funding	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
TOTAL	\$ 111,527,012	\$ 1,375,802	\$ 2,271,629	\$ 115,174,444	\$ 115,174,444
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 71,027,393	\$ -	\$ 4,017,100	\$ 75,044,493	\$ 75,044,493
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 3,785,365	\$ 60,836	\$ 847,255	\$ 4,693,456	\$ 4,693,456
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 6,665,850	\$ -	\$ 98,000	\$ 6,763,850	\$ 6,763,850
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 41,377,979	\$ -	\$ -	\$ 41,377,979	\$ 41,377,979
National Highway Performance Exempt	\$ 6,240,000	\$ -	\$ 50,000	\$ 6,290,000	\$ 6,290,000
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	\$ -	\$ 589,547	\$ 1,356,770	\$ 1,356,770
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 134,114,880	\$ 85,836	\$ 5,601,902	\$ 139,802,618	\$ 139,802,618
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 46,667,703	\$ -	\$ 6,426,875	\$ 53,094,578	\$ 53,094,578
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 7,151,235	\$ -	\$ 1,764,939	\$ 8,916,174	\$ 8,916,174
Forest Highways	\$ 1,893,640	\$ -	\$ -	\$ 1,893,640	\$ 1,893,640
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 104,950	\$ 2,604,950	\$ 2,604,950
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	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
TOTAL	\$ 65,501,171	\$ 25,000	\$ 8,758,822	\$ 74,284,992	\$ 74,284,992

Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 7,887,811	\$ -	\$ 5,427,344	\$ 13,315,155	\$ 13,315,155
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	\$ 6,049,500	\$ -	\$ 3,257,423	\$ 9,306,923	\$ 9,306,923
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,396,768	\$ 3,774	\$ 2,092,272	\$ 10,492,815	\$ 10,492,815
TOTAL	\$ 29,505,834	\$ 3,774	\$ 12,532,478	\$ 42,042,087	\$ 42,042,087
2024					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 10,994,348	\$ -	\$ 6,086,714	\$ 17,081,062	\$ 17,081,062
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 7,177,447	\$ -	\$ 1,748,462	\$ 8,925,909	\$ 8,925,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 18,829,071	\$ -	\$ 10,054,961	\$ 28,884,032	\$ 28,884,032
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 10,301,382	\$ 3,850	\$ 2,568,287	\$ 12,873,519	\$ 12,873,519
TOTAL	\$ 47,302,247	\$ 3,850	\$ 20,458,425	\$ 67,764,522	\$ 67,764,522
2025					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,153,535	\$ -	\$ 5,591,797	\$ 13,745,332	\$ 13,745,332
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,671,103	\$ -	\$ 1,342,888	\$ 7,013,991	\$ 7,013,991
FTA5311-Nonurbanized Area (Rural) formula program	\$ 15,958,726	\$ -	\$ 8,515,473	\$ 24,474,199	\$ 24,474,199
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,730,876	\$ 3,927	\$ 1,675,520	\$ 8,410,323	\$ 8,410,323
FTA5339b- Discretionary Funds	\$ 19,922,891	\$ -	\$ 4,980,723	\$ 24,903,614	\$ 24,903,614
TOTAL	\$ 36,514,240	\$ 3,927	\$ 17,125,678	\$ 53,643,845	\$ 78,547,459
2026					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,510,989	\$ -	\$ 5,897,041	\$ 14,408,030	\$ 14,408,030
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,473,012	\$ -	\$ 1,288,106	\$ 6,761,117	\$ 6,761,117
FTA5311-Nonurbanized Area (Rural) formula program	\$ 16,554,963	\$ -	\$ 8,843,524	\$ 25,398,486	\$ 25,398,486
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 6,638,201	\$ 4,086	\$ 1,652,060	\$ 8,294,347	\$ 8,294,347
TOTAL	\$ 37,177,165	\$ 4,086	\$ 17,680,731	\$ 54,861,981	\$ 54,861,981

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 44,629,325	\$ -	\$ 44,629,325	\$ 44,629,325
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,683,487	\$ -	\$ 25,000	\$ 1,708,486	\$ 1,708,486
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 44,461,058	\$ 3,366,110	\$ 47,827,168	\$ 47,827,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,452,873	\$ -	\$ 46,452,873	\$ 46,452,873
TOTAL	\$ 1,683,487	\$ 180,028,812	\$ 3,391,110	\$ 185,103,408	\$ 185,103,408
2024					
BETTERMENT-State Funded	\$ -	\$ 51,916,065	\$ -	\$ 51,916,065	\$ 51,916,065
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 24,141,192	\$ -	\$ 25,000	\$ 24,166,192	\$ 24,166,192
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,292	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 69,713,920	\$ 8,216,130	\$ 77,930,050	\$ 77,930,050
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,064,836	\$ -	\$ 52,064,836	\$ 52,064,836
TOTAL	\$ 24,141,192	\$ 213,837,060	\$ 8,895,478	\$ 246,873,729	\$ 246,873,729
2025					
BETTERMENT-State Funded	\$ -	\$ 46,668,334	\$ -	\$ 46,668,334	\$ 46,668,334
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 437,338	\$ -	\$ -	\$ 437,338	\$ 437,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,019	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 67,086,442	\$ 5,201,401	\$ 72,287,843	\$ 72,287,843
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,156,428	\$ -	\$ 42,156,428	\$ 42,156,428
TOTAL	\$ 437,338	\$ 196,291,546	\$ 5,538,420	\$ 202,267,304	\$ 202,267,304
2026					
BETTERMENT-State Funded	\$ -	\$ 35,875,900	\$ -	\$ 35,875,900	\$ 35,875,900
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 278,307	\$ -	\$ -	\$ 278,307	\$ 278,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 41,119,634	\$ 4,015,756	\$ 45,135,390	\$ 45,135,390
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 42,810,791	\$ -	\$ 42,810,791	\$ 42,810,791
TOTAL	\$ 278,307	\$ 171,376,067	\$ 4,015,756	\$ 175,670,130	\$ 175,670,130



**Public Comment Record – Strafford MPO
2023-2026 Transportation Improvement Program Amendment #6
July 12, 2024**

Overall Public Comment Period

A 10-day comment period began on Monday, July 1, 2024, through Thursday, July 11, 2024. A public hearing was held at the SRPC Policy Committee meeting at 9:00 am on Friday, July 12, 2024. During the public comment period, a new project in Durham (44878) was submitted by NHDOT for inclusion in the TIP.

Technical Advisory Committee review

No substantive comments were submitted from the public or members of the Strafford MPO Technical Advisory Committee.

Policy Committee Review

A public hearing was held at the beginning of the Strafford MPO Policy Committee meeting on Friday, July 12, 2024 at 9:00am

The Policy Committee voted unanimously to approve Amendment #6 to the 2023-2026 TIP.