

MPO Policy Committee Meeting

Friday, February 16, 2024 9:00-10:30 AM

Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

In accordance with RSA 91:A, the Commission requires an in-person quorum. So long as an in-person quorum, Commissioners may participate virtually. Guests may attend the meeting virtually or at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously.

Meeting URL: <https://us02web.zoom.us/j/85802372877>

Meeting ID: 858 0237 2877

Telephone-only Access: +1 646 558 8656

These instructions have also been provided at www.strafford.org. If anybody is unable to access the meeting, please email mtaylorfetter@strafford.org or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Notes
1) Welcome and Introductions	5 minutes	
2) Commissioner Roundtable	10 minutes	Updates, from your community
3) Public Hearing on Amendment 4 to the 2023-2026 Transportation Improvement Program	15 minutes	a) Materials in packet – review notes in memo
4) Action Items a) Minutes from January 19, 2024 b) Adopt 2024 Safety Performance Targets – a different approach c) Ten Year Plan: Hearing and Testimony	45 minutes	a) Review draft minutes, target setting memo, and testimony in meeting packet
5) Discussion Items a) Engineering Review of Transportation Priority Projects for the Metro Plan b) Active Transportation Plan – Continued Discussion	10 minutes	a) Refer to memo for a list of projects and review approach b) Provide input on vision in meeting packet
6) Other Business	5 minutes	
7) Citizens Forum		
8) Adjourn		

Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srpc@strafford.org.



RULES OF PROCEDURE

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise when speaking.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as Citizen Forum, Public Hearings, Public Comment Periods, outreach events, seminars, workshops, listening sessions, etc.



Memo

Strafford MPO Policy Meeting

February 16th 2024

Public Hearing for Amendment 4 to the 2023-2026 TIP

Amendment 4 to the 2023-2026 Transportation Improvement Program is out for public comment and the Policy meeting will include a public hearing for it. There are five individual projects and one program with proposed changes in the draft amendment:

- Dover-Somersworth-Rochester (29604)
- Dover (41824)
- Municipally-Owned Bridge Program
- Durham (44349) - *new CMAQ project being added*
- Dover (44350) - *new CMAQ project being added*
- COAST (44367) - *new CMAQ project being added*

More detailed presentation will be provided at the meeting.

Safety Performance Targets

SRPC needs to set new highway safety performance targets for 2024. In all other previous target-setting rounds, SRPC has opted to support the targets established by NHDOT. This was primarily due to the highly variable nature of crashes across the region and the lack of detailed, consistent, and accurate crash data. In previous rounds, SRPC has calculated a regional "share" of crashes to illustrate a regional benchmark.

In 2024, all the factors that made setting regional targets challenging are still in place, and supporting the state safety targets is a reasonable but ultimately "safe" approach. However, it does not motivate the additional action required to make significant progress toward the goal of zero fatalities from motor vehicle accidents on public roads. SRPC staff are recommending that committee members consider and alternative methods for setting regional targets that reflect policy and goals in the Metro Plan, and compel more aggressive progress on safety improvements.

Staff developed an alternative approach that was reviewed and approved by the Technical Advisory Committee members: Set annual targets based on a long-term percent reduction at a horizon year. A long-term trend goal will be used to calculate the maximum number of fatalities or serious injuries allowed in each year to still achieve the long-term target goal.

Example targets for discussion purposes:

- 75% reduction in the number of fatalities from crashes by 2033
- 50% reduction in the number of serious injuries by 2033

- 100% reduction in the number non-motorized fatalities and serious injuries by 2033

Additional details in attached target setting memo (in packet).

Ten Year Plan Testimony

Colin Lentz will be providing testimony at the House Public Works and Highways Committee hearing on HB2024 – the draft Ten Year Plan on February 14th (can you feel the love?). That testimony will focus on support for specific projects in the region and generally describe the goals in the Metropolitan Transportation Plan. There will be a second opportunity to provide testimony on the draft plan at a future Senate Transportation Committee hearing (date TBD). Now is an opportunity to revise and expand the testimony to include other general or specific issues that are important to Commissioners.

Metro Plan Candidate Project Engineering Review

SRPC's engineering consultants at BETA have taken a first look at the seven priority candidate projects from the Metropolitan Transportation Plan. After an initial review by TAC and Policy, BETA and SRPC will determine costs for conducting planning-level engineering assessments to refine scopes and develop cost estimates. Project information is attached.

Active Transportation Plan

The Active Transportation Plan is nearly complete! We just need your input on the vision. Please review the vision included in the packet and provide comments at the meeting.

Joint Meeting of the SRPC Commissioners & MPO Policy Committee Meeting

Friday, January, 19, 2024 9:00-10:30 AM

Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

1. Introductions

D, Landry called the meeting to order at 9:08 AM and asked for introductions.

Commissioners attending in person: Dave Landry, Dover; Michael Bobinsky, Somersworth; Katrin Kasper, Lee; Bill Fisher, Farmington; Don Hamann, Rochester; Barbara Holstein, Rochester; John Mullen, Middleton; Michael Williams, COAST; Kate Buzard, Middleton; Mark Richardson, Somersworth; Chris Horton, Somersworth; Karen Golab, Milton; Matt Towne, Barrington; Lindsey Williams, Dover;

Members attending remotely: Joe Boudreau, Rochester; Peter Nelson, Newmarket; Steve Diamond, Barrington; Mary Woodward, Lee; Charlene Andersen, Nottingham

Policy members attending on Zoom: Steve Pesci, UNH; Jessica Wilcox, DES, Lucy ST. John, NHDOT

Staff attending in person: Jen Czysz, Mark Davie, Colin Lentz

Staff attending virtually: Kyle Pimental, Megan Taylor-Fetter, Stephen Geis, Rachel Dewey, and Angie Cleveland

2. Commissioner Roundtable

B. Fisher stated that the process for the donation of 170 acres of land in Farmington to be used for recreational purposes is almost completed. The track of land which borders the Cocheco River will have parking lots, kiosks, trails and will be safe due to no hunting being permitted.

B. Fisher stated the last land donated is the McCarthy Trail which is used quite a lot for walking and school, community, and library events. J. Czysz stated that SRPC will include these areas in the Outdoor Play data.

B. Fisher stated he plans to retire from the Farmington Conservation Commission and the SRPC Commission in the near future. He stated that SRPC, with K. Pimental as Planner and J. Czysz as director, has contributed immensely to many successes for Farmington.

M. Towne stated that Barrington has over 40 warrant articles for the upcoming vote in March, a few notable including trying for the TIF district again and to repurpose the now vacant medical building for a library. And an article to increase lot size from 2 to 4 acres.

C Horton of Somersworth stated that the 85 Elm Street project has been approved and the project is moving forward. The Sports Dome which adjoins Hilltop Funspot is underway. The CEMAC project to signalize lights on Highstreet has shown noticeable improvements. The Power Coalition submitted electric aggregation plan to the public utilities commission plan which was approved. Mayor Gerding formed a Somersworth Housing Committee to look at current housing ordinances and recommend revisions to promote housing and development in the downtown area.



M. Bobinsky stated that CEMAC project, to replace 6 traffic signals with the latest technology, is substantially finished; there is a walkthrough with DOT today. There will be public education to guide the public on the new system. The Complete Streets project is moving forward. Paving bids went out early (yesterday), to be competitive.

S. Diamond stated that he is conflicted around the lot size questions in Barrington. On one level it is a correction to the states ADU law.

L. Williams reported that the Dover proposal for a stormwater utility was turned down. She stated that the public may not be understanding the impact and fees. L. Williams explained that a stormwater utility is a different approach to look at stormwater accounts as it is based on individual properties. There is more extensive information on the Dover website.

L. Williams stated that Dover has a new Housing Committee, and the City Council will be holding a goal setting workshop on how to manage the findings of a solid waste report and how to proceed with solid waste recycling.

3. Action Items

a. Minutes from December 7, 2023

D. Hamann motioned to approve the minutes seconded by J. Mullen. Discussion: J. Boudreau stated tha he is listed on the attendance list but was not present for the meeting. M. Townes stated he was at the meeting but is not listed as attending. M. Taylor-Fetter will make the corrections. A vote was taken: All memebers voted in favor, motion passed. C. Horton and K. Golob abstained.

D. Hamann motioned to approve seconded by J. Mullen. Discussion-J. Boudreau stated that he was not in attendance, M. Townes was present. A motion was taken, all in favor. C. Horton and K. Golob abstained. Motion passed.

b. SRPC/EDD/MPO Bylaws (tabled to after 3c, Mid-Year Budget Amendment)

D. Landry stated that in order to vote on amendments, 20 days' notice is required. The Committee was given 7 days, which was not sufficient.

J. Czysz stated to help add clarity and account for the revised meeting agendas, the SRPC Commission and Metropolitan Planning Organization's separate bylaws have been merged into a single set of bylaws for the organization.

C. Lentz highlighted the changes:

- Designation: the organization is SRPC; it has three responsibilities: RPC, MPO, and EDD.
- Communities under each responsibility
- Membership and Officers
- Commissioners are also the Policy Committee
- Member responsibilities - MPO specific responsibilities merged
- New meeting schedule
- Quorum calculations are different
- Removed public involvement details that are already in other MPO documents.
- Executive Committee is specific to SRPC
- Policy Committee details (governing body of the MPO)
- TAC is specific to MPO (membership and quorum are unique to TAC)

- Include a section on the Regional Impact Committee.

Will send out a revised draft, with the 20-day public comment period for review and approval for the March meeting. The Regional Impact Committee will consider merging their Bylaws at their upcoming meeting.

c. Mid-Year Budget Amendment

J. Czysz stated at the mid-year point we are adjusting to what we know now. The Fiscal Year 2024 midyear budget amendment reflects changes to the SRPC work program accounting for new contracts acquired after the budget was adopted in June 2023. Additionally, on the expense side, adjustments are made to reflect actual staffing levels and updated projections for this year's expenditures. IY costs are adjusted to reflect current estimates to replace the server and cloud migration. J. Czysz highlighted the changes.

D. Hamann motioned, J. Mullen seconded, to approve the Mid-Year Budget Amendments. All members voted unanimously in favor. Motion passed.

10:00 AM Adjourn the Commission Meeting **Convene as the MPO Policy Committee**

4. Action Items

- a. Acknowledge Dissolvement of Policy Committee Bylaws and Merger with Commission Bylaws.**

This vote was tabled due to lack of the required review period.

5. Discussion Items

- a. Active Transportation Plan**

M. Davie presented the Active Transportation Plan. M. Davie highlighted the goals and strategies to in the plan and summarized the plan's components.

M. Davie stated that he would like the help of Commissioners with drafting a vision statement, reviewing draft chapters and implementation of matrices. The plan will be adjusted with the changes when it is presented to the Commission again for adoption. The plan will be posted online with a 30 public comment period. Commissioners were given two weeks to complete their review. Staff will make edits as needed and post online for a 30-day public comment period. Commissioners expressed that the topic should be an ongoing conversation.

Discussion ensued on safety and crash data availability of information, e-trikes and legislation, and education for bike operators.

Commissioners requested to continue the discussion at a future meeting.

b. Organizational Assessment

A. Scott presented on the MPO Public Participation & Non-discrimination Work Update. Staff and Commissioners were asked to take an organizational self-assessment which results will be used to identify organizational needs, and to guide potential future training for staff and commissioners. A. Scott stated that this year SRPC is making an effort to incorporate these plans into all of our program areas. The Non-discrimination Plan addresses who we are making a concerted effort to reach out to—who in our region are the most vulnerable. This plan addresses Title IV and Environmental Justice compliance pursuant to state law, federal law, & federal executive orders.

The Public Participation Plan addresses how we are making a concerted effort to reach out to the most vulnerable in our region. This plan also touches on Title IV and Environmental Justice compliance, but is more focused on SRPC's engagement actions, techniques, and strategies pursuant to state and federal law.

6. Other Business

C. Lentz stated that the Governor reviewed the Ten-Year Plan and submitted his draft to the legislature as House Bill 2024, The Governor's version cuts a number of CMAQ projects which were proposed and approved by DOT. The UNH bus replacement and EV charging stations were cut from the governor's draft. The house could change everything again. The justification was to eliminate several expensive private projects in favor of other projects.

Discussion ensued on what is the big picture plan for NH for EV charging projects.

J. Mullen motioned to advocate for the re-inclusion of the UNH projects in the Ten-Year Plan and to request a better justification for their exclusion. M. Towne seconded the motion. M. Williams requested that we find out more about the addition of funds to the new transit facility and that any re-inclusion of CMAQ projects not be to the detriment of other projects. The amendment to the motion was accepted. With a unanimous vote in favor, the motion passed. L. St John abstained.

7. Citizens Forum

There were no citizens present.

8. Adjourn

J. Mullen motioned to adjourn seconded by B. Fisher. All in favor. The meeting adjourned at 10:50AM.



NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

**Regarding Amendments to the:
2023-2026 Transportation Improvement Program
with corresponding updates to the
2023-2045 Metropolitan Transportation Plan**

The Strafford Regional Planning Commission (SRPC), functioning as the federally mandated Metropolitan Planning Organization (MPO) for the Strafford Region, is holding a comment period and public hearing for the proposed Amendment #4 to the adopted *2023-2026 Transportation Improvement Program (TIP)*. The TIP is a prioritized list of federal and state funded regional transportation projects programmed for the next four years. The amendment is necessary to account for project changes and to maintain consistency with the *2023-2026 State Transportation Improvement Program (STIP)*. SRPC is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

Amendment #4 impacts projects listed in the *2023-2026 TIP* which is part of the *2023-2045 Metropolitan Transportation Plan (MTP)* for the region. Full amendments to the TIP require a 10-day public comment period, a public hearing, and approval by the Strafford MPO Policy Committee. A 10-day public comment period for this amendment will begin on **Monday, February 5, 2024**, and will end at the close of business on **Thursday, February 15, 2024**. A public hearing will be held by the SRPC Policy Committee meeting at **9:00 am on Friday, February 16, 2024**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, February 15, 2024**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, February 16, 2024**.

The public hearing can be attended in-person or electronically. Attend in-person at the address below, and electronically by dialing (646) 558-8656 and use conference ID: 858 0237 2877, or participate online at **Meeting ID: 852 7553 5673**
Online Access: <https://us02web.zoom.us/j/85802372877>

Copies of the proposed amendment will be available for review at the Dover, Rochester, and Somersworth public libraries and city halls, as well as the Strafford Regional Planning Commission office and website. Copies can be sent to interested parties upon request. Information about joining the meeting is at the Strafford Regional Planning Commission website (strafford.org). If anybody has a problem accessing the meeting, please call (603) 994-3500 x102 or e-mail clentz@strafford.org

Copies can be sent to interested parties upon request. Comments can be sent via mail, email, and fax to:

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As of July 20, 2013 all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard); the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area.

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	\$1,485,000
CON	2025	\$5,703,500		\$0	\$5,703,500
CON	2026	\$16,560,683		\$0	\$16,560,683

Proposed Funding

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

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	\$308,400
PE	2024	\$0	\$158,518	\$0	\$158,518
CON	2024	\$0	\$528,392	\$0	\$528,392
CON	2025	\$0	\$3,802,309	\$0	\$3,802,309
CON	2026	\$0	\$3,350,377	\$0	\$3,350,377

Proposed Funding

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

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	\$600,000
PE	2024	\$240,000		\$0	\$60,000	\$300,000
PE	2025	\$80,000		\$0	\$20,000	\$100,000
PE	2026	\$8,000		\$0	\$2,000	\$10,000
ROW	2023	\$40,000		\$0	\$10,000	\$50,000
ROW	2024	\$800		\$0	\$200	\$1,000
ROW	2025	\$800		\$0	\$200	\$1,000
ROW	2026	\$800		\$0	\$200	\$1,000
CON	2023	\$2,400,000		\$0	\$600,000	\$3,000,000
CON	2024	\$1,600,000		\$0	\$400,000	\$2,000,000
CON	2025	\$7,000,000		\$0	\$1,750,000	\$8,750,000
CON	2026	\$7,000,000		\$0	\$1,750,000	\$8,750,000

Proposed Funding

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

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
					\$130,662

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
					\$489,293

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
					\$751,825

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
Surplus/(Deficit)					\$ 46,563,168

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	\$ 4,997,334
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 9,968,631
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ 1,408,665
National Highway Performance	\$ 120,057,220	\$ -	\$ 90,484	\$ 120,147,704	\$ 67,886,978
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,218,022
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	\$ 2,294,723
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 4,846,621
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 488,978	\$ 7,187,824	\$ 2,161,101
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 13,626,372
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 646,928	\$ 5,641,994	\$ 4,526,280
STBG-State Flexible	\$ 52,660,015	\$ -	\$ -	\$ 52,660,015	\$ -
TAP-50K to 200K	\$ 693,771	\$ -	\$ 192,491	\$ 886,262	\$ 754,866
TAP-5K to 49,999	\$ 446,580	\$ -	\$ 83,579	\$ 530,160	\$ 327,763
TAP-Areas Over 200K	\$ 754,102	\$ -	\$ 193,154	\$ 947,257	\$ 757,469
TAP-Flex	\$ 2,275,175	\$ -	\$ 566,143	\$ 2,841,318	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,379,578.56	\$ -	\$ 345,468	\$ 1,725,046.75	\$ 1,354,777
State Planning and Research	\$ 6,557,345.40	\$ -	\$ 390,000	\$ 6,947,345.40	\$ 4,996,656
	\$ 263,427,795	\$ -	\$ 6,336,964	\$ 269,764,758	\$ 126,218,188
Surplus/Deficit					\$ 143,546,570

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	\$ 48,112,528
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
	\$ 269,446,350	\$ -	\$ 5,866,960	\$ 275,313,310	\$ 167,211,521
Surplus/Deficit					\$ 108,101,789

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	\$ (20,000,000)	\$ -	\$ 92,993,113	\$ -	\$ 50,000	\$ 93,043,113	\$ 80,248,138	\$ 12,794,975
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	\$ 6,046,176	\$ 3,235,720
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	\$ 20,000,000	\$ 4,703,005	\$ 75,595,177	\$ -	\$ 15,814,310	\$ 91,409,487	\$ 90,994,133	\$ 415,354
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	\$ 238,046,742	\$ 74,745,926

* 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

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)	\$ 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
TOTAL	\$ 85,574,752	\$ 25,000	\$ 2,992,446	\$ 85,132,198	\$ 85,132,198
2025					
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
TOTAL	\$ 116,849,411	\$ 25,000	\$ 4,049,168	\$ 120,923,579	\$ 120,923,579
2026					
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
TOTAL	\$ 65,446,527	\$ 25,000	\$ 8,566,517	\$ 74,038,044	\$ 74,038,044

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	\$ 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
TOTAL	\$ -	\$ -	\$ -	\$ 59,028,744	\$ 59,028,744
2024					
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
TOTAL	\$ 36,142,298	\$ -	\$ 15,905,928	\$ 52,048,227	\$ 52,048,227
2025					
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
TOTAL	\$ 36,865,807	\$ -	\$ 16,296,533	\$ 53,162,340	\$ 53,162,340
2026					
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
TOTAL	\$ 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
2023					
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
TOTAL	\$ 5,425,963	\$ 182,156,020	\$ 4,656,510	\$ 192,238,493	\$ 192,238,493
2024					
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
TOTAL	\$ 10,724,586	\$ 207,775,129	\$ 10,617,595	\$ 229,117,310	\$ 229,117,310
2025					
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
TOTAL	\$ 4,823,206	\$ 178,929,771	\$ 6,129,684	\$ 189,882,661	\$ 189,882,661
2026					
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
TOTAL	\$ 3,453,333	\$ 155,588,994	\$ 3,672,575	\$ 162,714,902	\$ 162,714,902

Strafford Regional Planning Commission Proposed 2024 Safety Performance Targets and Methodology

February 16, 2024

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation (NHDOT), State Office of Highway Safety (NHDOS), and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report five factors related to highway safety:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.



Data for the establishment of these measures come from three sources:

- Fatality Analysis Reporting System (FARS): FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- State Motor Vehicle Crash Database: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injuries in the state. This is based on the Federal Model Minimum Uniform Crash Criteria (MMUCC, 4th Edition).
- Highway Performance Monitoring System (HPMS): State Vehicle Miles Traveled (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. SRPC contributes roughly 9% of the statewide VMT.

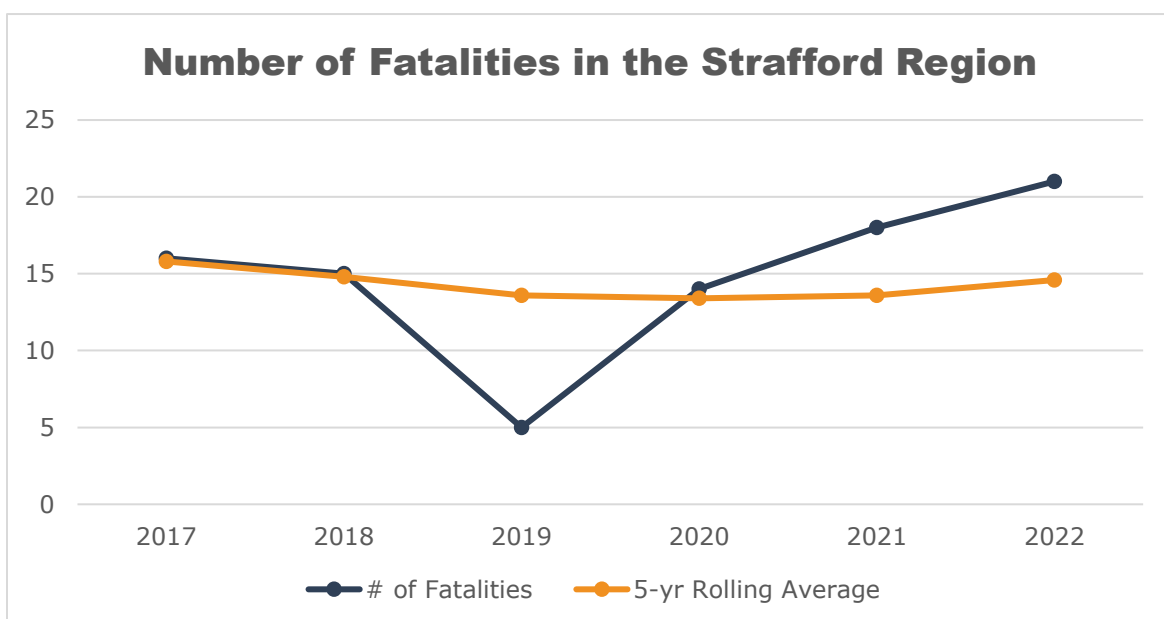
The process for collecting and analyzing crash data is lengthy and complex and it has an impact on the target setting timeline. Crashes are responded to and reported on by local police officers; most crash reports in NH are submitted on paper forms that must be entered into the state database. All crash reports are due to NHDOS by the end of each calendar year. As noted elsewhere in this report, if a person dies as a result of crash-related injuries within 30 days of the crash, an update crash report must be resubmitted. This lag in data access means that NHDOT does not have complete crash data to calculate their performance from the previous year until late spring/early summer. 2022 is the most recent complete year of crash data that has been reviewed and compiled. MPOs are also required to set targets for the same calendar year as NHDOT.

Current Safety Data

Number of Fatalities

Fatal crashes are reported to the federal Fatal Analysis Reporting System (FARS) database every year. This database is used to calculate the number of fatalities measure. This measure is the five-year rolling average and targets are based on a minimum five-year trend line. Five-year rolling averages are used to smooth the trend line. They allow for years with exceptionally high or low numbers of severe or fatal crashes without significantly skewing the overall trend line. Rolling averages can still be affected when unusual years are added or lost. 2019 saw a sharp decrease in the number of fatalities in the region. This will draw the rolling average down but could be reversed if fatalities spike in future years. The total number of fatalities in NH for 2022 has the potential to change. Anyone who dies within 30 days of a crash because of injuries sustained in that crash will be included in the final 2022 total.

Fatality Data				
	State		SRPC	
Year	Fatalities	5-year average	Fatalities	5-year average
2016	136	117.6	17	14.4
2017	102	116.4	16	15.8
2018	147	118.8	15	14.8
2019	101	120.0	5	13.6
2020	104	118.0	14	13.4
2021	118	114.4	18	13.6
2022	146	123.2	21	14.6



Number of Serious Injuries

The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that incapacitates any person involved. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance.

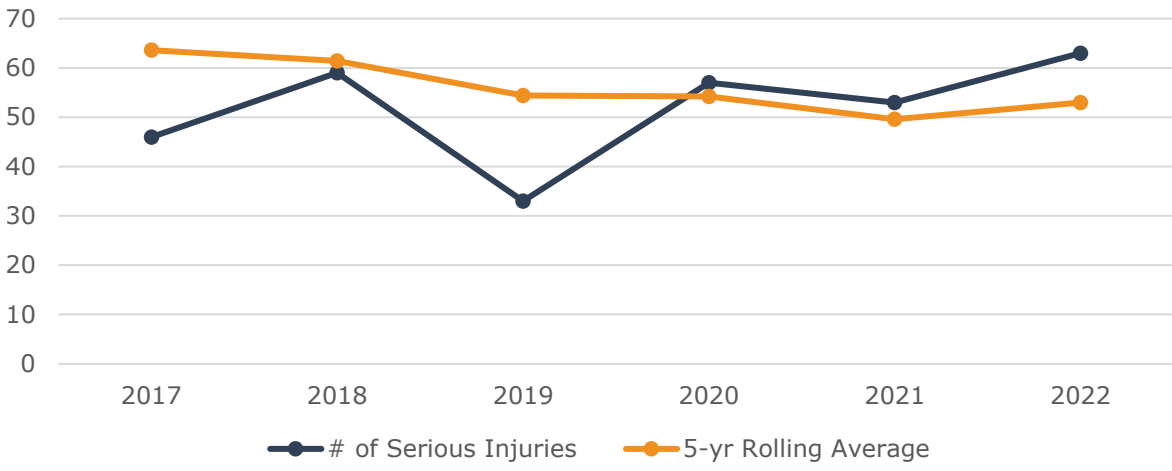
This data is collected on the scene of each crash by the responding police officers. These crash reports may be filled out on paper or electronically, and on varying versions of the form. The data is then sent to the state and manually entered into the database. Early versions of the data might be distributed, and updates did not necessarily make it to everyone with access to the data.

In 2017, the state launched a new database called VISION to house the crash data. VISION is a more consistent and comprehensive database that has improved the data management for the crash data. It is stricter in what is allowed to be reported as a serious injury, and allows for more seamless data distribution. As a result, there was a notable decrease in the serious injury totals in 2017 and 2018. It is assumed that this trend will continue.

Due to consistency and accuracy concerns with the data pre-2017, it was difficult to set realistic targets on the existing data that the MPOs have access to. The state set targets based on the current data at DOS, but the data provided to the MPOs prior to 2017 showed much higher injury numbers because of inconsistencies in reporting. With state database and reporting improvements, has been decreasing in recent years as the 2016 data is no longer included in the five-year rolling average.

Serious Injury Data				
	State		SRPC	
Year	Serious Injuries	5-year average	Serious Injuries	5-year average
2016	477	456.4	76	72.8
2017	410	465.4	46	63.6
2018	451	466.4	59	61.4
2019	485	480.5	33	54.4
2020	504	490.3	57	54.2
2021	482	493.0	53	49.6
2022	594	503.2	63	53

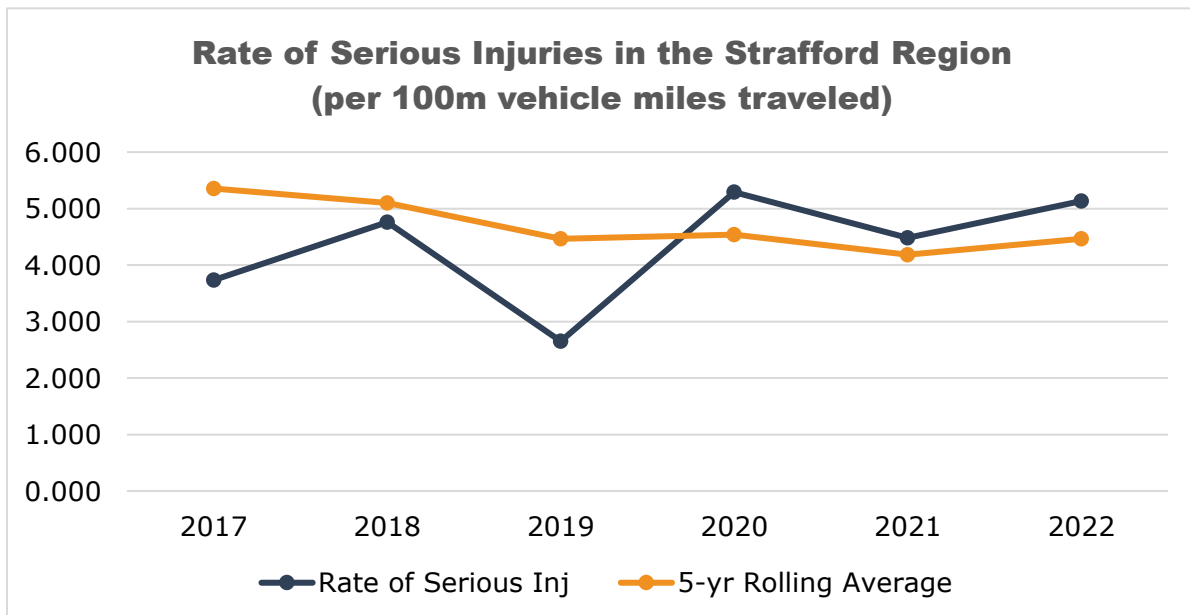
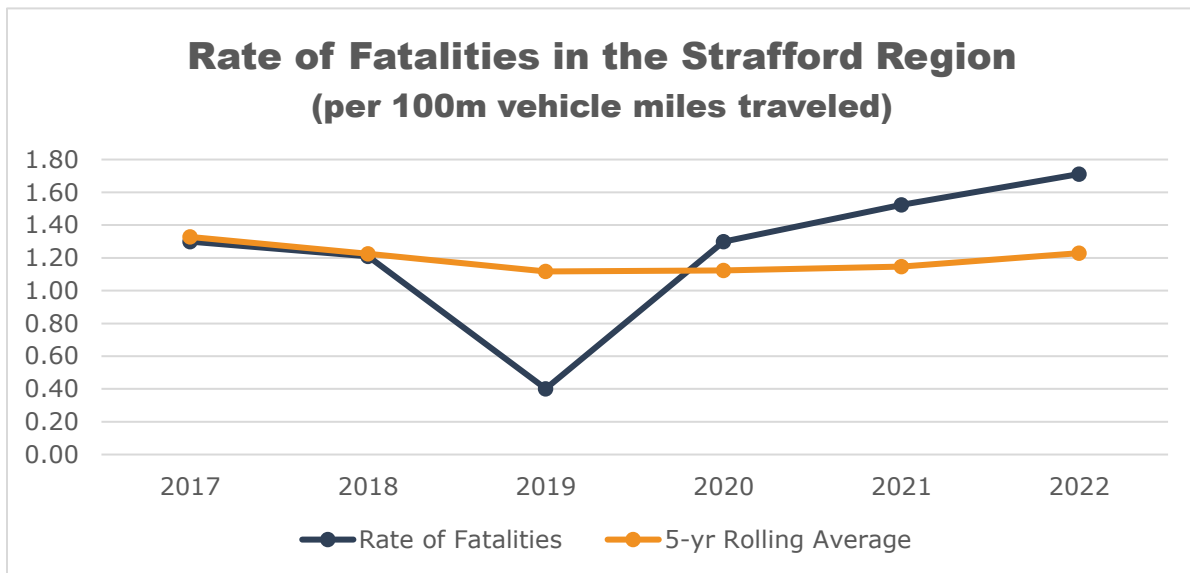
Number of Serious Injuries in the Strafford Region



Rate of Fatalities and Rate of serious injuries

The rate of fatalities and the rate of serious injury measures combine their respective crash data with the vehicle miles traveled (VMT) data from the Highway Performance Monitoring System (HPMS). NHDOT has calculated regional shares of VMT for the MPOs to use in these calculations.

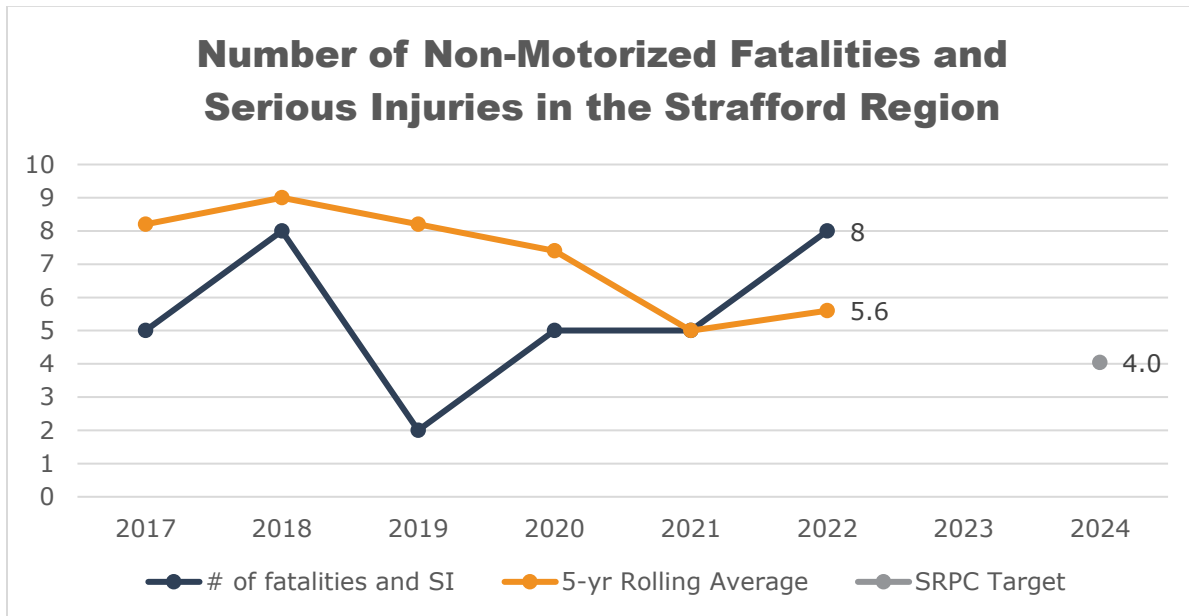
The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is because on average, the regional share of VMT is less than the regional share of fatalities and serious injuries.



Number of Non-Motorized Fatalities and Serious Injuries

The non-motorized fatalities and serious injuries measure is the sum of the individuals who were killed or seriously injured while outside of a motor vehicle. This measure includes pedestrians and bicyclists.

As with most crashes, the locations for non-motorized crashes are random and highly variable. SRPC has seen anywhere from 0-33% of the statewide non-motorized fatalities and anywhere from 6-37% of the serious injuries since 2007. In 2016, SRPC had 3 non-motorized fatalities (14% of the state total that year), and 14 serious injuries (30% of the state total). In 2019, SRPC had 0 non-motorized fatalities and 2 serious injuries (7% of the state total).



Target Development

States establish HSIP targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures. However, those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Five performance measures trends were established based on crash and volume data from 2007 to the present. Five year rolling averages were developed from these values and utilized to project trends used to set targets for 2024.

State Targets Summary

STATE Safety Performance Measures and Targets Summary								
		2018	2019	2020	2021	2022	2023	2024
Fatalities	Target	113.2	116.4	118.8	120	117.8	111.6	120.0
	5-yr Ave	118.8	120.0	118.0	114.4	123.2	---	---
Fatality Rate	Target	.866	.879	0.884	.884	.874	.857	.919
	5-yr Ave	.885	0.886	0.886	0.864	.883	---	---
Serious Injuries	Target	433.2	433.2	465.4	456.4	465.4	466.4	509.6
	5-yr Ave	449.6	456.4	465.4	466.4	503.2	---	---
Serious Injury Rate	Target	3.3	3.2	3.5	3.3	3.5	3.5	3.877
	5-yr Ave	3.2	3.3	3.5	3.5	3.8	---	---
Non-motorized fatalities + serious injuries	Target	51.6	53.4	42	45.9	38.0	37.0	39.4
	5-yr Ave	57	52.0	45.0	40.6	41.6	---	---

MPO Targets

In all past rounds of highway safety target setting, SRPC has opted to support the state targets instead of setting specific regional targets. Reasons for this included the highly variable nature of crash trends, inconsistency in available crash data, and that human behavior is the primary factor in crashes.

SRPC committee members expressed discomfort with simply supporting the state target and a desire for a stronger policy statement and commitment to safety improvement. In addition, SRPC will be developing a Regional Safety Action Plan, along with the other three MPOs in New Hampshire, through the Safe Streets and Roads for All (SS4A) program. That plan will require quantitative targets for reducing crashes that cause fatalities and serious injuries, and a commitment from municipalities on actions to achieve those targets.

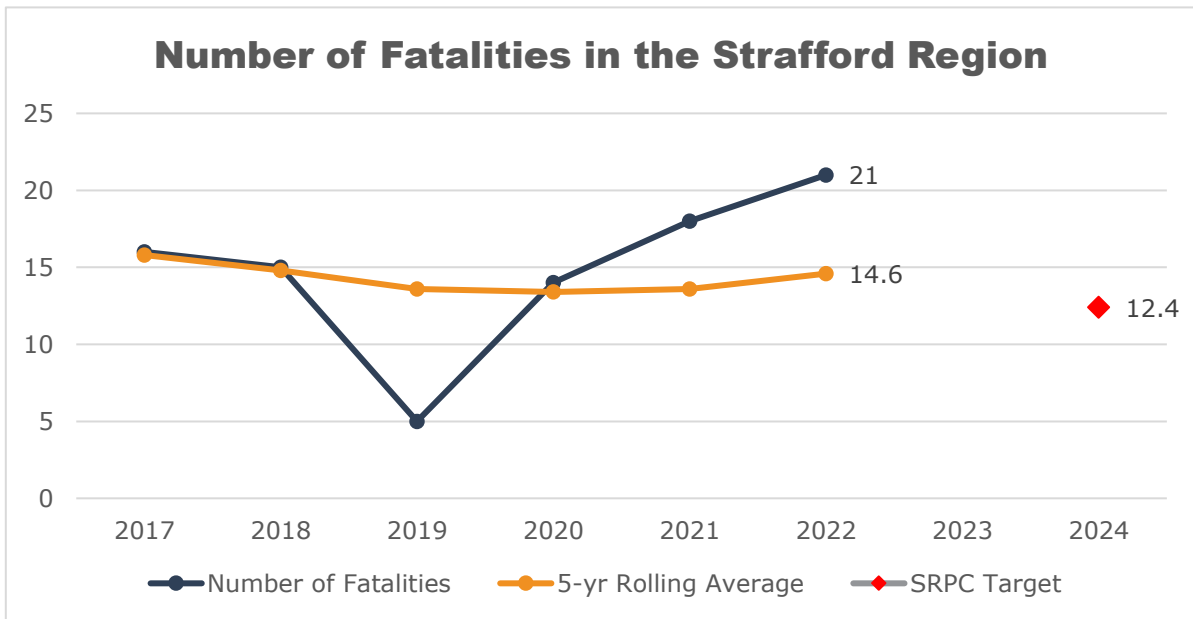
Recommended approach (approved by TAC):

- Set regional targets for the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries.
- Support the state targets for the rates of fatalities and serious injuries.

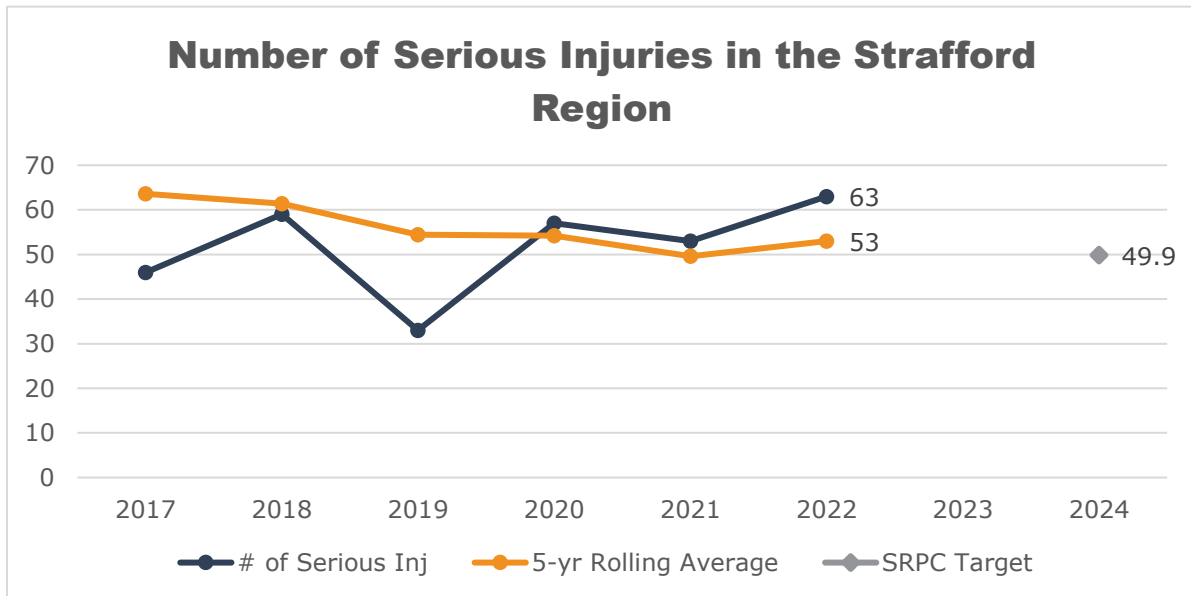
Set annual targets based on a long-term percent reduction at a horizon year. A long-term trend goal will be used to calculate the maximum number of fatalities or serious injuries allowed in each year to still achieve the long-term target goal.

Example targets for discussion purposes:

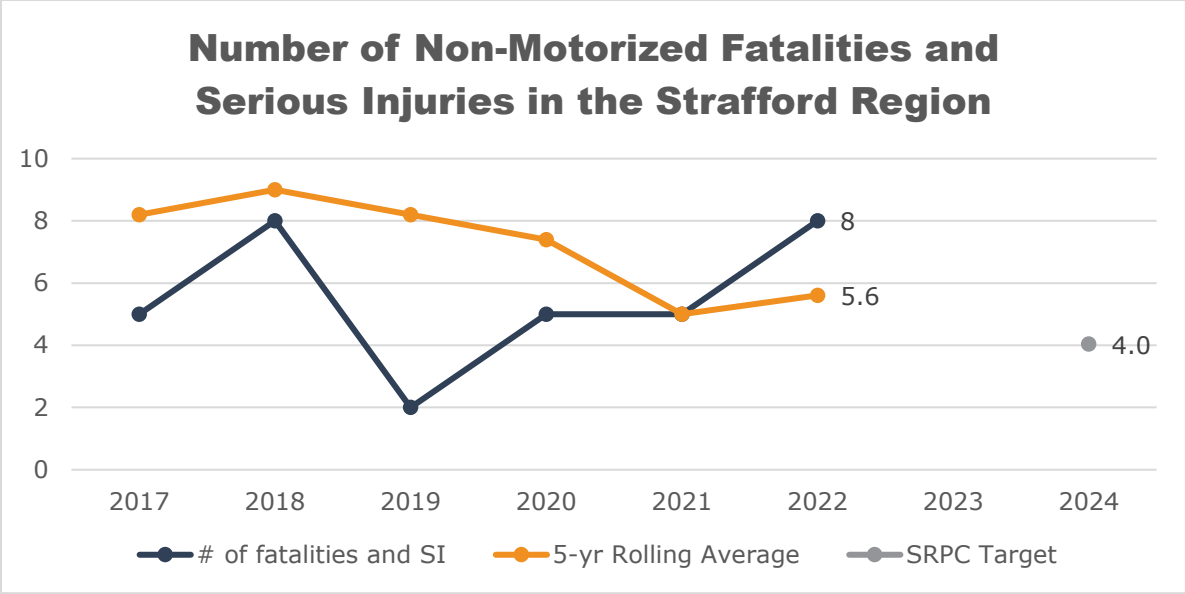
- 75% reduction in the number of fatalities from crashes by 2033
- 50% reduction in the number of serious injuries by 2033
- 100% reduction in the number non-motorized fatalities and serious injuries by 2033



12.4 is the maximum number of fatalities that can occur in the Strafford region and still make progress toward achieving a 75% reduction in fatalities by 2033



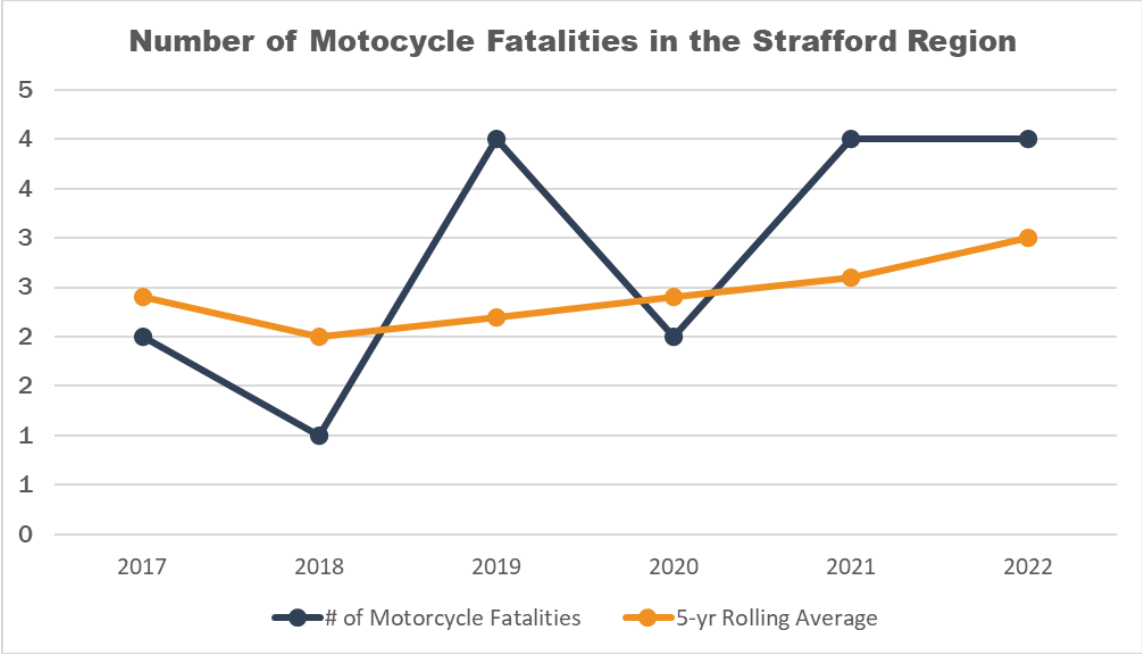
49.9 is the maximum number of serious injuries that can occur in the Strafford region and still make progress toward achieving a 50% reduction in serious injuries by 2033



4 is the maximum number of non-motorized fatalities and serious injuries that can occur in the Strafford region and still make progress toward achieving a 100% reduction in non-motorized fatalities and serious injuries by 2033.

Supplemental Measure: Motorcycle Fatalities

Motorcycles are popular in NH, so Strafford MPO tracks the number of motorcyclists killed on public roads. As unique users they deserve consideration. This is not required by federal law so motorcycle fatalities are supplemental data.



SRPC Safety Performance Measures and Targets Summary								
		2018	2019	2020	2021	2022	2023	2024
Fatalities	Target	11	15	14	13.2	13	13	12.4
	5-yr Ave	14.8	13.6	13.4	13.6	14.6	---	---
Fatality Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	1.225	1.117	1.110	1.15	1.23	---	---
Serious Injuries	Target	53	46	51	50.2	50.2	59	49.9
	5-yr Ave	61	54.4	54.2	49	53	---	---
Serious Injury Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	5.1	4.4	4.5	4.1	4.4	---	---
Non-motorized fatalities + serious injuries	Target	3	8	7.4	6.9	7.4	6	4
	5-yr Ave	9	8.2	7.4	5	5.6	---	---

Emerging Trends

There are several notable issues and trends that may affect future safety performance and warrant monitoring:

- New Hampshire remains the only state without an adult seatbelt law. Past legislative efforts to introduce a primary seatbelt law have all failed but could be expected to improve safety performance.
- Marijuana legalization: Recreational marijuana is not yet legal in New Hampshire but is legal in New Hampshire's three abutting states and the Province of Quebec. Legalization of marijuana in New Hampshire could be expected to worsen safety performance, as has been seen in other states.
- Opioid addiction: Impaired driving continues to be a principal contributor to fatal and serious injury crashes. The ongoing opioid crisis within New Hampshire and the Northeast will continue to pose a hazard to highway safety and can be expected to worsen safety performance.
- Downtown revitalization is an opportunity to reduce speeds that decrease safety for all, and improve infrastructure to protect non-motorized users. Collaboration with maintenance staff will be required to ensure winter maintenance is not impacted.

Summary

SRPC opted to set unique regional safety targets for the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries. These targets are based on a long-term, continuously decreasing number of fatalities and serious injuries. SRPC will support the state targets for the rate of fatalities and serious injuries. A more ambitious approach to reducing the number of people killed and seriously injured on public roads more closely reflects SRPC policies and goals.

Safety is a primary goal for the Strafford MPO and staff strive to achieve targets and goals through multiple strategies:

- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation Plan and Transportation Improvement Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes
- Collaborate with local and state law enforcement to improve safety data management and access for analysis

- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process
- Work with municipalities, NHDOT, and FHWA to develop comprehensive Local Road Safety Plans that lay out a strategic and proactive approach to improving safety
- Conduct more detailed analysis of road geometry to identify hazards before they result in a fatality or serious injury (e.g. intersections that have a "Y" shape rather than a "T" shape)

STRAFFORD

Regional Planning Commission

February 9, 2024

Representative Mark McConkey, Chair
House Public Works and Highways
Legislative Office Building, Room 201
33 North State Street
Concord, NH 03301

Re: Written testimony for HB2024 - Relative to the 10-year transportation improvement plan.

Dear Representative McConkey:

This letter communicates the priorities relevant to the development of the 2025-2034 Statewide Ten Year Transportation Improvement Plan as identified by municipal and agency representatives who make up the Strafford Regional Planning Commission.

The Strafford Regional Planning Commission (Strafford RPC) serves 18 New Hampshire municipalities as a Metropolitan Planning Organization (MPO) for regional transportation planning and project development:

Barrington	Madbury	Nottingham
Brookfield	Middleton	Rochester
Dover	Milton	Rollinsford
Durham	New Durham	Somersworth
Farmington	Newmarket	Strafford
Lee	Northwood	Wakefield

Agencies such as the Cooperative Alliance for Seacoast Transportation (COAST), University of New Hampshire (UNH), and the New Hampshire Departments of Transportation (NHDOT) and Environmental Services (NHDES) are also active members of the Strafford RPC.

Below is a broad range of transportation challenges, opportunities, and goals. While they are written from a transportation lens, many of the issues have a direct connection to economic development. The link between transportation systems and a healthy economy cannot be overstated; whether it is people getting to work or school, freight traveling to markets, or tourists visiting for the weekend.

STRAFFORD REGIONAL PLANNING COMMISSION

150 Wakefield Street, Suite 12, Rochester, NH 03867

Barrington | Brookfield | Dover | Durham | Farmington | Lee | Madbury | Middleton | Milton | New Durham
Newmarket | Northwood | Nottingham | Rochester | Rollinsford | Somersworth | Strafford | Wakefield



Individual Projects

The projects in the Strafford region in the current Ten Year Plan remain priorities for the Strafford RPC. One of these includes funding in FY2028 for a study at NH155 and Madbury Rd in Madbury (project #41596). This intersection is a significant safety hazard and a priority for the towns of Durham and Madbury. We would like the study to be advanced as rapidly as possible.

Strafford RPC submitted two new projects that were included in draft Ten Year Plan. These projects were developed in collaboration with municipalities and prioritized for the draft plan by municipal representatives on Strafford RPC Policy Committee:

- Somersworth: Complete streets improvements along Main Street from Indigo Hill Rd to John Parsons Drive (this is project 44260 in the draft Ten Year Plan).
- Lee: Intersection realignment & elimination of connector between George Bennet Rd and Lee Hook Rd (this is project 44261 in the draft Ten Year Plan).

The Governor's draft of the Ten Year Plan removed several CMAQ projects, one of which was in the Strafford region:

- Durham: University of New Hampshire – replace 4 transit buses. Transit buses being replaced are 2008, 35' EIDorado 'EZ-Rider' II Biodiesel. This was project 44364 in the NHDOT draft of the plan.

This project was developed by the University of New Hampshire in collaboration with the town of Durham. All CMAQ projects from the Strafford RPC region were reviewed and scored by municipal staff and appointed representatives on Strafford RPC's committees. We request that the University of New Hampshire fleet replacement project (44364) be reincluded in the draft Ten Year Plan, so long as there are no adverse impacts to other projects.

SRPC's municipal representatives also requested more transparency on why the selected CMAQ projects were removed from the draft Ten Year Plan.

Bridge 093/080 in Durham (Bennet Rd over the CSX railroad) has a timber deck that is not rated for heavy duty vehicles. This requires a long detour for local school buses and heavy duty trucks for emergency response, winter maintenance, and solid waste disposal. In addition to wasteful inefficiency, the detour requires a potentially life-threatening delay for emergency response. Project 41432 in the draft Ten Year Plan is a deck replacement for the Bennet Rd Bridge. The current Ten Year Plan has construction funds in 2026 but the draft moves construction to 2028. The Town of Durham wishes for construction funds to remain in 2026. Strafford RPC Commissioners haven't discussed this specific project but will do so before the Senate takes up HB2024.

Regional Transportation Priorities

Overall System Performance

Southeast New Hampshire has the richest mix of transportation modes in New Hampshire: highways, fixed-route and demand-response bus service, passenger rail, intercity bus, and a growing network of bicycle routes. These options allow residents to reach destinations for education, health care, employment, nutrition, recreation, and civic engagement. Municipalities are emphasizing safety for non-motorized transportation within downtowns and expanding bicycle and pedestrian routes to connected communities.

Strafford RPC's goals are to:

- Maintain and improve the reliability of the highway system.
- Reduce congestion and travel delay.
- Increase people's accessibility to alternative modes of transportation.

Infrastructure Conditions

Infrastructure conditions are a statewide issue. Costs to construct and maintain transportation infrastructure have ballooned following the Covid-19 pandemic. This will remain a growing challenge at the local and state level without an alternative funding approach.

Climate change is already affecting New Hampshire's transportation infrastructure. Major storms are occurring at higher frequencies and revealing vulnerabilities of roads and bridges. The seacoast has seen increased flooding, sea level rise and storm surge. New Hampshire has a duty to prepare for climate change and mitigate its impacts. Municipalities are taking it upon themselves to update and protect critical infrastructure. UNH and other entities who study climate change are a vital resource. Regional Planning Commissions have analysis tools and expertise that can help coordinate local and statewide planning efforts to improve resilience.

Strafford RPC's goals are to:

- Keep public roads in good condition.
- Restore or upgrade bridges and culverts in critical condition.
- Prioritize planning and projects focused on adapting to climate change and improving infrastructure resilience.
- Increase adoption of alternative transportation modes to reduce wear and tear on roads.

Safety

The loss of life, not to mention the economic and social costs, of unsafe highways cannot be ignored. Strafford RPC has joined many states and Metropolitan Planning Organizations in adopting a "vision zero" approach to safety improvement. This means that zero is only acceptable number of deaths and serious injuries from motor vehicle crashes. The Highway Safety Improvement Program provides much-needed direct access to funding for local safety improvements through a straight-forward, timely process; Strafford RPC has had great success helping municipalities access funding.

Strafford RPC's goals are to:

- Reduce the number of crashes on public roadways that result in fatalities and serious injuries.

- Reduce the number of crashes involving non-motorized users and build safer streets where bicycle and pedestrian activity is high.
- Reduce motorcycle crashes.
- Proactively identify high-crash locations.

Intra-regional Transportation

Even with the valuable investment of state funds in the forthcoming state budget, New Hampshire lags behind Maine and Vermont in state funding support for public transit. Operating costs for transit providers have increased significantly over the past decade and providers are struggling to keep up with demand. For example, COAST provides door-to-door service for people with qualifying disabilities. Demand for this service had increased nearly 900% since 2008; cost to COAST to provide that service has grown nearly 750% during the same period. COAST is currently ineligible for turnpike funds under New Hampshire law.

Strafford RPC's goals are to:

- Increase funding for public transit.
- Promote ridership on regional public transit.
- Increase frequency on existing public transit routes.
- Increase service coverage and coordination of demand-response transit service for seniors and people with disabilities.
- Coordinate new development with public transit access.
- Increase transit access for seniors and people with disabilities.

Inter-regional Transportation

Passenger and freight rail have significant potential to grow New Hampshire's economy by boosting market access for businesses and mobility for residents of the seacoast. This potential is even stronger with economic growth in the southeast and the sale of mainline rails from PanAm to CSX, but it continues to be a missed opportunity for New Hampshire due to lack of state investment.

Strafford RPC's goals are to:

- Improve linkages to existing intercity bus service for pedestrians, cyclists, and local transit.
- Support policy and develop projects that expand inter-city bus service to new destinations.
- Increase capacity of active railroads in the region to increase frequency of passenger and freight rail service.

Economic Linkages

SRPC found that COAST operations are responsible for at least \$25.8 million in economic benefits to southeast New Hampshire. We interviewed many business owners and human service agency staff who said their clients and employees rely on public transit for their livelihood. Restaurant and hotel owners said they would not be in business without public transit for their employees.

Strafford RPC's goals are to:

- Improve multimodal connections that increase mobility and accessibility of people and freight.
- Support the development of walkable community centers that promote local businesses and create a sense of place.

- Increase capacity of existing rail infrastructure for passenger and freight.
- Increase economic resilience to the impacts of climate change.

Housing & Jobs

Housing near concentrations of employment opportunities is increasingly unaffordable, which increases transportation costs for working families. Workforce mobility is also a challenge for employers.

Strafford RPC's goals are to:

- Increase public transit service in the region.
- Support coordination of affordable housing development with public transit and multimodal transportation improvements.
- Improve accessibility for non-motorized modes, especially in areas with low income and limited transportation options.
- Increase workforce mobility.
- Build resilience in areas where people are most vulnerable to climate change.

Population & Demographics

New Hampshire's rising population of people older than 65 is a national headline. In such a rural state, lack of transportation limits people's ability to age in place. Southeast NH has a good network of demand response transportation providers who give seniors and people with disabilities access to essential services. However, demand is still outpacing existing services and resources.

Strafford RPC's goals are to:

- Increase transportation independence for a growing number of seniors.
- Increase access to jobs and essential services for people with low income and limited vehicle access.
- Increase funding for public transit.

Conclusion

Thank you for considering the above issues related to the Ten Year Plan. They are important to the people who represent their municipalities and agencies on Strafford RPC's board of Commissioners and Technical Advisory Committee. These issues are part of an evolving conversation that ultimately hinges on revenue generation. Strafford RPC looks forward to being an active participant in this conversation with state decision-makers.

Sincerely,



Jennifer Czysz,
Executive Director
Strafford Regional Planning Commission

Preliminary transportation project descriptions

Candidates for professional engineering review

January 2024 - Strafford RPC

I will provide more comprehensive project forms in the near future, but below is preliminary information on the location and scope of projects prioritized by municipalities for engineering review.

Municipality	Road	Need	Extent & Scope
Barrington	Tolend Rd	Important connector for local traffic. Strava data indicate this route is regularly used by cyclists.	Assess road structures, design, and layout; make recommendations for vehicle and bicycle safety
Dover	NH16 Exit 8W (Spaulding Tpk)	Outdated clover-leaf design results in conflict between low-speed onramp traffic, high-speed through traffic, and traffic exiting turnpike. Silver St onramp (from the roundabout) makes exit 8W redundant. Will require analysis of roundabout capacity for increased traffic and truck turning radius that will be diverted from exit 8W.	Close Exit 8W. Potential capacity improvements to Silver St roundabout and NH16 onramp.
Farmington	Main St and Elm St	Walkability is a key part of town's revitalization efforts. Dense downtown requires local students inside bus zone to walk to school.	Expand or upgrade sidewalks along Main St from Canal St to NH153 intersection; link to Farmington Rec Trail
Lee	US4 @ Lee Market Place entrance	High volume route, important commercial hub, high volume of conflicting turning movements. Turning movement volumes will increase due to planned commercial development.	traffic safety improvements
Madbury	NH155/Madbury Road [Priority 1]	Intersection is at the top of a rise, and in the middle of a wide curve. Intersection is along a heavily traveled local commuter corridor, including UNH students, faculty, staff, and Wildcat Transit. Local traffic includes elementary school, town hall and library. Recreational route for cycling. Traffic calming, visibility improvements and bicycle/pedestrian considerations are all needed.	Traffic safety improvements
Madbury	Route 9 & French Cross/Old Stage Rd [Priority 2]	The heavily skewed intersection configuration is a safety hazard for transitioning from a high-speed road to a low-speed local road. Route for local traffic and residents	Remove additional pavement and entry to Old Stage Rd. Replace with right-turn deceleration lane for NH9 EB traffic onto Old Stage Rd.
Middleton	Wakefield Road/Kings Hwy & Route 153	Adjacent lumber yard and retail are a source of heavy truck traffic; local traffic node.	Safety and freight access improvements

Renaissance Firearms

Barrington
Tolend Rd Project

8 Tolend Road

125

Culvert needs replacing

4 min
2.2 miles

550 Tolend Road



Search Google Maps



292 Tolend Rd

Barrington, New Hampshire



Google Street View

May 2023

See more dates

Barrington
Tolend Rd Project

Typical section of Tolend Rd through Barrington and Dover. Some curves and hills. Paved shoulder is nonexistent throughout



Google

The Garrison Hotel & Suites Dover-Durham...



Dunkin'
A Dozen Gifts
In One Box

Dover
Exit 8W Project

Clifford St

Woodman Park
Elementary School

Woodman Park Dr

Rutland St

Silver St



Divert traffic
through Silver St
roundabout

Woodman
Park

Dover C
-Fish

Rutland St

h Rd

Chandler Way

Awaken Great
Bay Church



Close this exit

16

Google

Chandler Way

t Ave



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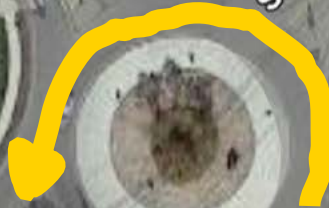
Sterling Wy

DN
KN

Dunkin'
A Dozen Gifts
In One Box

Dover
Exit 8W Project

Can trucks
make this turn?



Can the
roundabout
handle
additional traffic
volumes?

Silver St

Knox Marsh Rd

Silver St

9

Google

Knox



Farmington

Crowley's Variety & Grill

75

Chestnut Hill Rd

Farmington
Main & Elm Streets
Sidewalk rehab and
expansion project

Downtown
sidewalks in
good repair end
here

Overall assessment of
sidewalks: repair/upgrade
existing in downtown.
Feasibility and cost of
extending downtown
network and new sidewalks
along main st to NH11
crossing

Farmington

11

The Farmer's Kitchen

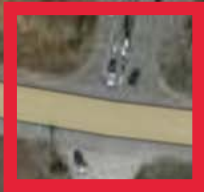
Connect to
Farmington Rec
Trail that leads to
Rochester
downtown

The UPS Store

Google

Lee
US4 commercial site
access project

Intersection has high turning
volumes; no signal. Only one
other entry to major
commercial destination



Traffic circle traffic is
continuous; no breaks for
vehicles entering US4 from
driveways

Commercial site is
expanding on this
side of US4



Madbury
NH155/Town Hall/
Madbury Rd safety
project

From Dover

Intersection
improvements



High
volumes of
left-hand
turns

To UNH
(Bus route)

All traffic for
elementary
school



Residential

Google

Madbury

Search Google Maps



Madbury
NH155/Town Hall/
Madbury Rd safety
project

WESTBOUND VIEW

Steep slope may
affect alternatives
and costs

← **NH-155** |

Madbury, New Hampshire

Google Street View

Jun 2023 [See more dates](#)

Vehicles entering
from local rd from
blind corner

Vehicles and buses
queue up here to
turn left

High volumes of
commuting traffic in
both directions



Google



Madbury
NH9/French Cross
Rd intersection
project

Morrison Cycle/Ski Doo

Skewed, confusing
intersection alignment

High speeds and
volumes on NH9

Littleworth Rd

AMG Autobody
& Restoration



Littleworth Rd

Madbury, New Hampshire

Google Street View

See more dates

EASTBOUND VIEW

Madbury
NH9/French Cross
Rd intersection
project

Vehicles going
across NH9
unclear how to
navigate

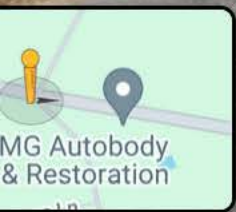
Need improved
alignment for
visibility

Convert this to
clearer deceleration
lane or eliminate?

Purpose of
island unclear

Conflicting
driveways

Straight, high-
speed travel on
NH9



Middleton

NH153 intersection
project

NH153 is the only
primary route for
local through traffic

DiPrizio GMC Trucks

Middleton
Building Supply

Good intersection
alignment, but high
volumes of large trucks

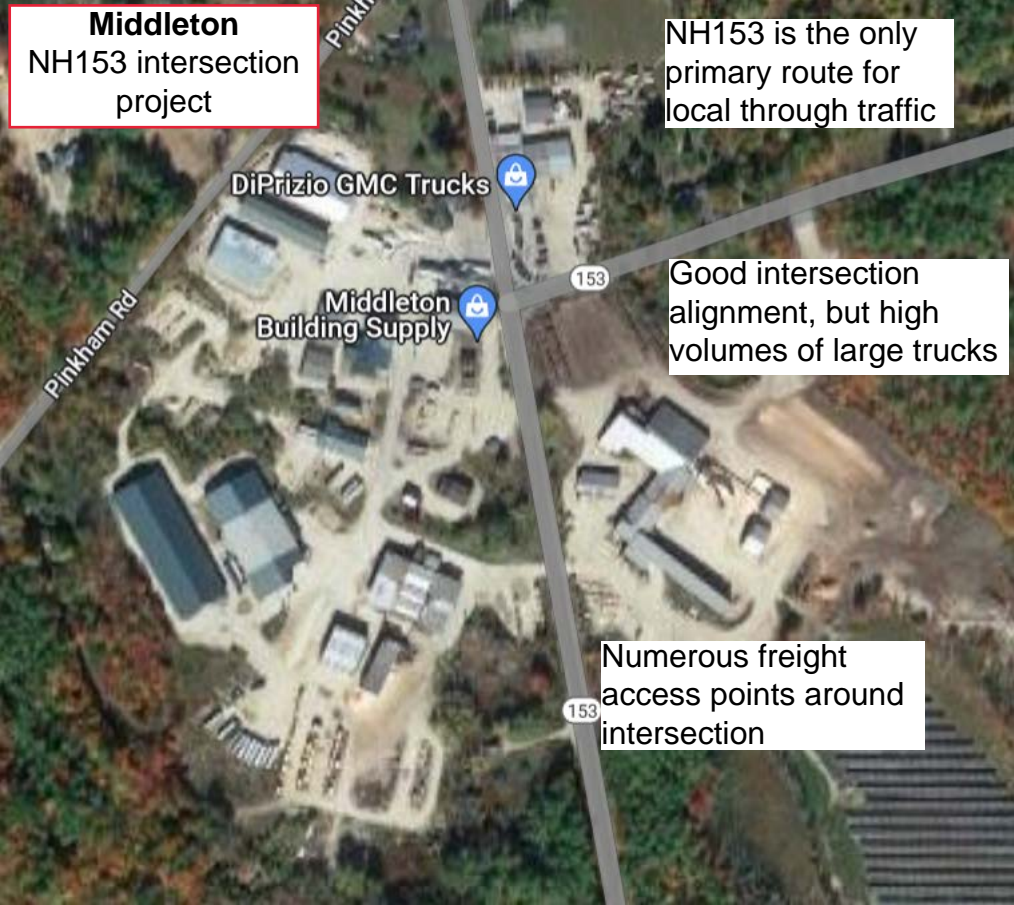
Numerous freight
access points around
intersection

Pinkham Rd

Pinkham Rd

153

153



Search Google Maps



Middleton
NH153 intersection
project



500 NH-153

Middleton, New Hampshire



Google Street View

May 2023

[See more dates](#)

Good alignment
and visibility at
intersection

Numerous, open
driveways for large
trucks

**LOG
RECEIVING
ENTRANCE**



Google

Vision



The Strafford Regional Planning Commission has always been charged with upholding the balance of rolling New England countryside and charming small-town environment with the prosperous and growing Seacoast region. Part of this job entails ensuring an inclusive and sustainable region of New Hampshire that is car-optional.



The Active Transportation Plan speaks to a future that has space for all in the transportation network, has safe and inviting downtowns, and protects and encourages all those who walk or roll. Active Transportation in southeastern New Hampshire can balance revitalization efforts, allow for transit-oriented development, and strengthen community. SRPC will enhance facilitation between communities and the State of New Hampshire, connect with community members directly, and support any and all public transportation efforts.

Goals

1. **Safety** – Achieve comfort for active transportation users via infrastructure, amenities, and facilities.
2. **Environmental Improvements & Public Health Connections** – Capitalize on the benefits active transportation can have on the natural environment and air quality. Promote the public health benefits of Active Transportation via education and outreach surrounding facilities and amenities.
3. **Connectivity** – Create a space for local, regional, statewide and bordering state connections to best plan for active transportation linkages and partnerships.
4. **Accessibility** – Remove barriers to active transportation so that all interested users can enjoy existing and future facilities.
5. **Economic Linkages** – Promote connections between active transportation facilities and both housing and local businesses and encourage these considerations in planning new facilities.
6. **Project Readiness** – Detail existing and potential projects and provide strategies and funding options for implementation.
7. **Data Collection & Analysis** – Improve and create programming to ensure that quality data exists as a basis for active transportation planning efforts and improvements.
8. **Educate & Advocate** – Facilitate opportunities for outreach and engagement surrounding active transportation and advocate for related projects and legislation.