

## Strafford Metropolitan Planning Organization Policy Committee Meeting

**Friday, February 21<sup>st</sup> 2020 9:00 – 10:00 AM**

Strafford Regional Planning Commission  
150 Wakefield Street, Suite 12, Conference Room 1A  
Rochester, NH

### AGENDA

1. **Introductions**
2. **Staff Communications**
3. **Public Hearing** – Amendment #3 to the 2019-2022 Transportation Improvement Program
4. **Action Item(s)**
  - 4.1 Minutes from January 17<sup>th</sup> 2020
  - 4.2 Amendment #3 to the 2019-2022 Transportation Improvement Program
  - 4.3 Regional Safety Performance Targets
5. **Project Updates**
  - 5.1 Legislative outreach
6. **Other Business**
7. **Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.
8. **Adjournment**

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow 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](mailto: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.

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.

## Strafford Metropolitan Planning Organization Policy Committee

### Meeting Minutes

Friday, January 17<sup>th</sup> 2020 9:00 – 11:00 AM

Strafford Regional Planning Commission  
150 Wakefield Street, Suite 12, Conference Room 1A  
Rochester, NH

The meeting was called to order at 9:05am

#### 1. Attendance:

##### Committee Members

Barbara Holstein (Rochester), Michael Bobinsky (Somersworth), Richard Michaud (Somersworth), David Landry (Dover), Elizabeth Strachan (NHDES), David Landry (Dover), Bill Fisher (Farmington), Peter Nelson (Newmarket), Steve Diamond (Barrington), Michael Williams (COAST), Mark Avery (Madbury), Wayne Burton (Durham), Tom Crosby (Madbury), Victoria Parmele (Northwood), Gary Anderson (Nottingham)

##### Staff

Jennifer Czysz, Colin Lentz, Rachel Dewey, Stephanie Casella

#### 2. Staff Communications

C. Lentz notified members that there were maps from the Pathways to Play project for several communities (maps of recreation sites) and they could pick them up after the meeting. He added that the 2020 NH Planning and Landuse Regulation Handbooks had been delivered to the office and could be picked up to be taken to local planning offices.

C. Lentz reminded the committee that SRPC had been part of the Joint Land Use Study (JLUS) between Kittery and the Portsmouth Naval Shipyard. The planning and assessment portion (lead by a consultant, Stantec) of the process was nearly complete and would result in a set of recommendations across a range of issues related to the future of the shipyard and the town.

S. Casella notified committee members that she and staff were planning for the 2020 data collection season. She recommended that municipalities submit requests for any supplemental traffic counts, sidewalk assessments, or local pavement condition assessments to her as soon as possible so they can coordinate all the data collection work.

R. Dewey noted that SRPC staff and Commissioners on the Executive Committee had recently received several deceptive “phishing” emails, so they had asked P. Nelson to give the committee tips on email and cyber-security. He provided several examples to watch out for with phishing emails to watch out for. He recommended that for any email, don’t automatically start clicking on attachments

or links; look through them carefully and pay attention to the sender's email address. SRPC staff provided examples of phishing emails the office had received and highlighted the features of the emails that alerted staff to their fraudulent nature. Some phishing emails can appear legitimate because the sender can look up specific information (such as the name of the executive director of the receiving organization) to make it seem like a legitimate email from that person. This can lead the receiver to click on links in the email that can lead to other websites, introduce viruses, or worse.

### 3. Action Item(s)

#### 3.1 Minutes from December 20<sup>th</sup> 2019

D. Landry made a motion to approve the minutes as written.

Seconded by T. Crosby

Vote: unanimous in favor

### 4. Discussion Items

#### 4.1 Regional Workshop on Transportation, Economic Development, and Housing – how will the workshop results inform our goal-setting for the Metro Plan?

C. Lentz explained that in January, SPRC had hosted a regional technical workshop on transportation, housing, and economic development to get input that would inform updates to the Metro Plan, the regional Housing Needs Assessment, and the Comprehensive Economic Development Strategy. He noted that the workshop started by asking people what their wildest dream for the region was – it could be 15-minute frequency on all COAST routes, free public housing for low-income families, you name it. He recapped the workshop process that involved working in small groups to refine participants' wildest dreams to develop potential goals, strategies, and actions to make them reality. He provided an initial summary of the results of the individual workshop groups and said it would help staff move forward with updates to the regionals plans – especially for setting goals with additional committee input.

C. Lentz provided a set of overarching themes from the workshop that could inform an updated vision for the Metro Plan. He said he thought the Metro Plan vision was incomplete and out of date. He asked committee members if they thought the overarching themes were comprehensive enough to develop a vision. He said he would be happy to draft a vision for the committee's review.

P. Nelson noted two things that appeared to be missing from the workshop: overall revenue generation to achieve the improvements discussed; and energy. He said energy intersects directly with housing, transportation, and economic development. C. Lentz added that climate change was also missing from the workshop as an explicit discussion item.

V. Parmele said it was critical to pay attention to the different realities between rural and urban communities in terms of planning assumptions, density, town centers, and housing types. C. Lentz agreed and said there was diverse representation from urban and rural communities at the workshop, so those differences were discussed and considered.

G. Anderson suggested that visioning was a challenge for smaller rural communities. It may be difficult for individual residents to envision what their town could or might look like 5, 10, 20 years in the future. G. Anderson said "accessory dwelling units" (ADUs) were a good example. Many people are interested in building small, additional living spaces that are separate from their main living space (some are envisioned as detached "tiny homes"). These can be for additional renters, aging parents, or other reasons. Municipalities are unsure what this will do to local housing density,

values, etc. W. Burton said many members of the NH Senate are also members of their local selectboards. He noted they see the value of and demand for ADUs, but are unsure how to address them and treat them under existing laws since they're an emerging issue.

D. Landry mentioned that the housing questions like ADUs are tied to NH's aging population.

C. Lentz said he would write a draft vision statement to incorporate the regional issues.

P. Nelson said it would be important to highlight success stories in planning documents as examples of best practices.

## 5. Project Updates

### 5.1 Legislative outreach

C. Lentz said he wanted to meet with the legislative outreach sub-committee following the Policy meeting to discuss immediate and future opportunities to engage in the current legislative cycle. He said there were two immediate opportunities regarding transportation legislation. First, he had been invited to present to the Electric Vehicle Charging Infrastructure Commission (enabled by SB517) regarding the perspective of regional planning commissions on EV charging. Specifically, the meeting would be focusing on Level 2 charging implementation following the completion of a current statewide RFP on "direct-current fast chargers".

The second opportunity was to potentially give testimony on two House bills that proposed new or alternative transportation revenue generation approaches. Both bills were efforts to resolve decreased revenues due to increased fuel-efficiency of vehicles. C. Lentz explained that as vehicles have become more fuel-efficient, gas tax revenues have declined sharply and are inadequate to fund highway and bridge maintenance and improvements. This trend is consistent at the state and federal level. HB 1649 proposes a "road usage fee" to be assessed at annual vehicle registrations. The fee would be based on each vehicle's fuel efficiency (miles-per-gallon, MPG), with any vehicle getting 10MPG or lower having an additional \$10.00 at registration, increasing up to a fully electric vehicle adding \$125.00 to the registration fee. A separate bill, HB1650, also proposed a road usage fee based on the weight of vehicles and the total miles they drove each year (vehicle-miles-traveled, or VMT). The bill proposed an increase to weight-based fees in current state law (heavier vehicles do more damage to pavement), combined with each vehicles' annual VMT.

J. Czysz said there were a couple of bills related to housing she would be attending on behalf of SRPC (separate from transportation).

W. Burton asked if the RPCs would be coordinating to develop cohesive messages during the legislative engagement efforts. J. Czysz said the RPCs usually coordinate through the NH Association of Regional Planning Commissions, which focuses on a handful of legislative issues each cycle. Those issues are usually ones that would have a direct impact on the RPCs. She added that there is still a seat open for a Strafford RPC commissioner to represent the region on the NH Association of regional Planning Commissions board. J. Czysz emphasized that RPCs have to be careful about balancing advocacy vs. lobbying in their legislative/political engagement.

W. Burton said it was good for RPCs to be engaged in the legislative process to voice regional concerns but cautioned that there are still legislators who might be against RPC's efforts or even wish they didn't exist outright.

V. Parmele asked if Strafford RPC would be pursuing the issue of solid waste. J. Czysz said they were and solid waste/recycling was going to be the central topic at the upcoming Commission

meeting. B. Holstein noted that the NH Municipal Association was hosting a webinar on solid waste in the coming week.

C. Lentz explained that NHDOT would be engaging municipalities and RPCs regarding the Local Public Agency (LPA) process that is required for any transportation projects that use federal funds and are managed by the municipality. He explained that many communities have expressed concern that the LPA process and requirements are extremely laborious, result in increased administrative costs, and delay projects. NHDOT also has expressed concern that the delays in the LPA process make it difficult to execute projects in a timely manner. NHDOT will be reaching out to municipalities to discuss challenges and opportunities to improve the LPA process in the next couple of weeks. J. Czysz said NHDOT would be holding a meeting at their Concord office at 1:00pm on January 27<sup>th</sup>. NHDOT will be reaching out to individuals who are LPA-certified to attend the meeting. She added that there is an online survey NHDOT is circulating to get broader input as well.

**6. Other Business**

No other business was brought before the committee

7. **Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.

**8. Adjournment**

M. Williams made a motion to adjourn  
Seconded by M. Bobinsky  
Vote: unanimous in favor

Meeting adjourned at 10:30am  
Minutes Approved by [Print Name] \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_



## NOTICE OF PUBLIC COMMENT PERIOD & PUBLIC HEARING

Regarding Amendments to the:

***2019-2022 Transportation Improvement Program (TIP)***  
*with corresponding updates to the*  
***2017-2040 Metropolitan Transportation Plan***

The Strafford Regional Planning Commission, 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 #3** to the adopted *2019-2022 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 *2019-2022 State Transportation Improvement Program (STIP)*. Strafford Regional Planning Commission is conducting this process in accordance with the Strafford MPO's public involvement procedures and federal and state regulations.

**Amendment #3** impacts projects listed in the *2019-2022 Transportation Improvement Program* which is part of the *2017-2040 Metropolitan Transportation Plan* for the region. The public comment period for this amendment begins on **Thursday, February 6<sup>th</sup>, 2020** and will end at the close of business on **Thursday, February 20<sup>th</sup>, 2020**. Full amendments to the Transportation Improvement Program require a 10-30 day public comment period, a public hearing, and approval by the Strafford MPO Policy Committee. The public is encouraged to submit comments before the end of the business day (5:00 pm) on **Thursday, February 20<sup>th</sup>, 2020**, or at a public hearing at **9:00 am on Friday, February 21<sup>st</sup>, 2020** which will be held at the Strafford Regional Planning Commission offices at the address below.

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.

Consistent with the SRPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and COAST transit systems.

Copies of the proposed amendment will be available for public 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. Comments can be sent via mail, email, and fax to:

Colin Lentz  
Strafford Regional Planning Commission  
150 Wakefield Street, Suite 12  
Rochester, NH 03867

Phone: (603) 994-3500  
Fax: (603) 994-3504  
email: [clentz@strafford.org](mailto:clentz@strafford.org)  
Website: [www.strafford.org](http://www.strafford.org)

A public hearing before the Strafford MPO Policy Committee meeting to address **TIP Amendment #3** will be on **Friday, February 21<sup>st</sup> 2020 at 9:00am** at Strafford Regional Planning Commission's conference room 1A, in Rochester.

**2019-2022 Strafford MPO**

**Transportation Improvement Program Amendment #3**

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# 2019-2022 SRPC Transportation Improvement Program Amendment

12/19/2019

Please refer to the 2019-2022 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2019-2022 TIP.

## COMMUTER/INTERCITY BUS REPLACEMENT 40284

Towns:                Statewide  
 Road:                 Various  
 Scope:                Replacement of existing state-owned coaches used for commuter and intercity bus.  
 Acronyms:

### Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2021	\$1,152,275		\$0	<b>\$1,152,275</b>

### Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
N/A	N/A	\$0		\$0	<b>\$0</b>

### Change Notes

NHDOT Description of Changes

### Funding Sources

**FTA**  
 FTA 5307 Capital and Operating Program

### SRPC Notes

Funding for intercity bus is being incorporated into a programmatic. It will not appear as an individual project in the STIP. CMAQ is the primary source of funding support for intercity bus replacement, matched with agency funds (e.g. C&J buslines).

# Durham 42873

Towns: Durham  
Road: UNH  
Scope: Purchase two CNG Buses and one Diesel (B20 biodiesel) bus.  
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

## Approved Funding

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2022	\$1,233,600		\$0	<b>\$1,542,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

Project was approved through the 2019 CMAQ round. Amendment 3 was developed to add new CMAQ projects to the STIP to start executing/developing projects early in 2020.

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### OTHER

Towns

# LEE 42876

Towns: Lee  
Road: NH125  
Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.  
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

## Approved Funding

### Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2021	\$137,500		\$0	<b>\$137,500</b>
ROW	2021	\$82,500		\$0	<b>\$82,500</b>
CON	2022	\$876,370		\$0	<b>\$876,370</b>

### Change Notes

#### NHDOT Description of Changes

This project was part of the official record of decision for the Newington-Dover Little Bay Bridge project.

#### SRPC Notes

Project was approved through the 2019 CMAQ round. Amendment 3 was developed to add new CMAQ projects to the STIP to start executing/developing projects early in 2020.

### Funding Sources

#### FHWA

Congestion Mitigation and Air Quality Program

#### NHDOT

Toll Credit

# MILTON, NH-LEBANON, ME 40658

Towns: Milton  
 Road: Townhouse Road over Northeast Pond  
 Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151  
 Acronyms: MOBRR: Municipally-Owned Bridge Replacement and Rehabilitation

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2020	\$60,000		\$0	\$90,000
ROW	2020	\$8,000		\$0	\$12,000
CON	2020	\$492,000		\$0	\$738,000
					<b>\$1,230,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2020	\$70,000		\$0	\$105,000
ROW	2022	\$4,523		\$0	\$6,271
					<b>\$10,794</b>

## Change Notes

NHDOT Description of Changes  
 NEPA: National Environmental Protection Act  
 SRPC Notes  
 PE funds in 2020 increased per latest interstate agreement. ROW funds decreased. Delays in the NEPA process required ROW and CON to be pushed back. ROW is scheduled for 2022; CON funds moved to the Ten Year Plan (beyond the final 2022 year of the STIP)

## Funding Sources

**FHWA**  
 STP-Non Urban Areas Under 5K  
 STP-State Flexible  
**OTHER**  
 Maine  
 Towns

# Program PAVE-T2-REHAB

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

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2020	\$125,000		\$0	\$0	<b>\$125,000</b>
PE	2021	\$125,000		\$0	\$0	<b>\$125,000</b>
PE	2022	\$125,000		\$0	\$0	<b>\$125,000</b>
ROW	2020	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2021	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2022	\$30,000		\$0	\$0	<b>\$30,000</b>
CON	2019	\$3,300,000		\$0	\$0	<b>\$3,300,000</b>
CON	2020	\$2,345,000		\$0	\$0	<b>\$2,345,000</b>
CON	2021	\$2,345,000		\$0	\$0	<b>\$2,345,000</b>
CON	2022	\$2,345,000		\$0	\$0	<b>\$2,345,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2020	\$125,000		\$0	\$0	<b>\$125,000</b>
PE	2021	\$125,000		\$0	\$0	<b>\$125,000</b>
PE	2022	\$125,000		\$0	\$0	<b>\$125,000</b>
ROW	2020	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2021	\$30,000		\$0	\$0	<b>\$30,000</b>
ROW	2022	\$30,000		\$0	\$0	<b>\$30,000</b>
CON	2019	\$3,300,000		\$0	\$0	<b>\$3,300,000</b>
CON	2020	\$2,345,000		\$0	\$0	<b>\$2,345,000</b>
CON	2021	\$2,345,000		\$0	\$0	<b>\$2,345,000</b>
CON	2022	\$2,345,000		\$0	\$0	<b>\$2,345,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-State Flexible

### NHDOT

Betterment

Toll Credit

# PROGRAM BRDG-HIB-M&P

Towns: Statewide  
 Road: Various  
 Scope: Maintenance and preservation efforts for High Investment Bridges  
 Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$558,000		\$0	\$0	<b>\$558,000</b>
PE	2020	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2021	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2022	\$100,000		\$0	\$0	<b>\$100,000</b>
ROW	2019	\$20,000		\$0	\$0	<b>\$20,000</b>
ROW	2020	\$20,000		\$0	\$0	<b>\$20,000</b>
ROW	2021	\$20,000		\$0	\$0	<b>\$20,000</b>
ROW	2022	\$20,000		\$0	\$0	<b>\$20,000</b>
CON	2020	\$2,800,000		\$0	\$0	<b>\$2,800,000</b>
CON	2021	\$2,800,000		\$0	\$0	<b>\$2,800,000</b>
CON	2022	\$2,800,000		\$0	\$0	<b>\$2,800,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$558,000		\$0	\$0	<b>\$558,000</b>
PE	2020	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2021	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2022	\$100,000		\$0	\$0	<b>\$100,000</b>
ROW	2019	\$20,000		\$0	\$0	<b>\$20,000</b>
ROW	2020	\$20,000		\$0	\$0	<b>\$20,000</b>
ROW	2021	\$20,000		\$0	\$0	<b>\$20,000</b>
ROW	2022	\$20,000		\$0	\$0	<b>\$20,000</b>
CON	2020	\$2,800,000		\$0	\$0	<b>\$2,800,000</b>
CON	2021	\$2,800,000		\$0	\$0	<b>\$2,800,000</b>
CON	2022	\$2,800,000		\$0	\$0	<b>\$2,800,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-5 to 200K

STP-State Flexible

### NHDOT

Toll Credit

# PROGRAM BRDG-T1/2-M&P

Towns: Statewide  
 Road: Tier 1-2 Bridges  
 Scope: Maintenance & preservation of tier 1 & 2 bridges.  
 Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$1,145,000		\$0	\$0	<b>\$1,145,000</b>
PE	2020	\$700,000		\$0	\$0	<b>\$700,000</b>
PE	2021	\$200,000		\$0	\$0	<b>\$200,000</b>
PE	2022	\$200,000		\$0	\$0	<b>\$200,000</b>
ROW	2019	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2020	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2021	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2022	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2019	\$10,000,000		\$0	\$0	<b>\$10,000,000</b>
CON	2020	\$8,000,000		\$0	\$0	<b>\$8,000,000</b>
CON	2021	\$7,600,000		\$0	\$0	<b>\$7,600,000</b>
CON	2022	\$7,600,000		\$0	\$0	<b>\$7,600,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$1,145,000		\$0	\$0	<b>\$1,145,000</b>
PE	2020	\$700,000		\$0	\$0	<b>\$700,000</b>
PE	2021	\$200,000		\$0	\$0	<b>\$200,000</b>
PE	2022	\$200,000		\$0	\$0	<b>\$200,000</b>
ROW	2019	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2020	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2021	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2022	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2019	\$10,000,000		\$0	\$0	<b>\$10,000,000</b>
CON	2020	\$7,600,000	\$400,000	\$0	\$0	<b>\$8,000,000</b>
CON	2021	\$7,220,000	\$380,000	\$0	\$0	<b>\$7,600,000</b>
CON	2022	\$7,220,000	\$380,000	\$0	\$0	<b>\$7,600,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-5 to 200K

STP-Non Urban Areas Under 5K

STP-State Flexible

### NHDOT

General Fund, Toll Credit

# PROGRAM CMAQ-FTA

Towns: Statewide  
Road: Various  
Scope: Funds transferred from CMAQ to FTA.  
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program  
FTA: Federal Transit Administration

## Approved Funding

## Proposed Funding

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

## Change Notes

NHDOT Description of Changes

Details on funding allocation to individual transit providers to be determined.

SRPC Notes

Through the 2019 Ten Year Plan process NHDOT recommended that 25% of CMAQ funds be flexed to support public transit statewide.

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### NHDOT

Toll Credit



# PROGRAM CRDR

Towns: Statewide

Road: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$530,000		\$0	\$0	<b>\$530,000</b>
PE	2020	\$580,000		\$0	\$0	<b>\$580,000</b>
PE	2021	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2022	\$100,000		\$0	\$0	<b>\$100,000</b>
ROW	2019	\$16,500		\$0	\$0	<b>\$16,500</b>
ROW	2020	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2021	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2022	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2019	\$1,870,000		\$0	\$0	<b>\$1,870,000</b>
CON	2020	\$1,390,000		\$0	\$0	<b>\$1,390,000</b>
CON	2021	\$1,740,000		\$0	\$0	<b>\$1,740,000</b>
CON	2022	\$1,870,000		\$0	\$0	<b>\$1,870,000</b>
OTHER	2020	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2021	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2022	\$5,000		\$0	\$0	<b>\$5,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$530,000		\$0	\$0	<b>\$530,000</b>
PE	2020	\$580,000		\$0	\$0	<b>\$580,000</b>
PE	2021	\$100,000		\$0	\$0	<b>\$100,000</b>
PE	2022	\$100,000		\$0	\$0	<b>\$100,000</b>
ROW	2019	\$16,500		\$0	\$0	<b>\$16,500</b>
ROW	2020	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2021	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2022	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2019	\$1,870,000		\$0	\$0	<b>\$1,870,000</b>
CON	2020	\$1,390,000		\$0	\$0	<b>\$1,390,000</b>
CON	2021	\$1,740,000		\$0	\$0	<b>\$1,740,000</b>
CON	2022	\$1,870,000		\$0	\$0	<b>\$1,870,000</b>
OTHER	2020	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2021	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2022	\$5,000		\$0	\$0	<b>\$5,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-Off System Bridge

STP-State Flexible

### NHDOT

Toll Credit

## PROGRAM FTA5310

Towns: Statewide

Road: Various

Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Acronyms:

### Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2019	\$1,974,826		\$0	\$493,706	<b>\$2,468,532</b>
OTHER	2020	\$1,082,039		\$0	\$270,510	<b>\$1,352,549</b>
OTHER	2021	\$1,119,680		\$0	\$279,920	<b>\$1,399,600</b>
OTHER	2022	\$1,158,073		\$0	\$289,518	<b>\$1,447,591</b>

### Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2019	\$1,974,826		\$0	\$493,706	<b>\$2,468,532</b>
OTHER	2020	\$2,011,734		\$0	\$502,934	<b>\$2,514,668</b>
OTHER	2021	\$2,049,139		\$0	\$512,285	<b>\$2,561,424</b>
OTHER	2022	\$2,087,292		\$0	\$521,823	<b>\$2,609,115</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

Showing updated funding based on updated formula funding allocation.

## Funding Sources

### FHWA

STP-State Flexible

### FTA

FTA 5310 Capital Program

### OTHER

Other

# PROGRAM FTA5339

Towns: Statewide

Road: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2019	\$4,370,848	\$546,356	\$546,356	<b>\$5,463,560</b>
OTHER	2020	\$4,350,207	\$543,776	\$543,776	<b>\$5,437,759</b>
OTHER	2021	\$4,437,211	\$554,651	\$554,651	<b>\$5,546,513</b>
OTHER	2022	\$4,525,955	\$565,744	\$565,744	<b>\$5,657,443</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2019	\$4,370,848	\$546,356	\$546,356	<b>\$5,463,560</b>
OTHER	2020	\$5,301,630	\$662,704	\$662,704	<b>\$6,627,038</b>
OTHER	2021	\$5,385,657	\$673,207	\$673,207	<b>\$6,732,071</b>
OTHER	2022	\$5,471,364	\$683,921	\$683,921	<b>\$6,839,206</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

Showing updated funding based on updated funding apportionment and carryover.

## Funding Sources

### FTA

FTA 5339 Bus and Bus Facilities

### NHDOT

State of New Hampshire

### OTHER

Other

# PROGRAM GRR

Towns: Statewide

Road: Various

Scope: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$101,200		\$0	\$0	<b>\$101,200</b>
PE	2020	\$198,800		\$0	\$0	<b>\$198,800</b>
PE	2021	\$150,000		\$0	\$0	<b>\$150,000</b>
PE	2022	\$150,000		\$0	\$0	<b>\$150,000</b>
ROW	2020	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2021	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2022	\$5,000		\$0	\$0	<b>\$5,000</b>
CON	2019	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>
CON	2020	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>
CON	2021	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>
CON	2022	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$101,200		\$0	\$0	<b>\$101,200</b>
PE	2020	\$198,800		\$0	\$0	<b>\$198,800</b>
PE	2021	\$150,000		\$0	\$0	<b>\$150,000</b>
PE	2022	\$150,000		\$0	\$0	<b>\$150,000</b>
ROW	2020	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2021	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2022	\$5,000		\$0	\$0	<b>\$5,000</b>
CON	2019	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>
CON	2020	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>
CON	2021	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>
CON	2022	\$1,880,000		\$0	\$0	<b>\$1,880,000</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-State Flexible

### NHDOT

Toll Credit

# PROGRAM PAVE-T1-RESURF

Towns: Statewide  
 Road: Tier 1 Highways  
 Scope: Resurface Tier 1 Highways  
 Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$525,000		\$0	\$0	<b>\$525,000</b>
PE	2020	\$375,000		\$0	\$0	<b>\$375,000</b>
PE	2021	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2022	\$300,000		\$0	\$0	<b>\$300,000</b>
CON	2019	\$17,000,000		\$0	\$0	<b>\$17,000,000</b>
CON	2020	\$12,250,000		\$0	\$0	<b>\$12,250,000</b>
CON	2021	\$12,000,000		\$0	\$0	<b>\$12,000,000</b>
CON	2022	\$10,000,000		\$0	\$0	<b>\$10,000,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2019	\$525,000		\$0	\$0	<b>\$525,000</b>
PE	2020	\$375,000		\$0	\$0	<b>\$375,000</b>
PE	2021	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2022	\$300,000		\$0	\$0	<b>\$300,000</b>
CON	2019	\$17,000,000		\$0	\$0	<b>\$17,000,000</b>
CON	2020	\$12,250,000		\$0	\$0	<b>\$12,250,000</b>
CON	2021	\$12,000,000		\$0	\$0	<b>\$12,000,000</b>
CON	2022	\$10,000,000		\$0	\$0	<b>\$10,000,000</b>

## Change Notes

NHDOT Description of Changes

### SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System  
 STP-State Flexible

### NHDOT

Toll Credit

# PROGRAM PVMRK

Towns: Statewide  
 Road: Various  
 Scope: Statewide Pavement Marking Annual Project  
 Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2019	\$5,000		\$0	\$5,000
PE	2020	\$5,000		\$0	\$5,000
PE	2021	\$5,000		\$0	\$5,000
PE	2022	\$5,000		\$0	\$5,000
CON	2019	\$3,095,000		\$0	\$3,095,000
CON	2020	\$3,095,000		\$0	\$3,095,000
CON	2021	\$3,095,000		\$0	\$3,095,000
CON	2022	\$3,095,000		\$0	\$3,095,000

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2019	\$5,000		\$0	\$5,000
PE	2020	\$5,000		\$0	\$5,000
PE	2021	\$5,000		\$0	\$5,000
PE	2022	\$5,000		\$0	\$5,000
CON	2019	\$3,095,000		\$0	\$3,095,000
CON	2020	\$3,095,000		\$0	\$3,095,000
CON	2021	\$3,095,000		\$0	\$3,095,000
CON	2022	\$3,095,000		\$0	\$3,095,000

## Change Notes

NHDOT Description of Changes

### SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-State Flexible

### NHDOT

Toll Credit

# PROGRAM TSMO

Towns: Statewide

Road: Transportation Systems Management and Operations

Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Acronyms:

## Approved Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2019	\$350,000		\$0	\$0	<b>\$350,000</b>
OTHER	2020	\$350,000		\$0	\$0	<b>\$350,000</b>
OTHER	2021	\$350,000		\$0	\$0	<b>\$350,000</b>
OTHER	2022	\$350,000		\$0	\$0	<b>\$350,000</b>

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2019	\$350,000		\$0	\$0	<b>\$350,000</b>
OTHER	2020	\$350,000		\$0	\$0	<b>\$350,000</b>
OTHER	2021	\$350,000		\$0	\$0	<b>\$350,000</b>
OTHER	2022	\$350,000		\$0	\$0	<b>\$350,000</b>

## Change Notes

NHDOT Description of Changes

SRPC Notes

NHDOT is adjusting the funding sources for the purposes of fiscal constraint per FHWA request. Funding amounts were not changed.

## Funding Sources

### FHWA

National Highway System

STP-State Flexible

### NHDOT

Toll Credit

# ROCHESTER 42880

Towns: Rochester  
Road: NH125  
Scope: Construct left turn lane on Columbus Avenue (NH125) at Summer Street.  
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

## Approved Funding

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2021	\$48,000		\$0	\$12,000	<b>\$60,000</b>
ROW	2022	\$65,792		\$0	\$16,448	<b>\$82,240</b>

## Change Notes

NHDOT Description of Changes

## SRPC Notes

Project was approved through the 2019 CMAQ round. Amendment 3 was developed to add new CMAQ projects to the STIP to start executing/developing projects early in 2020.

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### OTHER

Towns



# STATEWIDE 42878

Towns: Undetermined

Road: Various

Scope: Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

Acronyms:

## Approved Funding

## Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2022	\$67,848		\$0	<b>\$67,848</b>
CON	2022	\$497,552		\$0	<b>\$497,552</b>

## Change Notes

### NHDOT Description of Changes

NHDOT will identify 10 signalized intersections throughout the state where a flashing yellow arrow will reduce wait times and traffic congestion.

### SRPC Notes

Project was approved through the 2019 CMAQ round. Amendment 3 was developed to add new CMAQ projects to the STIP to start executing/developing projects early in 2020.

## Funding Sources

### FHWA

Congestion Mitigation and Air Quality Program

### NHDOT

Toll Credit

The following pages demonstrate the fiscal constraint of the entire four-year Statewide Transportation Improvement Program (STIP). Strafford MPO tracks the projects occurring in or relevant to the Strafford MPO region in coordination with NHDOT. NHDOT is required to demonstrate that there is not more funding programmed for projects in the STIP than is available during the four-year period.

### Amendment 3 Financial Constraint

FUNDING SOURCES	2019					2020				
	Federal Resources <sup>(1)</sup>	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources <sup>(1)</sup>	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available		Available	Available	Available	Available	
<b>FHWA (Federal-Aid)</b>										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 14,754,006	\$ -	\$ 1,009,074	\$ 15,763,080	\$ 5,390,789
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 14,782,093	\$ -	\$ 108,434	\$ 14,890,527	\$ 9,894,077
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 91,291,772
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 4,212,714	\$ -	\$ 312,500	\$ 4,525,214	\$ 1,250,000
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 206,949
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000.00	\$ 8,379,751	\$ 6,079,392	\$ 8,603,516	\$ -	\$ 120,388	\$ 8,723,904	\$ 6,095,562
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 10,792,501	\$ -	\$ 500,000	\$ 11,292,501	\$ 7,106,740
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 11,764,146	\$ -	\$ 19,234	\$ 11,783,380	\$ 9,964,335
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 822,800
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 62,543
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 23,040,877	\$ -	\$ 2,915,463	\$ 25,956,340	\$ 25,334,063
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,698,532	\$ -	\$ -	\$ 6,698,532	\$ 3,308,769
<b>GRAND TOTAL</b>	\$ 209,942,694	\$ -	\$ 4,140,664	\$ 214,083,359	\$ 183,402,740	\$ 216,923,749	\$ -	\$ 5,812,286	\$ 222,736,035	\$ 161,794,898
<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 13,221,522	\$ -	\$ -	\$ 13,221,522	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment Total Resource <sup>(1)</sup> - FAST ACT Apportionment	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -
<b>ADJUSTED TOTAL</b>	\$ 181,510,481	\$ -	\$ 4,140,664	\$ 185,651,146	\$ 183,402,740	\$ 197,745,015	\$ -	\$ 5,812,286	\$ 203,557,300	\$ 161,794,898
<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ 4,490,558	\$ -	\$ 4,490,558	\$ 4,490,558
STP-Old App Codes (Q,H & L)	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 9,783,143	\$ -	\$ -	\$ 9,783,143	\$ -
FAST Lane Grant	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,220,580	\$ 244,116	\$ 61,029	\$ 1,525,725	\$ 1,525,725	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 1,116,383.27	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 277,321	\$ -	\$ 40,000	\$ 317,321	\$ 30,879
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	\$ 8,769,811	\$ 14,186,794	\$ 265,342	\$ 23,221,948	\$ 22,578,700	\$ 10,060,464	\$ 4,490,558	\$ 40,000	\$ 14,591,022	\$ 4,521,437
<b>All FHWA FUNDS TOTAL</b>	\$ 190,280,293	\$ 14,186,794	\$ 4,406,006	\$ 208,873,093	\$ 205,981,440	\$ 207,805,479	\$ 4,490,558	\$ 5,852,286	\$ 218,148,323	\$ 166,316,335
<b>Federal Transit Administration <sup>(2)</sup></b>										
FTAS307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,592,109	\$ -	\$ 2,976,947	\$ 9,569,055	\$ 9,569,055
FTAS307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 4,928,319	\$ -	\$ -	\$ 4,928,319	\$ 4,928,319
FTAS310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 3,124,942	\$ -	\$ 538,999	\$ 3,663,941	\$ 3,663,941
FTAS311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,380,931	\$ -	\$ 4,380,931	\$ 8,761,862	\$ 8,761,862
FTAS339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 5,575,478	\$ -	\$ 1,347,611	\$ 6,923,089	\$ 6,923,089
FTA Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ 2,083,551	\$ -	\$ 2,087,132	\$ -	\$ -	\$ 2,087,132	\$ -
<b>GRAND TOTAL</b>	\$ 23,483,015	\$ 171,977	\$ 6,353,250	\$ 30,008,242	\$ 21,678,725	\$ 26,688,910	\$ -	\$ 9,244,488	\$ 35,933,398	\$ 33,846,266
<b>FHWA/FTA FUNDS TOTAL</b>	\$ 213,763,308	\$ 14,358,771	\$ 10,759,256	\$ 238,881,335	\$ 227,660,165	\$ 234,494,389	\$ 4,490,558	\$ 15,096,773	\$ 254,081,721	\$ 200,162,601
<b>INNOVATIVE FINANCING</b>										
GARVEE Bond Future Funds (Est)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,256,400	\$ -	\$ 21,256,400	\$ 21,256,400
TIGER Grants	\$ -	\$ 4,400,000	\$ -	\$ 4,400,000	\$ 4,400,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Fund Sources</b>										
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 34,646,517	\$ -	\$ 34,646,517	\$ 34,646,517
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,000	\$ -	\$ 12,010,000	\$ 12,010,000
<b>GRAND TOTAL</b>	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 67,912,917	\$ -	\$ 67,912,917	\$ 67,912,917
<b>ALL FUNDING SOURCES TOTAL</b>	\$ 213,763,308	\$ 51,191,113	\$ 10,759,256	\$ 275,713,677	\$ 264,492,507	\$ 234,494,389	\$ 72,403,475	\$ 15,096,773	\$ 321,994,638	\$ 268,075,518

(1) Federal Resources for FY 2019 based on Apportioned Funds from 5/13/2019 Status of Funds.

FY 20 Based on 12/24/2019 Status of Funds.

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation Plan.

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$35,364,512

FAST ACT Apportionment	FY2019 \$174,578,182	FY2020 \$182,012,876
		Actual Amount

(3) FTA Current Year Available funds and prior grant funds.

### Amendment 3 Financial Constraint

FUNDING SOURCES	2021					2022				
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	(1) Available	Available	Available	Available	Inflated	(2) Available	Available	Available	Available	Inflated
<b>FHWA (Federal-Aid)</b>										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 14,754,006	\$ -	\$ 1,721,237	\$ 16,475,243	\$ 8,108,204	\$ 14,754,006	\$ -	\$ -	\$ 14,754,006	\$ 7,238,330
Highway Safety Improvement Program (HSIP)	\$ 14,782,093	\$ -	\$ -	\$ 14,782,093	\$ 8,146,109	\$ 14,782,093	\$ -	\$ -	\$ 14,782,093	\$ 8,918,173
National Highway System & Freight	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 102,281,455	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 62,604,532
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -
Recreational Trails	\$ 4,212,714	\$ -	\$ 312,500	\$ 4,525,214	\$ 1,250,000	\$ 4,212,714	\$ -	\$ -	\$ 4,212,714	\$ 1,250,000
Redistribution	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -
RL - Rail Highway	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500
Safe Routes to School	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 25,000	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ -
STP-5 to 200K	\$ 8,603,516	\$ -	\$ 157,269	\$ 8,760,785	\$ 4,584,097	\$ 8,603,516	\$ -	\$ -	\$ 8,603,516	\$ 8,603,516
STP-Areas Less Than 200K	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -
STP-Areas Over 200K	\$ 10,792,501	\$ -	\$ 300,000	\$ 11,092,501	\$ 9,046,201	\$ 10,792,501	\$ -	\$ -	\$ 10,792,501	\$ 4,256,217
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -
STP-Non Urban Areas Under 5K	\$ 11,764,146	\$ -	\$ 299,139	\$ 12,063,284	\$ 3,943,193	\$ 11,764,146	\$ -	\$ -	\$ 11,764,146	\$ 11,335,395
STP-Off System Bridge	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 807,918	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ -
STP-Rail	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ -	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 272,000
STP-State Flexible	\$ 23,040,877	\$ -	\$ 1,479,660	\$ 24,520,537	\$ 23,499,013	\$ 23,040,877	\$ -	\$ -	\$ 23,040,877	\$ 20,410,628
TAP - Transportation Alternatives	\$ 6,698,532	\$ -	\$ 893,019	\$ 7,591,551	\$ 3,572,075	\$ 6,698,532	\$ -	\$ -	\$ 6,698,532	\$ 3,997,518
<b>GRAND TOTAL</b>	\$ 216,923,749	\$ -	\$ 5,162,823	\$ 222,086,572	\$ 166,329,766	\$ 216,923,749	\$ -	\$ -	\$ 216,923,749	\$ 129,952,808
<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment Total Resource <sup>(2)</sup> - FAST ACT Apportionment	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -
<b>ADJUSTED TOTAL</b>	\$ 188,945,175	\$ -	\$ 5,162,823	\$ 194,107,998	\$ 166,329,766	\$ 188,945,175	\$ -	\$ -	\$ 188,945,175	\$ 129,952,808
<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FAST Lane Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ALL FHWA FUNDS TOTAL</b>	\$ 188,945,175	\$ -	\$ 5,162,823	\$ 194,107,998	\$ 166,329,766	\$ 188,945,175	\$ -	\$ -	\$ 188,945,175	\$ 129,952,808
<b>Federal Transit Administration <sup>(3)</sup></b>										
FTAS307	\$ 6,356,198	\$ -	\$ 2,959,382	\$ 9,315,580	\$ 9,315,580	\$ 6,481,823	\$ -	\$ 3,017,797	\$ 9,499,620	\$ 9,499,620
FTAS307_NHDOT	\$ 3,751,252	\$ -	\$ -	\$ 3,751,252	\$ 3,751,252	\$ 3,825,643	\$ -	\$ -	\$ 3,825,643	\$ 3,825,643
FTAS310 (includes future STP-Flex transfers)	\$ 2,000,721	\$ -	\$ -	\$ 2,000,721	\$ 2,000,721	\$ 1,493,853	\$ -	\$ 559,345	\$ 2,053,198	\$ 2,053,198
FTAS311	\$ 4,468,550	\$ -	\$ 4,468,550	\$ 8,937,099	\$ 8,937,099	\$ 4,557,920	\$ -	\$ 4,557,920	\$ 9,115,841	\$ 9,115,841
FTAS339	\$ 5,606,348	\$ -	\$ 1,364,308	\$ 6,970,656	\$ 6,970,656	\$ 5,696,471	\$ -	\$ 1,386,093	\$ 7,082,564	\$ 7,082,564
Prior Year Carry Over	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,087,132	\$ -
<b>GRAND TOTAL</b>	\$ 22,183,068	\$ -	\$ 8,792,240	\$ 30,975,308	\$ 30,975,308	\$ 22,055,709	\$ -	\$ 9,521,156	\$ 33,663,997	\$ 31,576,865
<b>FHWA/FTA FUNDS TOTAL</b>	\$ 211,128,243	\$ -	\$ 13,955,063	\$ 225,083,306	\$ 197,305,073	\$ 211,000,884	\$ -	\$ 9,521,156	\$ 222,609,172	\$ 161,529,673
<b>INNOVATIVE FINANCING</b>										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,435,300	\$ -	\$ 14,435,300	\$ 14,435,300	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Fund Sources</b>										
Turnpike Capital	\$ -	\$ 50,298,153	\$ -	\$ 50,298,153	\$ 50,298,153	\$ -	\$ 30,980,260	\$ -	\$ 30,980,260	\$ 30,980,260
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 10,300,000	\$ -	\$ 10,300,000	\$ 10,300,000	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
<b>GRAND TOTAL</b>	\$ -	\$ 75,033,453	\$ -	\$ 75,033,453	\$ 75,033,453	\$ -	\$ 31,694,417	\$ -	\$ 31,694,417	\$ 31,694,417
<b>ALL FUNDING SOURCES TOTAL</b>	\$ 211,128,243	\$ 75,033,453	\$ 13,955,063	\$ 300,116,759	\$ 272,338,526	\$ 211,000,884	\$ 31,694,417	\$ 9,521,156	\$ 254,303,589	\$ 193,224,090

(1) Federal Resources for FY 2019 based on Apportioned Funds from 5/13/2019 Status of Funds.

FY 20 Based on 12/24/2019 Status of Funds.

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation Plan.

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = - \$35,364,512

FAST ACT	FY2019	FY2020
Apportionment	\$174,578,182	\$182,012,876
		Actual Amount

(3) FTA Current Year Available funds and prior grant funds.

## Strafford MPO

# Proposed 2019 Safety Performance Targets and Methodology

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January 28, 2020

### 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, State Office of Highway Safety, 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 is provided 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 (currently those classified as "A" on the KABCO scale).
- Highway Performance Monitoring System (HPMS): State Vehicle Miles of Travel (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. This regional share was calculated by the NHDOT for all of the regions in 2017.

### 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 present. Five year rolling averages were developed from these values and utilized to compute projected values for 2019.

### State Targets

The tables on the following pages show the data supporting the targets for the five required measures as well as a graph showing the state targets for 2019. Detailed graphs of statewide data used to develop five-year rolling averages in each target category are displayed on the following pages.

		5-Year rolling averages							2019	2020
		2012	2013	2014	2015	2016	2017	2018	Target	Target
Fatality Total	State	115	115	112	109	118	117	119	116.4	118.8
	SRPC	10.8	11.2	11.4	12.4	14.4	15.8	14.8	15	14
Fatality Rate	State	.887	.884	.861	.839	.900	.881	.885	0.879	0.885
	SRPC	.926	.963	.980	1.065	1.223	1.328	1.225	1.244	
Serious Injury Total	State	786	785	734	711	699	610	455	433.2	448.0
	SRPC	86.4	87.6	84.2	74.8	72.8	63.2	61	46	51
Serious Injury Rate	State	6.09	6.08	5.658	5.426	5.186	4.458	3.303	3.207	3.269
	SRPC	7.420	7.535	7.245	6.443	6.194	5.323	5.069	5.323	
Non-motorized fatal + serious injuries	State	55	56	58	63	64	62	57	53.4	51.6
	SRPC	7.2	6.4	6	7.4	9	8.2	9	8	8

### MPO Targets

For 2020, Strafford MPO staff are recommending that the MPO support the State of New Hampshire HSIP Targets in all five mandated areas. This does not mean that the statewide number and rate of fatalities and injuries is acceptable. It is simply an acknowledgement that crash locations are largely random and driven by driver behavior, and therefore the MPO will not contribute more than usual to the statewide totals. In supporting the state targets, the MPO agrees to:

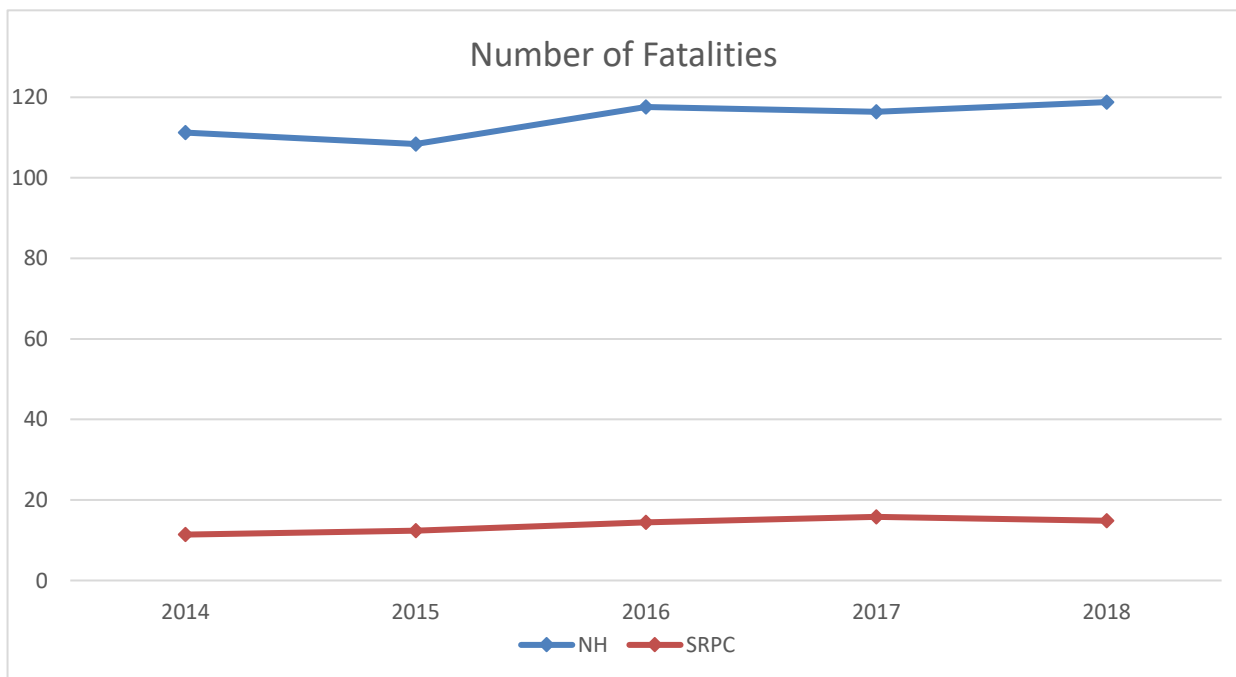
- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region.
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation 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.
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process.

## 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. An issue with these rolling averages is that sometimes a good year is replaced with a bad year. In 2011, there were 90 fatalities. This number stayed in the rolling average until 2016 and was replaced by a bad year with 136 fatalities. This caused an otherwise declining trend to spike back up. This is expected to happen again when 2014's 95 fatalities drops out of the rolling average. There were 101 fatalities in 2019, so the five-year rolling average will increase to 120 next year.

It is for these reasons that SRPC is supporting the state target for this measure.

YEAR	STATE		SRPC	
	Fatalities	5-year average	Fatalities	5-year average
2007	129	-	9	-
2008	138	-	18	-
2009	110	-	10	-
2010	128	-	10	-
2011	90	119	7	10.8
2012	108	114.8	9	10.8
2013	135	114.2	20	11.2
2014	95	111.2	11	11.4
2015	114	108.4	15	12.4
2016	136	117.6	17	14.4
2017	102	116.4	16	15.8
2018	147	118.8	15	14.8



## Number of Serious Injuries

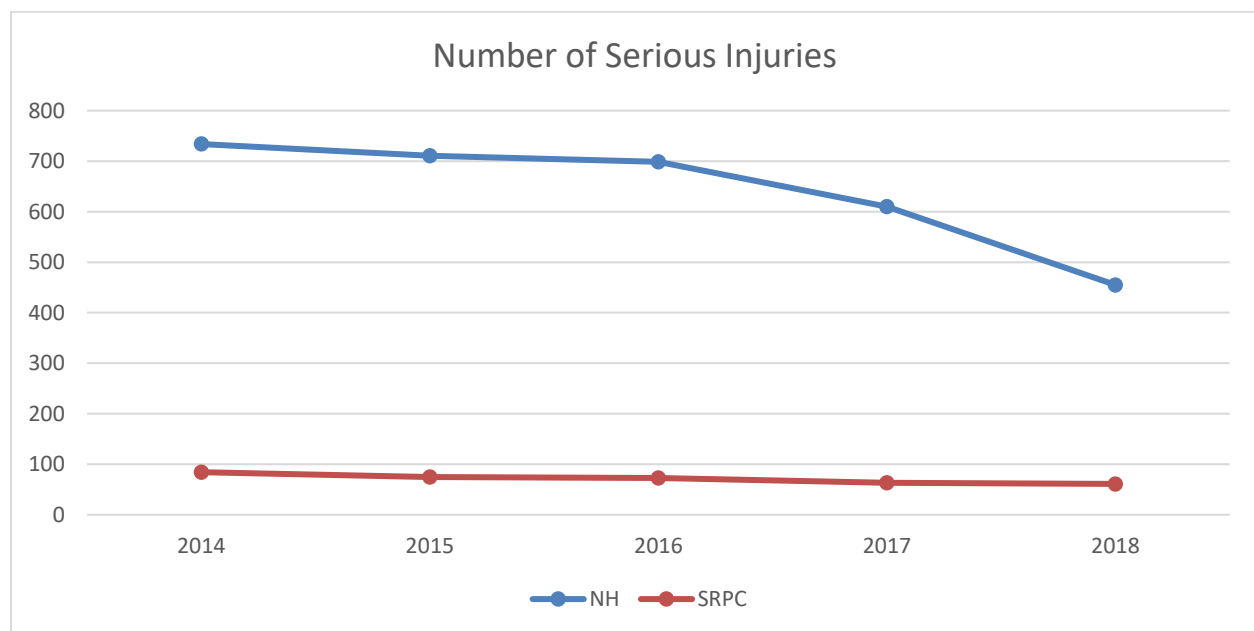
The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that is incapacitating. These include severe lacerations, broken or distorted limbs, skull fractures, 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. Prior to 2017, the NHDOT was given a copy of the database, which was eventually shared with the MPOs. Somewhere along the line, the NHDOT version of the database and the NHDOS version of the database stopped matching. The NHDOT version showed more serious injuries and as a result, the data has been inconsistent, especially prior to 2017.

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 rather than getting a NHDOT version of the data, the MPOs are able to get an export directly from NHDOS for calculating targets. As a result, there is 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 is difficult to set real targets on the existing data. The data prior to 2017 show much higher injury numbers and therefore, the trend should decrease dramatically over the next 2-3 years until the 2016 data is no longer in the five-year rolling average, and the trend line should level off.

SRPC will support the state target.





## Rate of fatalities and Rate of serious injuries

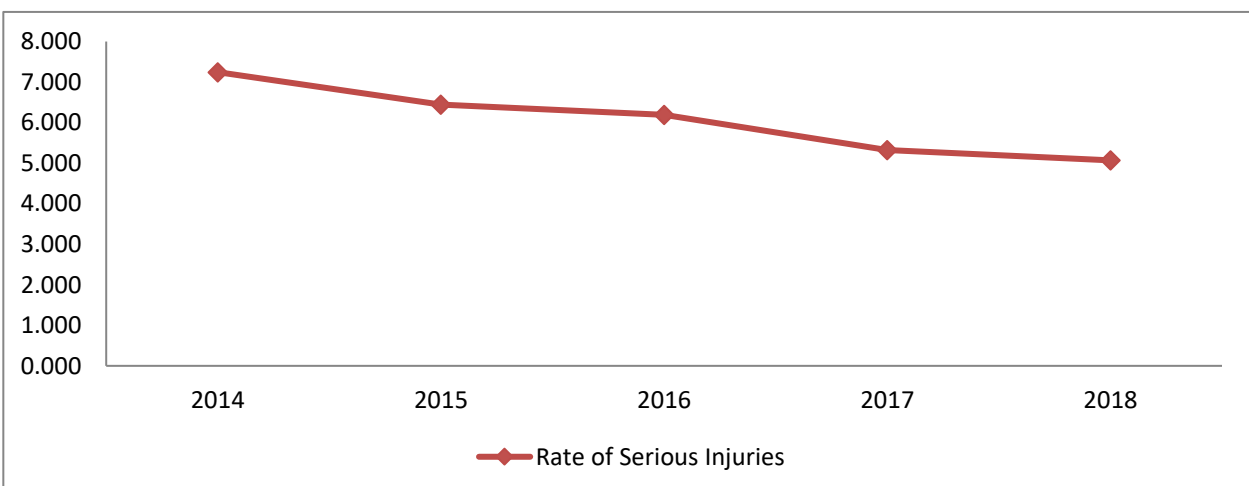
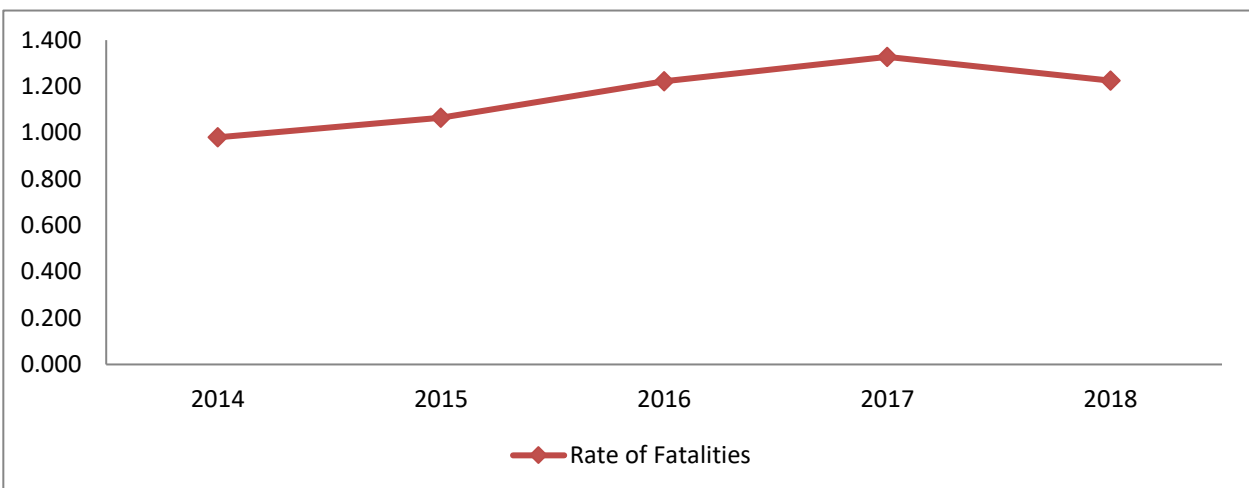
The rate of fatalities and the rate of serious injury measures combine their respective crash data with the vehicle miles traveled (VMT) data from the Highway Performance Monitoring System (HPMS). The NHDOT has calculated regional shares of VMT for the MPOs to use in these calculations.

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 likely because on average, the regional share of VMT is less than the regional share of fatalities and serious injuries.

SRPC Average Annual Shares		
Fatalities	Serious Injuries	VMT
11%	11%	9%

$$\frac{11\% \text{ of state total people}}{9\% \text{ of state VMT}}$$

SRPC will support the state targets for both measures.



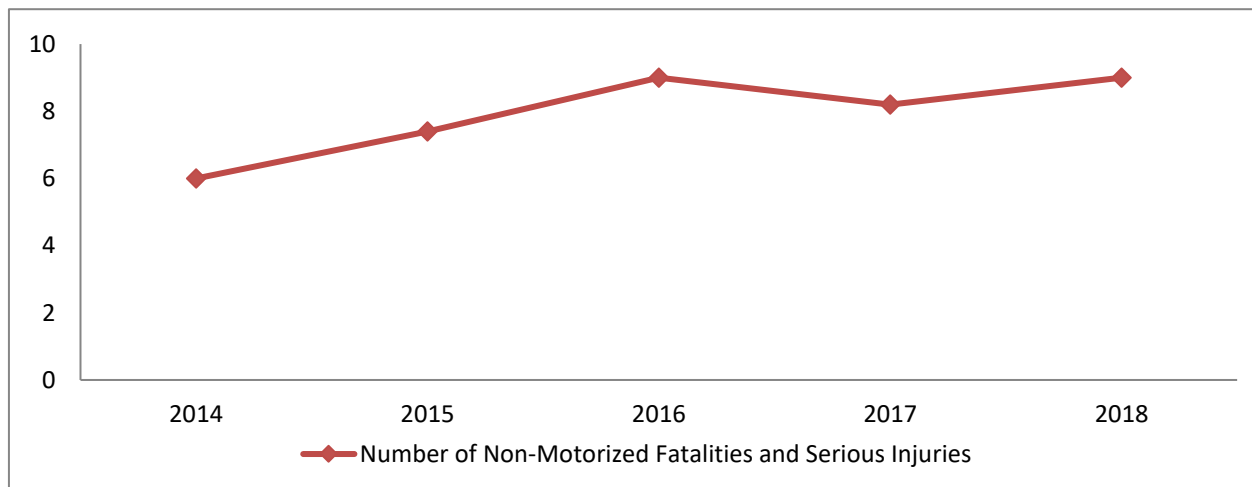
## Number of Non-Motorized Fatalities and Serious Injuries

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. 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 (21% of the state total that year), and 6 serious injuries (12% of the state total). In 2018, SRPC had 0 non-motorized fatalities and 8 (of the 34 statewide) serious injuries.

Due to the wild fluctuation in these numbers, SRPC will support the state on this measure.

Year	Fatalities		Serious Injuries		Fatalities + Serious Injuries	
	State	SRPC	State	SRPC	State	SRPC
2011	11.4	2.4	39.8	4.6	51.2	7
2012	10.2	1.8	40	5.4	50.2	7.2
2013	11.8	1.2	40.2	5.2	52	6.4
2014	13	1.2	40.4	4.8	53.4	6
2015	14	1.8	44.4	5.6	58.4	7.4
2016	16.2	2	43.4	7	59.6	9
2017	17.2	2.2	41.6	6	58.8	8.2
2018	16	2	40.4	7	56.4	9



## Emerging Trends

Notable emerging trends are on the horizon that have not yet been considered in the proposed 2020 targets contained herein, but may affect future safety performance and warrant monitoring. These include the following:

- Adult seatbelt legislation: New Hampshire remains the only state without an adult seatbelt law. Efforts are underway to once again attempt passage of an adult seatbelt law in the 2020 NH legislative session. Passage of such a law 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 efforts continue in New Hampshire annually. 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.

## Summary

SRPC will support the state for all five safety performance measures for 2019. In supporting the state targets, SRPC will work to achieve the following benchmarks for the Strafford MPO area:

- keep fatalities at or below 11% of the state total (approximately 14 fatalities);
- keep serious injuries at or below 11% of the state's total (approximately 51 serious injuries);
- and non-motorized fatalities and serious injuries should stay at or below 14% of the state's total (approximately 8 fatalities or serious injuries).

As the MPOs and NHDOT adapt to a performance-based approach, measures and targets will be more fully integrated into processes and programs. 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