

**Strafford Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 Friday April 5, 2024 from 9:00am - 10:30am
 Location: Conference Rm 1A, SRPC Office (Remote access via Zoom)**

In accordance with RSA 91:A, the Commission requires a minimum of an in-person quorum. To organize this, the Commission staff will confirm the necessary in-person attendance. It is the preference of the Commission that others participate via Zoom, however, guests may attend the meeting at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously. View the remote access information below.

MEETING LINK:

<https://us02web.zoom.us/j/83483049101?pwd=RW9oK2xQRzJDbkdoYTVzVzZGNDNhZz09>

MEETING ID: 834 8304 9101

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 Task/Notes
1. Introductions	5 mins	
2. Community Updates	5 mins	Round table discussion
3. Action Items a. Minutes from February 2, 2024 b. Amendment 5 to the 23-26 Transportation Improvement Program	10 mins	See meeting memo.
4. Discussion Items a. Review potential strategies for traffic safety improvements	20 mins	See meeting memo and packet
5. Other Business	10 mins	
6. Citizen's Forum		
7. Adjourn		

Reasonable accommodation for people with disabilities is 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 Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of and open to 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 on Agenda Items
Technical Advisory Committee
April 5th 2024

Amendment 5 to the Transportation Improvement Program

This amendment to the TIP contains no local projects; there is only a statewide program for bridge maintenance and preservation. The program contains no individual projects in the region. Strafford RPC still must review and approve the proposed amendment to maintain continuity with the Statewide Transportation Improvement Program.

Regional Transportation Safety Improvement Strategies

Strafford MPO members requested staff to develop a set of strategies that could contribute to achieving safety performance targets. The meeting packet contains a draft list of strategies aimed at region and statewide safety challenges. SRPC staff would benefit from perspective from municipal staff on technical and logistical considerations for implementing these and other strategies.

STRAFFORD

Metropolitan Planning Organization

**Strafford MPO
Technical Advisory Committee
Meeting Minutes
February 2, 2024
Suite 12, 150 Wakefield Street**

1) Introductions

Chair Michelle Mears called the meeting to order at 9:00 a.m.

Members present:

John Mullen, Middleton; Lucy St. John, NHDOT; Wayne Lehman, Lee; Vanessa Price, Barrington; Michael Williams, COAST; Michelle Mears, Somersworth;

Staff present: Colin Lentz, Mark Davie, Rachel Dewey

Members attending on Zoom: Bruce Woodruff, Milton; Steve Pesci, UNH; Katrin Kasper, Lee; Vanessa Partington; Lindsay Butler, Newmarket; Leigh Levine, Chris Jacobs, Milton; Donna Benton, Dover; Kenneth Dickie, Farmington

Guest attending on Zoom: Shannon Aiton

2) Staff attending on Zoom: Megan Taylor-Fetter

3) Community Updates

There were no community updates.

4) Action Items

a) Minutes from January 5, 2024

With a motion from Michael Willimas and a second by Wayne Lehman to approve the minutes of August 4, 2023, the motion passed with all in favor. L. St John and Chris Jacobs abstained.

b) Set Regional Traffic Safety Targets-how to make them more effective in planning?

C. Lentz stated 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 additional methods for setting regional targets that reflect policy and goals in the Metro Plan, and compel more aggressive progress on safety improvements.

Target setting approaches:

- Continue supporting the state targets and identifying a regional “share” of crashes
- Adopt a policy of setting declining targets (in cases where NHDOT sets flat targets)
- Set targets based on an overall percent reduction by a horizon year?
 - Use interval years for annual target setting and evaluation

Example targets for discussion purposes:

- 75% reduction in the number of fatalities from crashes by 2032
- 50% reduction in the number of serious injuries by 2032
- 100% reduction in the number non-motorized fatalities and serious injuries

Discussion ensued. The group talked about ways to decrease the rate of fatalities; fewer cars on roads, increase multimodal options, decrease speeds, origins closer.

Rachel Dewey joined the conversation and provided data information from the Regional Data Snapshot Map Viewer.

Discussion resumed. The group discussed inconsistencies in official reporting and the need for a standardized reporting system. How effective are tools, strategies, markers? What can be actually done towards the goals and what are the impacts? Scientific and mathematical data and education and enforcement.

Members can play a role in legislation. In New Hampshire we don't have a primary seatbelt law or helmet laws for motorcyclists, speed and human behavior is number one killer. Increase penalties for DUI's?

Michael Williams motioned to approve the performance targets as proposed:

- 75% reduction in the number of fatalities from crashes by 2032
- 50% reduction in the number of serious injuries by 2032

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

Lindsay Butler seconded the motion. All members voted in favor; the motion passed unanimously.

c) Amendment 4 to the 23-26 Transportation Improvement Program

C. Lentz reviewed the amendments made to the 2023-2026 Transportation Improvement Program in Amendment 4.

The group engaged discussed changes to municipal bridges program and how this effects local match.

C. Lentz stated that at their January meeting, the Commissioners directed him to attend the public legislative hearing for the draft Ten Year Plan and request that the UNH fleet replacement project be added back into the Ten Year Plan. C. Letz will be attending a hearing by the House Public Works & Highways Committee on February 14th to do just that. Commissioners and TAC members will have an opportunity to revise/add to the content his testimony between when the House votes on the Ten Year Plan, and when the Senate takes it up.

TAC members supported the Policy Committee's decision on C. Lentz's testimony.

S. Pesci motioned to accept Amendment 4 to the transportation Program seconded by M. Williams. All members voted in favor; the motion passed unanimously.

d) Discussion Items

e) Review candidate long-range projects for engineering analysis

C. Lentz updated the group and stated he had the first meeting with engineering consultant. They looked at seven projects in the priority list. Some projects may be ready for immediate analysis.

f) Other Business

Steve P. stated that bill 1445 in the house would have added rules and restrictions to electric bikes, scooters which would have prohibited electric bikes on rail trails.. The transportation committee voted 19-0 to inexpedient to legislature.

g) Citizens Forum

There were no citizens present.

h) Adjourn

1010: W. Lehman motioned to adjourn seconded by M. Williams. All in favor. The meeting concluded at 9:55 A.M.

STRAFFORD

Regional Planning Commission

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 #5 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 #5 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, April 8, 2024**, and will end at the close of business on **Thursday, April 18, 2024**. A public hearing will be held by the SRPC Policy Committee meeting at **9:00 am on Friday, April 19, 2024**. The public is encouraged to submit comments before the end of the business day (5:00 pm) **Thursday, April 18, 2024**, or at the public hearing at the Strafford MPO Policy Committee meeting at **9:00 am on Friday, April 19, 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:

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

Phone: (603) 994-3500 (ext. 102)
Fax: (603) 994-3504
email: clentz@strafford.org
Website: www.strafford.org



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 #5

Table of Contents

Tier 1-2 Bridge Maintenance and Preservation Program.....	Page 1-2
Overall Statewide TIP Fiscal Constraint.....	Page 3-9

2023 - 2026 SRPC Transportation Improvement Program Amendment 5

3/7/2024

Please refer to the 2023 - 2026 TIP document and project listing for detailed COAST transit funding information. NHDOT groups federal funding for statewide public transit in large programs (e.g. FTA 5307); MPOs and RPCs track funding for individual transit providers and projects. Strafford MPO is currently updating its project database and will be incorporating individual project funding for final publication of the 2023 - 2026 TIP.

PROGRAM 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	2023	\$650,000		\$0	\$0	\$650,000
PE	2024	\$100,000		\$0	\$0	\$100,000
PE	2025	\$100,000		\$0	\$0	\$100,000
PE	2026	\$100,000		\$0	\$0	\$100,000
ROW	2023	\$25,000		\$0	\$0	\$25,000
ROW	2024	\$25,000		\$0	\$0	\$25,000
ROW	2025	\$25,000		\$0	\$0	\$25,000
ROW	2026	\$25,000		\$0	\$0	\$25,000
CON	2023	\$14,900,000		\$0	\$0	\$14,900,000
CON	2024	\$7,550,000		\$0	\$0	\$7,550,000
CON	2025	\$5,000,000		\$0	\$0	\$5,000,000
CON	2026	\$4,700,000		\$0	\$0	\$4,700,000

Proposed Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$650,000		\$0	\$0	\$650,000
PE	2024	\$100,000		\$0	\$0	\$100,000
PE	2025	\$100,000		\$0	\$0	\$100,000
PE	2026	\$100,000		\$0	\$0	\$100,000
ROW	2023	\$25,000		\$0	\$0	\$25,000
ROW	2024	\$25,000		\$0	\$0	\$25,000
ROW	2025	\$25,000		\$0	\$0	\$25,000

ROW	2026	\$25,000	\$0	\$0	\$25,000
CON	2023	\$14,900,000	\$0	\$0	\$14,900,000
CON	2024	\$8,225,000	\$0	\$0	\$8,225,000
CON	2025	\$8,725,000	\$0	\$0	\$8,725,000
CON	2026	\$8,725,000	\$0	\$0	\$8,725,000

Change Notes

NHDOT Description of Changes

Increase in 2024, 2025 construction funds. No child projects in the region. Need to show consistent figures in the TIP and Statewide TIP.

SRPC Notes

Funding Sources

FHWA

STBG-State Flexible

STBG-Non Urban Areas Under 5K

STBG-5 to 200K

National Highway Performance

Hwy Infrastructure

NHDOT

Toll Credit

General Fund

2024 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 472,327	\$ -	\$ -	\$ 472,327	\$ -
Carbon Reduction Program Under 5k	\$ 1,459,116	\$ -	\$ -	\$ 1,459,116	\$ -
Carbon Reduction Program>200k	\$ 797,579	\$ -	\$ -	\$ 797,579	\$ -
Carbon Reduction 50k- 200K	\$ 733,769	\$ -	\$ -	\$ 733,769	\$ -
Carbon Reduction Program Flex	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 1,162,320	\$ 12,659,565	\$ 4,802,381
Highway Safety Improvement Program (HSIP)	\$ 12,447,232	\$ -	\$ -	\$ 12,447,232	\$ 12,476,257
National Highway Freight	\$ 5,842,291	\$ -	\$ -	\$ 5,842,291	\$ -
National Highway Performance	\$ 117,703,157	\$ -	\$ 10,000	\$ 117,713,157	\$ 77,809,403
PROTECT	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,772,528
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816	\$ 1,569,081	\$ 1,255,265
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -	\$ 1,225,000	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280	\$ -	\$ 566,158	\$ 4,455,438	\$ 2,407,633
STBG-50 to 200K	\$ 6,042,070	\$ -	\$ 15,717,075	\$ 21,759,145	\$ 6,639,429
STBG-Areas Over 200K	\$ 6,567,496	\$ -	\$ 300,000	\$ 6,867,496	\$ 3,613,603
STBG-Non Urban Areas Under 5K	\$ 12,014,776	\$ -	\$ 686,499	\$ 12,701,275	\$ 12,072,448
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 401,998	\$ 5,299,121	\$ 6,958,743
STBG-State Flexible	\$ 18,432,204	\$ -	\$ 555,842	\$ 18,988,046	\$ 73,098,582
TAP-50K to 200K	\$ 680,168	\$ -	\$ 188,717	\$ 868,885	\$ 754,866
TAP-5K to 49,999	\$ 437,824	\$ -	\$ 81,941	\$ 519,765	\$ 327,763
TAP-Areas Over 200K	\$ 739,316	\$ -	\$ 189,367	\$ 928,683	\$ 757,469
TAP-Flex	\$ 2,230,564	\$ -	\$ 555,042	\$ 2,785,606	\$ 2,220,166
TAP-Non Urban Areas Under 5K	\$ 1,352,528	\$ -	\$ 338,694	\$ 1,691,222	\$ 1,354,777
State Planning and Research	\$ 6,428,770	\$ -	\$ 390,000	\$ 6,818,770	\$ 6,043,865
	\$ 225,104,574	\$ -	\$ 21,457,469	\$ 246,562,043	\$ 216,050,178
Surplus/(Deficit)					\$ 30,511,865

2025 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 481,774	\$ -	\$ -	\$ 481,774	\$ -
Carbon Reduction Program Under 5k	\$ 1,488,298	\$ -	\$ -	\$ 1,488,298	\$ -
Carbon Reduction Program>200k	\$ 813,531	\$ -	\$ -	\$ 813,531	\$ -
Carbon Reduction 50k- 200K	\$ 748,444	\$ -	\$ -	\$ 748,444	\$ -
Carbon Reduction Program Flex	\$ 1,939,909	\$ -	\$ -	\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 1,058,032	\$ 12,785,222	\$ 4,802,381
Highway Safety Improvement Program (HSIP)	\$ 12,696,177	\$ -	\$ -	\$ 12,696,177	\$ 12,476,257
National Highway Freight	\$ 5,959,137	\$ -	\$ -	\$ 5,959,137	\$ -
National Highway Performance	\$ 120,057,220	\$ -	\$ 40,000	\$ 120,097,220	\$ 77,809,403
PROTECT	\$ 6,178,754	\$ -	\$ -	\$ 6,178,754	\$ 2,772,528
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816	\$ 1,594,187	\$ 1,255,265
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -	\$ 1,249,500	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,967,066	\$ -	\$ 832,197	\$ 4,799,263	\$ 2,407,633
STBG-50 to 200K	\$ 6,162,911	\$ -	\$ 774,251	\$ 6,937,162	\$ 41,108,824
STBG-Areas Over 200K	\$ 6,698,846	\$ -	\$ 633,568	\$ 7,332,414	\$ 3,613,603
STBG-Non Urban Areas Under 5K	\$ 12,255,072	\$ -	\$ 71,389	\$ 12,326,460	\$ 12,072,448
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ 439,528	\$ 5,434,594	\$ 6,958,743
STBG-State Flexible	\$ 52,660,015	\$ -	\$ 2,254,311	\$ 54,914,326	\$ 73,098,582
TAP-50K to 200K	\$ 693,771	\$ -	\$ 282,131	\$ 975,902	\$ 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	\$ 6,043,865
	\$ 263,465,832	\$ -	\$ 8,277,568	\$ 271,743,400	\$ 250,519,573
Surplus/Deficit					\$ 21,223,828

2026 Federal Highway Formula and Match Funding

Funding Category	Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 5k to 49,999	\$ 491,409	\$ -	\$ -	\$ 491,409	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064	\$ -	\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801	\$ -	\$ -	\$ 829,801	\$ -
Carbon Reduction 50k- 200K	\$ 763,413	\$ -	\$ -	\$ 763,413	\$ -
Carbon Reduction Program Flex	\$ 1,978,708	\$ -	\$ -	\$ 1,978,708	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 701,473	\$ 12,663,206	\$ -
Highway Safety Improvement Program (HSIP)	\$ 12,950,100	\$ -	\$ -	\$ 12,950,100	\$ 10,629,350
National Highway Freight	\$ 6,078,320	\$ -	\$ -	\$ 6,078,320	\$ -
National Highway Performance	\$ 122,458,365	\$ -	\$ 104,950	\$ 122,563,314	\$ 84,286,840
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	\$ 685,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 4,046,407	\$ -	\$ 356,600	\$ 4,403,007	\$ 5,178,845
STBG-50 to 200K	\$ 6,286,170	\$ -	\$ 508,426	\$ 6,794,596	\$ 6,984,812
STBG-Areas Over 200K	\$ 6,832,823	\$ -	\$ 12,735	\$ 6,845,558	\$ 3,853,249
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ -	\$ 263,001	\$ 12,763,174	\$ 9,849,657
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ 602,207	\$ 5,697,173	\$ 14,777,995
STBG-State Flexible	\$ 54,463,215	\$ -	\$ 118,003	\$ 54,581,218	\$ 66,545,671
TAP-50K to 200K	\$ 707,647	\$ -	\$ 196,341	\$ 903,988	\$ 785,363
TAP-5K to 49,999	\$ 455,512	\$ -	\$ 85,251	\$ 540,763	\$ 341,004
TAP-Areas Over 200K	\$ 769,184	\$ -	\$ 197,018	\$ 966,202	\$ 788,070
TAP-Flex	\$ 2,320,679	\$ -	\$ 577,465	\$ 2,898,144	\$ 2,309,862
TAP-Non Urban Areas Under 5K	\$ 1,407,170	\$ -	\$ 352,378	\$ 1,759,548	\$ 1,409,510
State Planning and Research	\$ 6,688,492	\$ -	\$ 462,058	\$ 7,150,550	\$ 6,433,486
	\$ 269,485,149	\$ -	\$ 4,851,721	\$ 274,336,869	\$ 216,113,980
Surplus/Deficit					\$ 58,222,889

General Notes

Federal Apportionment is estimated based on FFY2024 apportionment + (2% increase by funding category)

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	\$ 472,327		\$ 689,737	\$ 1,162,064	\$ -	\$ -	\$ 1,162,064	\$ -	\$ 1,162,064
Carbon Reduction Program Under 5k	\$ 1,459,116		\$ 2,850,961	\$ 4,310,077	\$ -	\$ -	\$ 4,310,077	\$ -	\$ 4,310,077
Carbon Reduction Program >200k	\$ 797,579		\$ 1,593,998	\$ 2,391,577	\$ -	\$ -	\$ 2,391,577	\$ -	\$ 2,391,577
Carbon Reduction 50k- 200K	\$ 733,769		\$ 808,832	\$ 1,542,601	\$ -	\$ -	\$ 1,542,601	\$ -	\$ 1,542,601
Carbon Reduction Program Flex	\$ 1,901,872		\$ -	\$ 1,901,872	\$ -	\$ -	\$ 1,901,872	\$ -	\$ 1,901,872
Congestion Mitigation and Air Quality Program	\$ 11,497,245		\$ -	\$ 11,497,245	\$ -	\$ 1,205,674	\$ 12,702,919	\$ 4,802,381	\$ 7,900,538
Highway Safety Improvement Program (HSIP)	\$ 12,447,232		\$ 279,360	\$ 12,726,592	\$ -	\$ -	\$ 12,726,592	\$ 12,476,257	\$ 250,335
National Highway Freight	\$ 5,842,291		\$ 2	\$ 5,842,293	\$ -	\$ -	\$ 5,842,293	\$ -	\$ 5,842,293
National Highway Performance	\$ 117,703,157	\$ (34,619,855)	\$ -	\$ 83,083,302	\$ -	\$ 50,000	\$ 83,133,302	\$ 77,809,403	\$ 5,323,899
PROTECT	\$ 6,057,602		\$ -	\$ 6,057,602	\$ -	\$ -	\$ 6,057,602	\$ 2,772,528	\$ 3,285,074
Recreational Trails	\$ 1,255,265		\$ 3,191,317	\$ 4,446,582	\$ -	\$ 313,816	\$ 4,760,398	\$ 1,255,265	\$ 3,505,133
RL - Rail Highway	\$ 1,225,000		\$ 3,340,104	\$ 4,565,104	\$ -	\$ -	\$ 4,565,104	\$ 685,000	\$ 3,880,104
Safe Routes to School	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-5 to 49,999	\$ 3,889,280		\$ 52,406	\$ 3,941,686	\$ -	\$ 492,922	\$ 4,434,608	\$ 2,407,633	\$ 2,026,976
STBG-50 to 200K	\$ 6,042,070	\$ 470,792	\$ -	\$ 6,512,862	\$ -	\$ 126,567	\$ 6,639,429	\$ 6,639,429	\$ -
STBG-Areas Over 200K	\$ 6,567,496		\$ 1,783,205	\$ 8,350,701	\$ -	\$ 600,200	\$ 8,950,901	\$ 3,613,603	\$ 5,337,298
STBG-Non Urban Areas Under 5K	\$ 12,014,776		\$ -	\$ 12,014,776	\$ -	\$ 676,997	\$ 12,691,773	\$ 12,072,448	\$ 619,325
STBG-Off System Bridge	\$ 4,897,123		\$ 9,333,232	\$ 14,230,355	\$ -	\$ 412,061	\$ 14,642,416	\$ 6,958,743	\$ 7,683,673
STBG-State Flexible	\$ 18,432,204	\$ 34,149,063	\$ 4,703,005	\$ 57,284,272	\$ -	\$ 15,814,310	\$ 73,098,582	\$ 73,098,582	\$ -
TAP-50K to 200K	\$ 680,168		\$ 368,012	\$ 1,048,180	\$ -	\$ 188,717	\$ 1,236,897	\$ 754,866	\$ 482,031
TAP-5K to 49,999	\$ 437,824		\$ 355,626	\$ 793,450	\$ -	\$ 81,941	\$ 875,391	\$ 327,763	\$ 547,628
TAP-Areas Over 200K	\$ 739,316		\$ 1,810,371	\$ 2,549,687	\$ -	\$ 189,367	\$ 2,739,055	\$ 757,469	\$ 1,981,586
TAP-Flex	\$ 2,230,564		\$ 3,889,237	\$ 6,119,801	\$ -	\$ 555,042	\$ 6,674,843	\$ 2,220,166	\$ 4,454,677
TAP-Non Urban Areas Under 5K	\$ 1,352,528		\$ 2,282,293	\$ 3,634,821	\$ -	\$ 338,694	\$ 3,973,515	\$ 1,354,777	\$ 2,618,738
State Planning and Research	\$ 6,428,770		\$ 1,301,363	\$ 7,730,133	\$ -	\$ 390,000	\$ 8,120,133	\$ 6,043,865	\$ 2,076,269
Total	\$ 225,104,574	\$ -	\$ 38,633,062	\$ 263,737,636	\$ -	\$ 21,436,309	\$ 285,173,946	\$ 216,050,178	\$ 69,123,768

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

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

Federal Highway 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)	\$ 16,414,347	\$ -	\$ 1,254,712	\$ 17,669,059	\$ 17,669,059
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 602,937	\$ -	\$ 150,734	\$ 753,671	\$ 753,671
Forest Highways	\$ 1,017,000	\$ -	\$ -	\$ 1,017,000	\$ 1,017,000
Highway Infrastructure Exempt Funds	\$ 28,404,647	\$ -	\$ -	\$ 28,404,647	\$ 28,404,647
Local Tech Assistance Program	\$ 333,000	\$ -	\$ -	\$ 333,000	\$ 333,000
MOBIL	\$ 28,022,698	\$ -	\$ -	\$ 28,022,698	\$ 28,022,698
National Highway Performance Exempt	\$ 2,541,361	\$ -	\$ 10,000	\$ 2,551,361	\$ 2,551,361
National Electric Vehical Infrastructure (NEVI)	\$ 8,864,710	\$ 1,338,802	\$ -	\$ -	\$ -
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	\$ 148,000	\$ 37,000	\$ -	\$ 185,000	\$ 185,000
TOTAL	\$ 87,241,179	\$ 1,375,802	\$ 1,805,446	\$ 80,218,915	\$ 80,218,915
2025					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 62,077,415	\$ -	\$ 3,408,500	\$ 65,485,915	\$ 65,485,915
Disadvantaged Business Enterprise (DBE)	\$ 81,520	\$ -	\$ -	\$ 81,520	\$ 81,520
Federal Highway Administration (FHWA) Earmarks	\$ 2,682,975	\$ -	\$ 670,744	\$ 3,353,719	\$ 3,353,719
Forest Highways	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
Highway Infrastructure Exempt Funds	\$ 17,862,111	\$ -	\$ -	\$ 17,862,111	\$ 17,862,111
Local Tech Assistance Program	\$ 338,550	\$ -	\$ -	\$ 338,550	\$ 338,550
MOBIL	\$ 33,848,711	\$ -	\$ -	\$ 33,848,711	\$ 33,848,711
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 40,000	\$ 2,540,000	\$ 2,540,000
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ 1,338,802	\$ -	\$ 4,798,802	\$ 4,798,802
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	\$ 37,000	\$ -	\$ 137,000	\$ 137,000
TOTAL	\$ 123,989,505	\$ 1,375,802	\$ 4,509,244	\$ 129,874,552	\$ 129,874,552
2026					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 49,897,497	\$ -	\$ 7,510,425	\$ 57,407,921	\$ 57,407,921
Disadvantaged Business Enterprise (DBE)	\$ 83,803	\$ -	\$ -	\$ 83,803	\$ 83,803
Federal Highway Administration (FHWA) Earmarks	\$ 6,818,275	\$ -	\$ 1,704,569	\$ 8,522,844	\$ 8,522,844
Forest Highways	\$ 1,893,640	\$ -	\$ -	\$ 1,893,640	\$ 1,893,640
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ 2,500,000	\$ -	\$ 104,950	\$ 2,604,950	\$ 2,604,950
National Electric Vehical Infrastructure (NEVI)	\$ 3,460,000	\$ 1,338,802	\$ -	\$ 4,798,802	\$ 4,798,802
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	\$ -	\$ 37,000	\$ -	\$ 37,000	\$ 37,000
TOTAL	\$ 68,298,004	\$ 1,375,802	\$ 9,782,001	\$ 79,455,808	\$ 79,455,808

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	\$ 6,844,005	\$ -	\$ 1,665,101	\$ 8,509,105	\$ 8,509,105
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	\$ 36,302,298	\$ -	\$ 15,937,528	\$ 52,239,827	\$ 52,239,827
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	\$ 6,846,963	\$ -	\$ 1,636,853	\$ 8,483,816	\$ 8,483,816
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	\$ 37,185,807	\$ -	\$ 16,340,533	\$ 53,526,340	\$ 53,526,340
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	\$ 7,156,562	\$ -	\$ 1,708,993	\$ 8,865,555	\$ 8,865,555
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	\$ 33,337,458	\$ 4,086	\$ 15,258,404	\$ 48,599,948	\$ 48,599,948

Innovative & State Funding (All projects)

	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
2023					
BETTERMENT-State Funded	\$ -	\$ 44,652,845	\$ -	\$ 44,652,845	\$ 44,652,845
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,683,487	\$ -	\$ 25,000	\$ 1,708,486	\$ 1,708,486
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 44,471,058	\$ 3,366,110	\$ 47,837,168	\$ 47,837,168
Turnpike Capital	\$ -	\$ 44,485,556	\$ -	\$ 44,485,556	\$ 44,485,556
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 46,790,946	\$ -	\$ 46,790,946	\$ 46,790,946
TOTAL	\$ 1,683,487	\$ 180,400,406	\$ 3,391,110	\$ 185,475,002	\$ 185,475,002
2024					
BETTERMENT-State Funded	\$ -	\$ 48,594,518	\$ -	\$ 48,594,518	\$ 48,594,518
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 45,193,981	\$ 15,590,508	\$ 25,000	\$ 60,809,489	\$ 60,809,489
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 652,292	\$ 652,292	\$ 652,292
State Aid Bridge (SAB)	\$ -	\$ 8,224	\$ 2,056	\$ 10,280	\$ 10,280
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 70,907,726	\$ 8,375,197	\$ 79,282,923	\$ 79,282,923
Turnpike Capital	\$ -	\$ 40,134,016	\$ -	\$ 40,134,016	\$ 40,134,016
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 52,322,243	\$ -	\$ 52,322,243	\$ 52,322,243
TOTAL	\$ 45,193,981	\$ 227,557,234	\$ 9,054,545	\$ 281,805,760	\$ 281,805,760
2025					
BETTERMENT-State Funded	\$ -	\$ 48,178,101	\$ -	\$ 48,178,101	\$ 48,178,101
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 437,338	\$ -	\$ -	\$ 437,338	\$ 437,338
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 337,019	\$ 337,019	\$ 337,019
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 66,290,390	\$ 5,267,082	\$ 71,557,472	\$ 71,557,472
Turnpike Capital	\$ -	\$ 40,380,342	\$ -	\$ 40,380,342	\$ 40,380,342
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 35,564,217	\$ -	\$ 35,564,217	\$ 35,564,217
TOTAL	\$ 437,338	\$ 190,413,051	\$ 5,604,101	\$ 196,454,489	\$ 196,454,489
2026					
BETTERMENT-State Funded	\$ -	\$ 35,543,909	\$ -	\$ 35,543,909	\$ 35,543,909
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 278,307	\$ -	\$ -	\$ 278,307	\$ 278,307
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 39,422,246	\$ 3,591,409	\$ 43,013,655	\$ 43,013,655
Turnpike Capital	\$ -	\$ 51,569,741	\$ -	\$ 51,569,741	\$ 51,569,741
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 36,770,919	\$ -	\$ 36,770,919	\$ 36,770,919
TOTAL	\$ 278,307	\$ 163,306,816	\$ 3,591,409	\$ 167,176,532	\$ 167,176,532

Strafford Regional Planning Commission

Safety Performance Measures Supplement

Specific Action Steps for Consideration

Automated traffic enforcement technology

SRPC could advocate for use of automated traffic enforcement technology by law enforcement and NHDOT. This would have to be driven by Commissioners, working with state agencies and legislators. SRPC staff could only provide supporting technical data and analysis.

- This involves cameras that are triggered by vehicles running a red light or traveling over the posted speed limit, which take a picture of the vehicle's license plate and automatically send a ticket to the owner.
- Deployment of license plate reader (LPR) equipment for this purpose is currently illegal in NH under RSA 261:75-b. Detecting equipment shall only be used to scan, detect, and identify license plate numbers under specific circumstances (e.g identifying vehicles reported as stolen, vehicles involved in major crimes).
- Deployment in other states and countries has been targeted for critical locations such as work and school zones.

Crash data inconsistency

Currently SRPC only has access to accurate, consistent data about crashes involving fatalities. Data accuracy on all other crashes is highly variable (including those involving serious injuries). A major missing piece of information is often an exact location. Some crashes are located only by a municipality name and a road name. SRPC staff could collaborate with local and state law enforcement to understand local data development processes and learn what resources could support their work.

- This could lead to identification of additional resources for local police department equipment (e.g. GPS units in cruisers, digital record storing systems, etc.)
- Currently, RPC access to crash records is restricted due to privacy laws.

Complete streets or safety demonstration projects

SRPC could work with municipalities to implement complete streets/safety "demonstration projects". These projects use temporary materials to demonstrate how alternative traffic patterns would work on a local road or intersection.

- Recent examples in Dover and Portsmouth were used to test alternatives prior to installation of permanent infrastructure.
- Use SRPC's bicycle-level-of-traffic-stress analysis to identify potential sites.
- Could use future pedestrian-level-of-traffic-stress analysis along transit routes.

Local Road Safety Plans

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. Each LRSP comprises a single municipality and its content is tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads. This is potentially a do-it-yourself effort that could be facilitated by SRPC staff with other stakeholders.

Context-specific analysis

SRPC has tools to potentially conduct targeted analysis of safety issues in the region.

- Conduct analysis specific to road geometry to identify problem areas. For example: "Y" shaped intersections where the entering road is heavily skewed from 90 degrees.
- Analyze speed data compared to road dimensions (e.g. width) and context (e.g. neighborhood street vs major arterial)