


STRAFFORD MPO METROPOLITAN TRANSPORTATION PLAN

YEARS 2025-2050

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STRAFFORD
Metropolitan Planning Organization

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Implementing the Plan

Executive Summary

This section of the Metro Plan focuses on how Strafford MPO can address the challenges described earlier and achieve goals for an improved transportation network. The Metro Plan uses a performance-based approach to planning transportation system improvements. It must consider what financial resources are reasonable to expect to be available over the plan period to implement planned improvements. Quantitative analysis plays a critical role in identifying projects. A range of data (e.g. crashes, infrastructure conditions, travel demand, and demographics) will help determine the projects that are needed the most. Building the resilience of communities and transportation infrastructure against impacts from climate change is a primary focus of the plan. The Metro Plan considers how planned improvement may impact natural and cultural resources in coordination with the NHDOT Bureau of Natural & Cultural Resources and proposed strategies for reducing impacts. The 2025-2050 Metro Plan has an increased focus on equity and includes a framework for ensuring that historically underserved populations have more of a voice in the planning process. The Appendix includes transportation projects programmed and planned from now, through 2050.

Overview of Projects

The Metro Plan comprises transportation improvements needed over the next 25 years. It includes a wide range of projects that fit within three timeframes:

Some projects are in the process of final planning and construction. These are included in the **Transportation Improvement Program** (TIP) which comprises the next four years.

Other projects are five to ten years from implementation. The **State Ten Year Plan** includes the TIP years, plus an additional 6 years of projects that are in the early planning stages but have funding programmed for them.

Years 11-25 in **the Metro Plan** are called the **out-years** and include many projects that are in the early stages of planning or are visions for the future. These projects will require additional planning, data analysis, and identification of likely funding sources. They may have general cost estimates, but do not have specific funding programmed for implementation. Some projects in the Metro Plan are only in the vision stage and do not have a specific scope or cost estimate

Transportation Project Origins

Prospective transportation projects come from many potential sources. Some projects start as a concept in the long-term "out-years" of the Metro Plan and are refined through the Ten Year Plan process and the finally implemented in the TIP. These projects are developed in collaboration with municipal staff. Other projects are incorporated directly to the TIP through specific funding programs like Transportation Alternatives, which funds bicycle and pedestrian projects.

Moving forward, Strafford MPO is increasing its focus on equity in planning. This means reaching out directly to people whose voices are not typically heard in the planning process. That outreach will include a more inclusive visioning process to envision transportation improvements with residents and staff, rather than beginning outreach with a specific solution or project in mind.

The Integrated Metro Plan, Ten Year Plan, and TIP

While the Metro Plan, Ten Year Plan, and TIP are published as separate documents, they are linked as most projects progress through each and funding tracked to ensure fiscal constraint with projected budgets. The Metro Plan tracks all 25 years of planned or programmed projects and funding, so if the TIP or Ten Year Plan are modified or updated, the Metro Plan is concurrently updated.

Summary of Programmed and Planned Projects

This chapter presents information about projects that are programmed in the TIP and Ten Year Plan, and planned beyond ten years in the Metro Plan out-years. Individual projects are generally named after the municipality in which they will be constructed and receive a unique identifying tracking number. Some projects are named after multiple towns if they straddle borders. There are many programmed projects and improvements that do not appear individually because they are funded through statewide "programmatics". These include small-scale safety improvements funded through the Highway Safety Improvement Program (HSIP), culvert replacements, and maintenance of road pavement. There are also projects that have a more regional impact like the Newington-Dover Bridge project or the replacement of the toll plazas in Dover and Rochester on the Spaulding Turnpike.

Performance-Based Planning

A performance-based approach is at the core of the MPO planning process. This means that quantifiable trends are used to inform decisions about how federal funds are invested to improve the transportation system. Strafford MPO collaborates with state agencies and the three other MPOs in New Hampshire (Rockingham, Southern, and Nashua Regional Planning Commissions) on the performance-based approach to planning. This includes data sharing and coordinated analysis. Current federal law specifies seven national performance goals to be tracked by states and MPOs (23 CFR 490).

Federal Highway Administration Performance Measures

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.
4. System reliability: To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

There are multiple measures associated with the national goals listed above and Strafford MPO is required to set goals, calculate performance measures, and identify targets to demonstrate progress at the regional level. For example:

Performance Topic: Highway Safety
To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Performance Measure: Number of fatalities per year
Performance Target: maximum number of fatalities on all public roads

The performance targets are shown in system performance reports as part of the Regional Data Snapshot and incorporated into the Metro Plan by reference. Some performance measures do not apply to the Strafford MPO. For instance, the region does not have any federal interstate highway (e.g., Interstate 95) so performance measures specific to interstate traffic are not relevant. Individual projects may contribute to multiple performance targets (such as a new roundabout that reduces traffic congestion and fatal crashes at the same time). While MPOs are required to set and update performance targets, there is not a defined penalty for not achieving targets.

Federal Transit Administration

In addition to the Federal Highway Administration (FHWA) areas, there are three Federal Transit Administration (FTA) performance areas (49 CFR 625.43):

1. Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
2. Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
3. Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
4. Infrastructure: The percentage of track segments (by mode) that have performance restrictions. This measure does not apply to the Strafford region because it does not contain any rail infrastructure that qualifies under federal regulations.

Supplemental Performance Measures

The four MPOs in New Hampshire worked with partners and stakeholders to develop several performance measures to supplement the federally required measures. These supplemental measures were selected based on specific aspects of the New Hampshire transportation system and related needs. For instance, the motorcycle fatalities measure speaks to the prevalence of motorcycles in the state. The

Link to the System Performance Report

supplemental measures provide a more comprehensive picture of the performance of New Hampshire's transportation system and will help link regional planning efforts in transportation, economic development, and environmental sustainability. More information and trends on these measures can be found in the full Regional Data Snapshot.

- Transportation related greenhouse gas (GHG) emissions (in tons) per capita.
- Percentage of transit fleet powered by alternative fuels.
- Percentage of major employers served by public transit.
- Percentage of total population within 0.25 miles of a public transit stop.
- Percentage of low-income population within 0.25 miles of public transit.
- Fixed-route-transit ridership in millions.
- Remaining useful life of transit fleet.
- Number of motorcycle fatalities per year (5 year rolling average).

FHWA Performance Targets in the Strafford MPO Region

Performance goal area: Safety

New Hampshire is a "vision zero" state, which means zero fatalities is the only acceptable goal for safety improvements to public highways. Obviously, this is an ambitious goal that will not be reached overnight. Federal performance management requirements specify that targets must be realistic and data-driven, so an incremental approach based on annual targets must be taken. SRPC uses recent crash data to adopt near-term targets that are based on long-term progress toward zero crashes that result in fatalities and serious injuries. The table below shows safety targets for 2025 toward achievement of the following long-term goals:

- 75% reduction in the number of fatalities by 2035
- 50% reduction in the number of serious injuries by 2035
- 100% reduction in the number non-motorized fatalities and serious injuries by 2035

SRPC Safety Performance Measures and Targets Summary								
		2019	2020	2021	2022	2023	2024	2025
Fatalities	Target	15	14	13.2	13	13	12.4	12.3
	5-yr Ave	13.6	13.4	13.6	14.6	14.0	---	
Fatality Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	1.117	1.11	1.15	1.23	1.18	---	
Serious Injuries	Target	46	51	50.2	50.2	59	49.9	46.6
	5-yr Ave	54.4	54.2	49.6	53	48.6	---	
Serious Injury Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	4.4	4.5	4.1	4.4	40	---	
Non-motorized fatalities + serious injuries	Target	8	7.4	6.9	7.4	6	4	4
	5-yr Ave	8.2	7.4	5	5.6	4.8	---	

SRPC has developed a regional Safety Action Plan that includes detailed analysis of crashes, particularly those that caused fatalities and serious injuries. The Safety Action Plan includes multiple strategies and projects to be implemented during the TIP. It includes more details about SRPC's safety performance targets.

The following are examples of safety-focused projects in the Metro Plan:

- Dover-Rochester-Somersworth (29604) Complete streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester
- Northwood-Nottingham (41595) Intersection safety improvements to the US 4/NH 152 intersection

Performance goal area: Infrastructure Condition

Infrastructure condition targets were set in 2022. Strafford MPO has adopted to support the targets for infrastructure condition set by NHDOT. Pavement and bridges in the Strafford region are in excellent condition compared to other parts of the state. The Strafford MPO staff continues to work with municipalities and agency staffers to track local and state-owned bridges that need repair or replacement (many of them on the "red list").

Infrastructure Condition Targets

Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target
Pavement Condition	Non-interstate NHS in good condition	45.3%	35.0%	35.0%
	Non-interstate NHS in poor condition	1.8%	7.0%	7.0%
Bridge Conditions	NHS bridges in good condition	58.4%	57.0%	57.0%
	NHS bridges in poor condition	4.3%	5.0%	5.0%

The following are examples of projects in the Metro Plan focused on infrastructure condition:

- Newfields–Newmarket (28393): Bridge Rehabilitations, address bridges carrying NH 108 and BMRR.
- Barrington (41415): Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington.
- NHDOT's Tier-2 highway pavement rehabilitation and resurfacing programs.

Performance goal area: System Reliability and Resilience

Strafford MPO has adopted to support the targets for system reliability and resilience set by NHDOT. It is important to note that travel times are still considered "reliable" even if there are periods of congestion and delay. As long as those periods happen at consistent, predictable times, they do not count against

system reliability. All segments of the National Highway System in the Strafford region are above the 85 percent target set by NHDOT. Strafford MPO staff work with municipalities and agencies to identify and address segments of highway that are congested regularly. This is accomplished using analysis tools like the National Performance Management Research Data Set. Through this, Strafford MPO has access to up-to-date data on traffic congestion on major highways in the region. Such analysis tools help Strafford MPO develop projects in the Metro Plan to be refined and incorporated into the TIP.

Travel Time Reliability Targets				
Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target
Travel Time Reliability	Non-Interstate reliable person-miles	96.3%	85.0%	85.0%

The following projects specifically address congestion and system reliability:

- Dover-Rochester (29440): Open road tolling at the Dover and Rochester facilities on the Spaulding Turnpike.
- COAST public transit operations that support adoption of alternatives to driving alone, reduce congestion, and improve travel reliability.

Performance goal area: Freight Movement and Economic Vitality

The Strafford MPO region does not have any interstate miles and is not required to set a formal performance target for this measure. Freight is an important planning focus area for the region. In the near future, Strafford MPO will be working with NHDOT to develop corridor studies that will have a freight component. Projects that improve system reliability also contribute to truck travel and freight movement.

Freight and Economic Vitality Performance Measure	Performance Target
Truck Travel Time Reliability (TTTR) Index (Interstate only)	No Interstate miles in the Strafford region

Performance goal area: Environmental Sustainability

No formal performance measures have been established under federal law for this goal area. Reducing impacts on the environment and natural resources is a primary objective for the Strafford MPO. Air quality is affected by congestion and on-road emissions, and water quality is affected by contaminants in runoff from roads and other impervious surfaces. Strafford MPO is focused on promoting alternative modes of transportation that reduce congestion, and on ensuring that projects have reduced impacts on water quality.

Environmental Sustainability Performance Measure	Performance Target

Total Emissions Reduction	Only applies in areas that are designated as a Nonattainment or Maintenance areas for air quality

The Metro Plan has several projects focused on reducing congestion on highways in the Strafford region. These projects, combined with public transit service and ongoing efforts to improve the safety and accessibility of the multimodal network, reduce air quality impacts.

- Dover-Rochester-Somersworth (29604): Complete streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester.
- COAST regional public transit service.

Performance goal area: Reduced Project Delivery Delays

No formal performance measures have been established under federal law for this goal area. Strafford MPO works with agencies, municipalities, and other funding recipients to ensure projects are programmed and completed as effectively and efficiently as possible. MPOs are planning agencies and are not involved in the technical design and engineering of transportation projects. However, Strafford MPO plays a role in improving project delivery by working to working to ensure proposed projects consider relevant contextual factors and have accurate cost estimates.

Performance goal area: Accessibility

No formal performance measures have been established under federal law for this goal area. Strafford MPO helps communities plan projects that will improve the accessibility of the transportation network to all users. Staff are currently working on outreach, data collection, and data analysis to identify projects that improve accessibility at the local level.

The following are examples of projects in the 2025–2028 TIP focused on Accessibility:

- Dover (41373): Construct a multi-use path from Knox Marsh Rd. to Bellamy Rd.
- Dover-Rochester-Somersworth (29604) Complete streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester

Transit Performance Targets in the Strafford MPO Region

Federal regulations include performance measures specific to public transit providers under the Federal Transit Administration. Strafford MPO works with COAST, UNH Wildcat, and agency partners to ensure funding and projects are programmed in the TIP and advocates for support of regional public transit services. COAST and UNH Wildcat are directly responsible for managing their capital

funding needs, but Strafford MPO works with them to set regional targets for public transit performance management. The established performance measures and current performance targets for the public transit fleet and facilities are described in detail below.

The FTA performance measures applicable to the Strafford region are based on the relative age of revenue-generating vehicles (e.g., buses that carry passengers), equipment (vehicles that do not carry passengers), and facilities (e.g., bus maintenance and storage buildings) owned by public transit providers. The targets are based on how many assets are within established limits for age and condition. Vehicles are tracked relative to age (known as a useful life benchmark), and facilities are rated based on their condition. For more details, visit Strafford MPO's webpage on performance measures. As is the case for the FHWA measures, there are no penalties for transit providers or MPOs that do not meet the performance targets set for the region.

Asset Category*	Performance Measure	Asset Class	2022 Baseline	2023 Target
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	10%	20%
		Cutaway	0%	0%
		Large Bus	13%	13%
Equipment	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	71%	100%
Facilities	% of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	NA	NA
		Administrative	0%	0%
		Maintenance	0%	0%
		Parking	100%	100%

Public Transportation Agency Safety Plan Performance Targets

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule.

The PTASP rule became effective on July 19, 2019. The PTASP rule requires transit operators in urbanized areas and metropolitan planning organizations to adopt performance targets for the following federally required public transportation safety measures:

- Number of Fatalities
- Rate of Fatalities*
- Number of Injuries1
- Rate of Injuries*
- Number of Safety Events
- Rate of Safety Events
- System Reliability**

*Rate Targets are based on incidents per 500,000 Vehicle Revenue Miles.
**System Reliability targets are based on the mean distance (number of miles driven) between major mechanical failures.

[1] Any damage or harm to persons that requires immediate medical attention away from the scene [e.g. not on-site first aid]. *From the National Transit Database Safety & Security Policy Manual*

In the Strafford region, these measures apply to the Cooperative Alliance for Seacoast Transportation (COAST) and the Strafford MPO2. The table below displays the performance for these measures for the COAST system. COAST has published their Safety Plan including targets for 2025. It includes performance and targets for both fixed route and demand response services.

Strafford MPO has no direct impact on the safety performance of COAST operations so the MPO supports the targets set by COAST. They are reported in the table below.

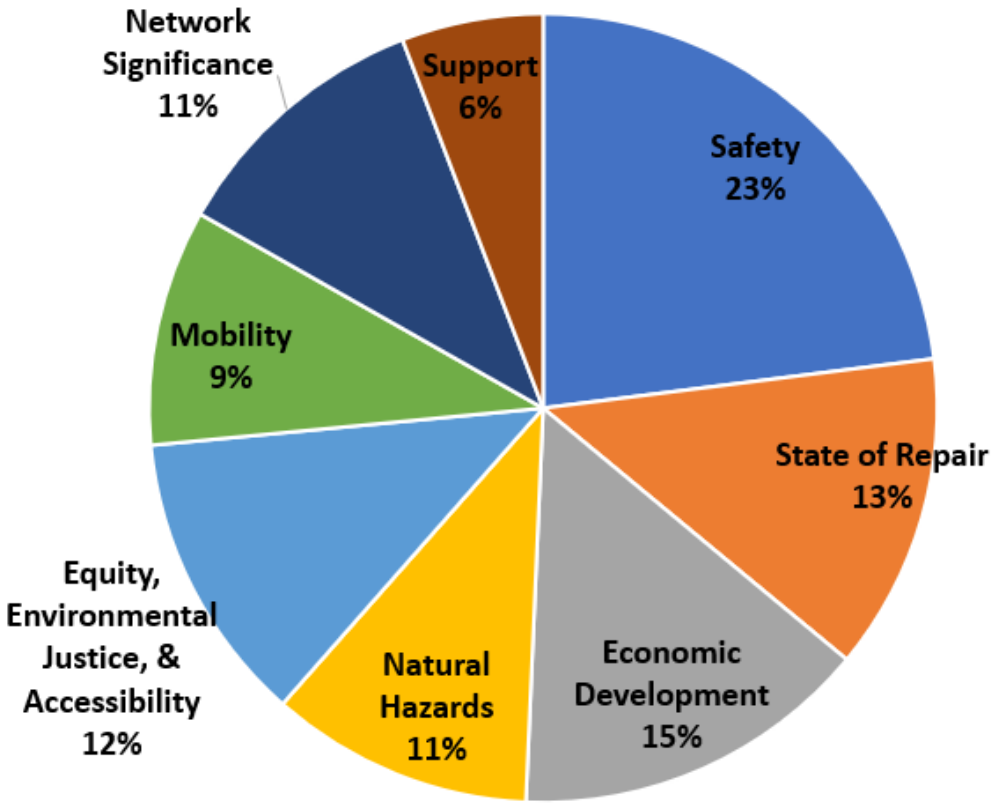
Service Type	Performance Measure	FY 2023 Performance	FY2024 Target	FY 2024 Performance	FY 2025 Target
Fixed Route	Major Events – Total	0	0	1	0
	Major Events – Rate	0	0	0.0000016	0
	Collision Rate	--	--	0.0000016	0
	Pedestrian Collision Rate	--	--	0	0
	Vehicular Collision Rate	--	--	0.0000016	0
	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0	0	0	0
	Transit Worker Fatality Rate	--	--	0	0
	Injuries - Total	1	0	0	0
	Injuries - Rate	0.17	0	0	0
	Transit Worker Injury Rate	--	--	0	0
	Assaults on Transit Workers	--	--	17	15
	Rate of Assaults on Transit Workers	--	--	0.0000265	0.0000232
	System Reliability	13,053	17,000	16,449	17,000

[2] As a University transit system, UNH Wildcat Transit is not required to establish federal PTASP targets.

Service Type	Performance Measure	FY 2023 Performance	FY 2024 Target	FY 2024 Performance	FY 2025 Target
Demand Response	Major Events – Total	0	0	0	0
	Major Events – Rate	0	0	0	0
	Collision Rate	--	--	0	0
	Pedestrian Collision Rate	--	--	0	0
	Vehicular Collision Rate	--	--	0	0
	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0	0	0	0
	Transit Worker Fatality Rate	--	--	0	0
	Injuries - Total	2	0	0	0
	Injuries - Rate	0.96	0	0	0
	Transit Worker Injury Rate	--	--	0	0
	Assaults on Transit Workers	--	--	1	0
	Rate of Assaults on Transit Workers	--	--	0.0000042	0
	System Reliability	104,270	100,000	29,767	100,000
All rates are expressed as a number per 100,000 Vehicle Revenue Miles (VRM), rounded					

Incorporating Performance Measures into Project Selection

The performance measures described above inform the transportation planning process at large, but they are also incorporated into the project selection process. Every two years, projects are selected from the Metro Plan out years to progress to the statewide Ten Year Plan. Strafford MPO Technical Advisory and Policy members prioritize those candidate projects using criteria that correspond to the federal performance measures. The criteria are weighted each project selection cycle, and the 2024 criteria weightings are shown at right.



Data Analysis

Congestion Management Analysis

Strafford MPO uses specialized travel data to develop projects that achieve progress in the Congestion Reduction and System Reliability performance measures.

The Federal Highway Administration (FHWA) supports a diverse group of technical experts that generates the National Performance Management Research Data Set (NPMRDS). The NPMRDS is a national archive of data on vehicle speed and travel time along the National Highway System. The data come from millions of connected vehicles, trucks, and mobile devices that anonymously supply location and

movement data. The NPMRDS was developed by the FHWA specifically to help states, MPOs, and local governments with performance management and research. It is provided free of charge to DOTs and MPOs, but Strafford MPO and the three other MPOs in New Hampshire purchased access to expanded data so they could analyze additional roads beyond the National Highway System.

Strafford MPO staff looked at the most recent data from 2019. Because New Hampshire sees large seasonal variability in traffic due to tourism, analysis started with baseline "normal" weekday traffic based on the following parameters:

- Between 7:00am to 7:00pm
- On Tuesdays, Wednesdays, and Thursdays
- Between February and April (2019)

Based on the NPMRDS data, corridors in the region move traffic efficiently even during peak traffic demand. While congestion is not a widespread problem, some specific locations were identified where traffic congestion is regular and predictable. Traffic congestion is not just an inconvenience to drivers, it causes air pollution that can pose serious health risks.

These locations are identified below along with proposed improvements.

Locations with Congestion on the Network		
Road/Intersection	**Municipality**	**Description and Notes**
NH108 at Spaulding Turnpike	Dover	Congestion is constant during weekdays and weekends. The configuration is beyond capacity. A double roundabout has been proposed and is programmed in the Metro Plan for year 2043. Final design and planning will require coordination with the NHDOT Turnpikes Bureau.
NH16 at NH153	Wakefield	Long traffic queues are regular on weekends likely due to recreational traffic (northbound on Fridays; southbound on Sundays). NHDOT is monitoring the signal for timing adjustments. Updated signal green-time and traffic prioritization could be an alternative to additional lanes.
US202 at NH125	Rochester	Evening eastbound traffic causes regular congestion on US202 between the NH125 interchange to the Maine border.
NH11 at Spaulding Turnpike	Rochester	Evening northbound congestion is regular from Spaulding Exit 15 through the commercial corridor along NH11. Especially heavy on weekends with northbound recreation traffic. A widening project has been developed by Rochester to improve traffic flow and is programmed in the Ten Year Plan.
US4 at Spaulding Turnpike	Dover	Heavy eastbound traffic in the morning. This congestion was observed prior to completion of

		the roundabout at the end of US4 as part of the Newington-Dover construction project. Post construction analysis will be conducted to assess the roundabout's effectiveness.

Complete Streets and Non-Motorized Users

Strafford MPO used multiple analyses described below to achieve progress in the federal Safety performance measures. Non-motorized users of the transportation system are particularly vulnerable to crashes with vehicles.

Bicycle Level of Stress Analysis

In May 2019, Strafford MPO completed an analysis of Bicycle Level of Traffic Stress (BLTS) for the region's highway network. The analysis was part of a collaborative effort among several RPCs and Plymouth State University to create a more comprehensive model for bicycle planning throughout the state. BLTS looks at multiple aspects of each road segment to assess how stressful (and safe) it would be to ride a bicycle along that segment.

Variables included:

- Directions (one-way or two)
- Number of travel lanes
- Average daily traffic volume
- Traffic speeds
- Presence of a parking strip
- Presence of bike lanes
- Width of shoulders

Depending on the condition of these parameters, each road segment is assigned a score from 1 to 4, with 1 being the least stressful and 4 being the most. Examples of level-1 roads would be those with a separate bicycle and pedestrian path. Several projects in the Metro Plan focused on bicycle and pedestrian improvements are based on the BLTS analysis and input from residents at outreach events for the BLTS project and the statewide bicycle and pedestrian plan.

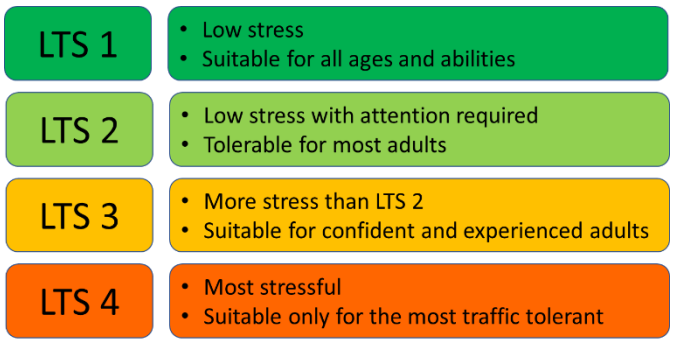


Figure 1: Bicycle Level of Traffic Stress Rating Scheme

The BLTS analysis also informed the development of the Statewide Bicycle and Pedestrian Improvement Plan. Regional and statewide planning are coordinated efforts; projects contained in the Metro Plan may also be in the Statewide Bicycle and Pedestrian Plan. Bicycle improvement projects may be very simple in scope

(such as coordinating with road striping to move fog lines and widen the apparent shoulder) or require more complex planning and additional funding. All projects will require coordination with municipalities or NHDOT, most may require both. Below is an example of the possible range of such projects from simple to complex. The project tables the Appendix contain a full list of potential projects focused on bicycle and pedestrian improvements.

Town	Route(s)	Description/Scope
Dover	Spur Rd, Dover Point Rd	Wayfinding for optimal route from Little Bay Bridge/General Sullivan Bridge, connecting to downtown along Dover Point Rd
Somersworth	NH236	Shoulder widening from NH108 to High St
Farmington	Main St	Shared land markings ("sharrows") through downtown
Rochester	Rail Trail	Rail trail extension from Lowell St to Gonic

Regional and Local Sidewalk Assessments

Strafford MPO completed a regional sidewalk assessment over the spring and summer of 2020. This assessment looked at basic conditions on a simple "good/fair/poor" scale and did a simple assessment of accessibility (e.g., can someone using a wheelchair or pushing a stroller safely use the sidewalk?). Additionally, Strafford MPO staff have completed more in-depth sidewalk assessments in Rochester and select locations in other municipalities. These assessments will help Strafford MPO and municipalities plan strategically for expansion of sidewalk networks.

Demographic Data

Strafford MPO can use detailed demographic information in Census data to identify where bicycle and pedestrian improvement projects can create the greatest benefit (refer to the demographic data within the Regional Snapshot). For instance, projects could be prioritized in areas where a greater proportion of households may have limited access to a vehicle, and where there are large gaps in a safe bicycle and pedestrian network.

Other Regional Analyses

Strafford MPO has conducted other planning efforts that can contribute to improving and expanding the bicycle and pedestrian network. Two recent efforts were "Pathways to Play" and "Promoting Outdoor Play." Pathways to Play examined recreation sites in the City of Somersworth and where residents may lack access to them because of transportation barriers (e.g., a busy road with no sidewalks or crosswalks). Promoting Outdoor Play created a full regional catalogue of recreation sites and a publicly accessible online map that includes information about each site.

Project Identification

The resources described above will provide information about how to identify, develop, and prioritize projects to improve accessibility and safety for non-motorized users of the transportation network. Strafford MPO can use data to identify gaps in the network where people might choose to ride a bike or walk

rather than drive. The data can also help identify where people might lack access to essential services because of a lack of safe infrastructure for walking and biking.

Crash Data Analysis

Improving safety of the transportation system is a priority for Strafford MPO with a specific focus on reducing crashes that result in fatalities or serious injuries. Human error is the dominant cause of crashes, but fatalities and serious injuries are avoidable with careful planning. The Strafford MPO and NHDOT goal is to achieve zero fatalities on public roads – no other number is acceptable. Strafford MPO uses several techniques to identify safety challenges and achieve advances in the federal Safety performance measures.

Crash Data

A new 2020 state law gave Regional Planning Commissions increased access to the statewide crash database compiled by the NH Department of Safety. This increased Strafford MPO's ability to identify unsafe locations on the region's highway network and propose projects to be completed with municipal and state collaboration. There is still wide variety in how local police departments records crashes and reports them for inclusion in the state database. Very few have digital systems and many still use paper forms that are submitted once a year. This leads to variability and inconsistencies in crash data. Strafford MPO continuously seeks opportunities to engage and collaborate with state and local highway safety officials on improvements to data management and sharing.

Road Safety Audits

NHDOT's road safety audit program provides funding for rapid response to locations on the highway network that have high crash rates, especially crashes resulting in fatalities and serious injuries. Successful applications to the program result in a multi-agency review of dangerous intersections or road segments and a customized approach to addressing the observed problem. Strafford MPO has been successful working with municipalities to identify locations that are eligible for the road safety audit program and will continue to do so.

Local Road Safety Plans

The road safety audit program described above can rapidly respond with spot improvements to safety challenges but ultimately only addresses safety problems after they arise. Strafford MPO is also focused on developing a more comprehensive plans for safety improvement. One such opportunity is using funding through the state Highway Safety Improvement Program (HSIP) to develop Local Road Safety Plans with individual municipalities. This is an implementation-focused planning approach based on a series of steps:

- Identify stakeholders.
- Analyze safety data.
- Choose proven solutions.
- Implement solutions.

This approach looks at the range of safety challenges within an entire community to customize potential solutions. Strafford MPO will work with municipalities and state partners to identify candidate municipalities for developing local road safety plans.

Network Geometry Analysis
Crash data are critical for identifying and improving problematic areas but are primarily reactive if used alone. Strafford MPO is focused on developing techniques and tools that can address safety problems before they result in fatalities or serious injuries. In general, if one looks at where crashes occur across the whole region, they appear random and spread out. However, road design can have a large impact on driver behavior and safety outcomes. For instance, a wide straight road encourages drivers to speed up. Acute intersections that form a "Y" shape rather than a "T" reduce visibility. Strafford MPO can use GIS to analyze road geometry and crash histories from similar locations to identify opportunities to improve road design and avoid safety problems before they cause crashes.

Resilience and Climate Change

Climate change is global challenge that requires immediate action at all levels of decision-making and governance. In relation to the Strafford MPO, climate change puts pressure on government agencies to build resilience in the transportation network. While vulnerabilities will differ from one location to another, possible impacts may result from increases in precipitation, coastal flooding, wildfires, heat, and other extreme weather events associated with climate change. For all areas, climate impacts to the transportation industry can cause disruptions to service operations, threaten assets and infrastructure, and effect underlaying markets such as losses of insurance coverage in vulnerable areas and higher fuel and energy prices.3

People in rural areas are particularly vulnerable because many households spread across the landscape may rely on a single bridge for emergency access. These rural areas are also more likely to have limited resources for maintaining, rebuilding, and adapting infrastructure.4 Understanding and assessing place-specific vulnerabilities to climate change, including consideration of multiple climate scenarios is a critical component of the transportation planning process. The ways Strafford MPO can support action on climate change fall into two distinct areas: mitigation and adaptation. There are multiple strategies Strafford MPO is currently using or developing to mitigate the acceleration of climate change and help adapt to impacts that are expected.

[3] https://www.bsr.org/reports/BSR_Climate_Adaptation_Issue_Brief_Transportation.pdf
[4] https://nca2018.globalchange.gov/chapter/12/

Mitigation			
Definition: measures to prevent, reduce, or compensate for adverse effects and environmental impacts of greenhouse gas emissions that are contributing to and accelerating climate change.			
Goal: Decrease the on-road emissions that contribute to climate change and its impacts			
Objective	*Strategy*	*Tools and Resources*	*Implementation Notes*
Increase adoption of electric vehicle technology	Identify strategic locations for new electric vehicle charging stations.	GIS and site prioritization tools	Strafford MPO collaborates with state agencies and municipalities regularly to identify sites
Increase the number of local destinations that are connected by sidewalk and safe bike routes	• Work with municipalities to develop projects focused on non-motorized accessibility in town/city centers • Increase the number of local destinations that are connected by sidewalk and safe bike routes	• Bicycle level of stress analysis • Regional and local sidewalk assessments • Crash data	Tools are currently being deployed to identify and develop projects
Increase the frequency and dependability of public transit	• Advocate for public transit investment with state and local decision-makers • Implement transit signal prioritization technology along bus routes	• Transit on-time performance data • Vehicle-to-infrastructure technology • Guides from the National Association of City Transportation Officials (NACTO)	COAST and Dover have already developed a project for potential deployment.
Increase use of mixed-use and transit-oriented development approaches	• Collaborate with municipalities on efforts to revitalize downtowns for density near public transit routes • Work with municipalities to develop projects focused on non-motorized accessibility in town/city centers	• Relationships with municipal staff and decision-makers including internal communication between planning area experts at SRPC • Guides from NACTO	Current and ongoing

Adaptation			
Definition: changing actions and approaches to reduce risk to infrastructure development, resource management, and governance in response to observed or anticipated impacts from climate change			
Goal: decrease vulnerability to climate change impacts and increase local and regional preparedness for climate variability and potential impacts			
Objective	*Strategy*	*Tools and Resources*	*Implementation Notes*
Decrease the vulnerability of Environmental Justice and Title VI populations	Identify key locations where people are most vulnerable to climate impacts and emergencies (e.g., cut off due to a road failure)	GIS analysis of census data paired with data on projected sea level rise, storm surge, and floodplains	Currently underway
Increase the emergency preparedness of the highway network	• Identify how infrastructure failures at certain points in the network would affect emergency response and evacuation • Share data and analysis with municipal and state partners for Transportation System Operations and Maintenance ("TSMO")	Use GIS analysis and travel demand model for scenario planning	Strafford MPO's travel demand model requires final adjustments for implementation and adaptation as an emergency scenario planning tool. This work will be done with an engineering firm.
Improve climate adaptation planning	• Identify points in the transportation network that are most vulnerable to climate impacts • Integrate climate adaptation data and implementation strategies in transportation planning documents	GIS analysis of the highway network paired with data on projected sea level rise, storm surge, and floodplains	Currently underway
Improve understanding of municipal needs and challenges around climate adaptation	Conduct assessment of municipal priorities around climate impacts	Online survey tools, existing relationships	Currently underway

Improve disaster response and recovery at the municipal and regional levels	• Develop a disaster response guide with multiple disaster scenarios • Identify how infrastructure failures would affect emergency responses and evacuation	• Use GIS analysis and travel demand model for scenario planning • Use FHA Climate Adaptation Guide for scenario examples[5,6] Community Resilience Building Workshop Guide[7]	Develop guide and scenarios in conjunction with local partners such as UNH and Cooperative Extension

[5] Climate Change Adaptation Guide for Transportation Systems Management, Operations, and Maintenance - Appendix E. Sample Handout for Workshop on Climate Change Risk - FHWA Office of Operations (dot.gov)
[6] Climate Change Adaptation Guide for Transportation Systems Management, Operations, and Maintenance - Appendix A. Matrix of Climate-Sensitive Decisions - FHWA Office of Operations (dot.gov)
[7] Community Resilience Building Workshop Guide

Environmental Impacts and Mitigation Strategies

Transportation projects require careful consideration to avoid impacts to precious natural resources. Even the smallest road can represent a dangerous barrier to wildlife and create a risk of collisions with motor vehicles. Paved surfaces and other transportation infrastructure can increase erosion and impact water resources. Out-of-date or poorly maintained bridges and culverts can impact stream health and make essential crossings vulnerable to damage from flooding.

Impacts from transportation improvement projects may be direct or indirect. Examples of direct impacts are permanent filling of a wetland to widen an existing road or build a new road, or increased noise from traffic. Indirect impacts may be less obvious and spread out over time. Indirect impacts would include changes in stormwater flows that slowly erode a stream bank during storms, and changes to wildlife movement due to increased traffic. Some impacts may also be temporary, such as those from construction disturbances.

The National Environmental Protection Act requires a detailed assessment of environmental impacts for all federally funded transportation projects. Long range projects in the Metro Plan (those planned for more than ten years from now) are in early development stages when detailed environmental analysis would be impractical. However, Strafford MPO conducts a preliminary environmental analysis to guide development of projects, identify potential impacts and possible mitigation strategies.

Not all projects proposed in the Metro Plan require preliminary environmental analysis. Only those projects that would clearly have a lasting environmental impact are assessed (such as a new bridge or roadway). Several types of projects in the Metro Plan may be excluded from environmental review:

- Planning projects.
- Bridge replacement or enhancement projects that may result in temporary disturbance but will not have permanent increased impacts.
- Projects involving widening along corridors that have already been built up (e.g., an existing downtown or commercial corridor).
- Projects that are conceptual or visionary are not evaluated until they have a clear purpose and scope.
- Projects involving realignment of a roadway for safety improvements would likely have minimal long-term impacts, but such projects will be assessed on a case-by-case basis.

Each project that will likely have impacts based on its scope or scale will be assessed in nine areas of potential impact – detailed in the table below. Many of these areas can be assessed using GIS data (such as wetlands) but others require a combination of data and educated assumptions.

<u>Historic and Cultural Resources</u>

New Hampshire is full of historic and cultural resources that can be damaged or lost if they are not considered in the early project planning phases. Strafford MPO has access to comprehensive databases of such resources that can identify potential conflicts with planned projects and help preserve important historic resources. Staff will also collaborate with local historical societies who have on-the-ground knowledge about historic sites that may be impacted by planned transportation projects. Some

projects, such as rail trails, are opportunities to celebrate the region's past while reviving old infrastructure for a new purpose.

Resources to be Evaluated	How We Will Evaluate Them
Air Quality	Educated assumptions about different project types (for example, sign replacement projects will not have air quality impacts, whereas projects involving excavation may have short-term air quality impacts)
Noise	Educated assumptions about different project types (for example, sign replacement projects will have very little and short-lasting noise impacts, whereas excavation projects may have longer-term and louder noise impacts)
Water Quality	Educated assumptions about different project types (for example, urban sign replacement projects are not going to have any water quality impacts, whereas excavation projects nearby a water resource may have some water quality impacts). Consideration of municipalities' designation as an MS4 community.
Wetlands	GIS - Subset of National Wetlands Inventory data layer
Riparian Habitats	GIS - Subset of National Wetlands Inventory data layer
Floodplains	GIS - FEMA Floodplains data layer
Archaeological and Cultural Resources	GIS, Multiple data layers: Historic Cultural Features, Graveyards, Community Anchor Institutions. Consultation with local Historical Societies; National Register of Historic Places
Prime Farmland	GIS - USDA Soils data layer
Species of Concern	Will be evaluated using the US Fish and Wildlife Service Information for Planning and Consultation tool
Contamination Hazards	Project proximity to contamination remediation sites and local potential contamination sites (NHDES data layers)

Preliminary Environmental Analysis Evaluation

Impact Mitigation Strategies

The early planning stages of a project are the best opportunity to identify potential environmental impacts and take measures to reduce them. Strafford MPO will work with municipalities and other stakeholders to find the best balance between achieving the purpose and need of a project with protecting natural resources. Strategies to do this will fall under three main categories:

- Avoidance: Alter the project so an impact does not occur. An alternative location may be required to avoid impacting sensitive habitats or vital resources.
- Minimization: Modify the project to reduce the severity of the impact. If alternative locations are not available, the scope of the project may need to be adjusted. For example, replacing a vital culvert or bridge with a more modern design that improves natural streamflow and allows fish and wildlife access to the stream.
- Mitigation: Undertake an action to alleviate or offset an impact, or to replace an affected resource. Some techniques can mitigate impacts and add esthetic value, such as rain gardens which capture stormwater.

Air Quality Conformity

Purpose

Ensuring good air quality continues to be an important goal for the region, and overall, the state continues to make progress on improving air quality. Specifically, reducing ozone concentrations exacerbated by greenhouse gas emissions has been a goal in New Hampshire for years. For over two decades, NHDOT, the New Hampshire Department of Environmental Services (NHDES), and RPCs have been working to reduce ozone levels guided by U.S. Environmental Protection Agency (EPA) standards. Two standards have been in effect in New Hampshire since the mid-1990s: the 1997 standard of 80 parts per billion (ppb) measured over an eight-hour period and the more stringent 2008 standard of 75 ppb, also measured over an eight-hour period.

Current Status

In July 2013, all of New Hampshire was considered unclassifiable/attainment for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard. At that point, the 1997 eight-hour ozone NAAQS (the 1997 ozone standard) was revoked for transportation purposes in the Boston–Manchester–Portsmouth (SE) NH area. Transportation conformity no longer applies to the ozone NAAQS in New Hampshire in accordance with the "geographic applicability" of the transportation conformity rule at 40 CFR 93.102(b).

On Oct. 16, 2015, the EPA issued a final rule reducing the NAAQS standard for ozone to 70 ppb from the previous 75 ppb. The region was still in compliance with the new standard, so this ruling did not affect the development of the Strafford MPO TIP.

Recent Court Decision

In February 2018, the South Coast Air Quality Management District of California filed a lawsuit challenging the EPA's final rule for implementing the 2008 NAAQS standard for ozone. One potential impact of the court case would have required MPOs throughout the country to conduct retroactive air quality conformity analyses regardless of their status for the ozone NAAQS. The court's final decision vacated portions of EPA's 2008 ozone NAAQS requirements, but upheld EPA's revocation of the 1997 ozone NAAQS. This meant that Strafford MPO did not have to conduct a retroactive conformity analysis. The court's decision specified that transportation conformity for the 1997 ozone NAAQS could be demonstrated by showing certain requirements had been met. These include the following:

- Use of the latest planning assumptions.
- Consultation [all MPOs in New Hampshire participate in regular Interagency consultation].
- Transportation control measures.
- Fiscal constraint. All MPOs use a consistent fiscal constraint methodology.

The latest planning assumptions and fiscal constraints described in the 2025–2050 Metro Plan and the 2025–2028 TIP show that the documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Ensuring Equity

Overview

Ensuring equity in transportation processes is necessary but often challenging. To help guide this process the Strafford MPO has developed its own set of documents on public participation, Title VI (Civil Rights), and environmental justice. The documents guide how the MPO interacts with and uses equitable practices with the public and Title VI populations. For more information on these policies, definitions, and practices, please see Strafford MPO's Public Participation Plan, Title VI Program, and Environmental Justice Plan.

Historically Underserved Communities (HUC): Communities who are disproportionately affected by environmental risks – including climate change – due to social factors (such as age, poverty, race, health, language proficiency, education level, and access to transportation). These groups are underrepresented in political decision-making and public investment.[8]

Long-range plans, such as the 2025-2050 MTP, are an expression of a region's values. These documents establish goals and a vision—including objectives and implementation measures—that will shape the patterns, design, and function of a region in a way that meets future needs. These plans play an essential role in determining people's access to opportunities for success by directing how resources are invested within the community. The way a plan is written and implemented directly impacts how equitable it becomes.

In the transportation world, equity and environmental justice are directly related to public health impacts and mitigation efforts. It is essential to include historically underserved communities throughout the entire transportation planning process to avoid negative impacts and to ensure these populations are not disproportionately affected. Practically, this means focusing outreach on historically underserved communities, ensuring their voices are heard and valued throughout the entire planning processes, and ensuring they have the knowledge to make informed decisions.

What might inequitable transportation planning in New Hampshire look like? Here is a hypothetical example. A municipality wants to build a new exit from a main highway to support their economic development plan. The project will impact a residential neighborhood—including noise and air pollution and decreasing property values based on their proximity to the exit. Land adjacent to one of the town's low-income neighborhoods is purchased for the exit based on the lowest cost. Public notices are posted in the newspaper and library for a project meeting on a Wednesday morning at 10:00am at the Town Hall to discuss the proposed location but no one shows up, and the project moves forward.

[8] Developed by RPC staff for the Dover Equity Project

This hypothetical project demonstrates how a community can create an inequitable outcome by not holding equity as a pivotal point in their community engagement and planning process, excluding certain historically underrepresented communities from being part of the decision-making process. First, the land purchase was made based solely on finances and didn't consider how it would impact the adjacent residents. Second, the public notice meeting was scheduled at a time inconvenient for the lower income residents who were likely working at 10:00am on a Wednesday. Also, these residents were not properly notified as not everyone purchases or reads the newspaper or necessarily visits the library. Such inequitable processes have created lasting and subsequent impacts for affected communities.

Common Equity Planning Pitfalls

Transportation planning pitfalls that cause inequity can be unintentional but no less damaging. Equity needs to be consistently considered to ensure project and location specific engagement tools and conscious decision-making are used in the planning process.

Most transportation planning decisions lean heavily on public meetings to advertise and explain their process and plans, and to serve as the required "feedback" from the public. These meetings often present some common barriers to inclusion.

- Meetings are often held at inconvenient times and locations, with technical language and jargon that is unfamiliar to the public.
- Childcare is no provided—this often prohibits parents of young children from participating.
- Translation services are not available.
- Lack of compensation undervalues participant's time.
- Public hearings usually occur late in the planning process, making it hard to address issues raised by the public.

The implications of these pitfalls often reinforce patterns of community disinvestment, marginalization, racial segregation, differing neighborhood quality, and varied access to opportunities along race and socioeconomic class lines. These patterns in neighborhood quality can lead to serious social and health iniquities.

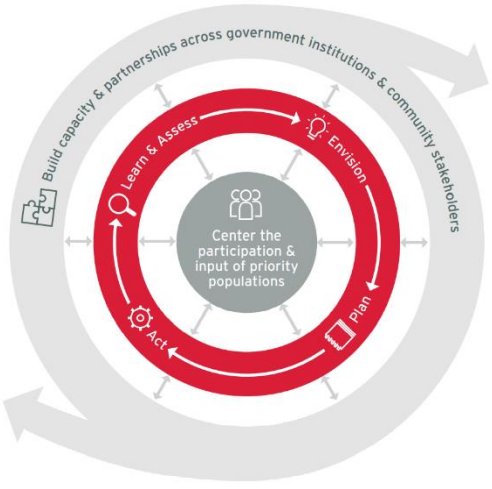


Figure 2: Elements of an equitable planning process[9]

Addressing Pitfalls

Equitable planning processes increase the likelihood that plans will holistically benefit the target communities and advance community health and equity. An equitable planning process can address common pitfalls by centering the participation and input of historically underserved communities throughout the entire planning process, building capacity and partnerships among local and regional governments and community stakeholders, and applying an equity approach to every stage of the planning process.

An Equitable MPO Framework

An equitable transportation planning process resists the status quo approach to planning and will increase the plan's likelihood of advancing community health and equity. There are four phases of the Strafford MPO's equitable planning framework: Learn and Assess, Envision, Plan, and Act.10

Disaster Response and Recovery

A potential climate-related transportation project will be used as an example to walk through the four phases. The disaster response and recovery (DRR) project would improve disaster response and recovery at the municipal and regional levels by creating scenarios showing how climate change will impact transportation infrastructure and travel routes. An example is increased flooding that makes a major road impassable and blocks access to a municipal neighborhood. The project would, with input from impacted communities, identify and assess deficiencies that combined with climate change affect emergency response and evacuation, then develop recommendations for future actions to mitigate the hazards and improve response and recovery.

The following walks through the Equitable Framework process, using the MPO as the project coordinator. This process can be replicated and utilized by municipal, state or other organizational staff.

Learn and Assess

Emphasis on community members' experiences creates value, strengthens input into the planning process, and cultivates a deeper understanding of community concerns. This phase is when data collection occurs. It is necessary to collect and share both qualitative and quantitative data to create a mutual understanding of a community's baseline conditions, strengths, assets, and challenges.

Strafford MPO will use a mixed method approach to data collection. This means incorporating both quantitative data collection and social science practices.

[9] https://www.changelabsolutions.org/sites/default/files/2020-12/ThePlannersPlaybook_FINAL_20201207.pdf
[10] https://www.changelabsolutions.org/sites/default/files/2020-12/ThePlannersPlaybook_FINAL_20201207.pdf

Quantitative data collection includes Census data analysis, community asset mapping, and disaggregation of data by demographic indicators to increase understanding of inequity patterns. Social science practices include conducting personal interviews, focus groups, and ground truthing to validate quantitative data collection. Doing so allows for assessment of both a community's deficits and their strength or sources or resilience.

Equitable transportation planning processes start every project in partnership with those who will be affected by the end product. The first step is to identify who the project will impact. Strafford MPO will utilize both geographic data and the metrics developed by SRPC staff to identify historically underserved populations. Metrics include populations with chronic diseases, persons over the age of 64, those with limited vehicle access, and more at the Census Tract and Block Group levels. For more information on these metrics, see the Regional Data Snapshot.

During the DRR data collection phase, Strafford MPO will gather quantitative data to create a GIS analysis and utilize the travel demand model to show what infrastructure and travel routes will be impacted by different climate scenarios. As the same time, staff will be gathering qualitative data, reaching out to municipalities, and getting on-the-ground insight on problems areas. Information will also be gathered on what historically underrepresented communities will be affected by both the model and the problem areas identified by local experts.

Envision

Visioning develops community consensus on goals for the future. These goals are the basis for planning policy decisions and actions. Inclusive visioning workshops will be designed to encourage participation by all segments of the community as identified in the Learn and Assess phase. After which, the project team will draft and workshop a vision statement. The priority population will ensure it is understandable across cultural barriers and reflects their interests and hopes.

While reaching out to communities for local expertise on problem sites, MPO staff share project goals and survey what actions and policies these communities would like to see implemented. These groups will be invited to workshop potential solutions that include all affected parties and are economically and equitably sensible. This part of the process builds trust and relationship between the planners and those who will be impacted by the plan.

Co-design *in built on the belief that all people are creative and that, as experts in their own experiences, they should be involved in designing policies and programs that affect them. Australia has implemented this in large public processes.* [11,12]

[11] Australia: Healthy Housing — Civic Design Lab
[12] Blomkamp E. The promise of co-design for public policy. Aust J Public Adm. 2018;77(4):729-743. doi:10.1111/1467-8500.12310

Plan
This is where the planning goals, policies and actions come together into one document and then adopted. To bolster equity during this phase and to avoid common pitfalls, the Strafford MPO will continue to put people at the center of plan development. This means using co-design or human-centered design that creates solutions with the communities most affected by the plan's actions. Starting with this approach will cultivate a planning process that includes goals and policies that foster community engagement, equitably distribute community benefits and burdens, and consider potential equity tradeoffs. This process can also utilize health impact assessments (HIA) to identify, assess, and communicate unforeseen health impacts that might have been missed otherwise.

Once the data is collected and community workshops completed, MPO staff will continue to work in conjunction with the communities to draft a plan that identifies their needs. The process may include a HIA to determine any unforeseen health impacts on the communities. The draft will then be sent directly to participants—rather than only posting it in the local newspaper—for input. Once input is received and incorporated, the document will be complete and ready for adoption.

Act
This implementation phase is critical for achieving the community's vision and plan goals. A first step is to set implementation priorities based on equity. Criteria can include levels of urgency for action, estimated level of cost or effort necessary, and the anticipated impact or value of an action. Another action might include developing a community advisory board that participates in plan implementation efforts and helps establish performance metrics and reporting.

Once the DRR policy or document is completed, Strafford MPO staff will continue communication with communities on their implementation efforts and ensure their completion in conjunction with public input.

Projects in the Metro Plan

Several projects programmed in the Metro Plan will have positive equity impacts at the local and regional level. Strafford MPO will use the techniques and tools outlined above to develop more projects like the ones listed below.

Dover-Somersworth-Rochester (29604) – complete streets improvements along NH108
Project status: design and engineering underway; construction expected to begin in 2027.
This project had a stronger multi-modal approach from its original conception. The design considers more than just safety and convenience for cars and trucks. It looks at transit riders, cyclists, and pedestrians.

Farmington Project #L05001
Project status: in the State Ten Year Plan; expected year of construction is 2032.

This project will expand the sidewalk network and improve linkages to and through the downtown. Residential zones are tightly clustered around the downtown; students walking to school need more protected walking routes.

Regional Project R01004
Project status: currently in the Metro Plan out-years; requires collaboration between municipalities and COAST.
Public transit benefits a wide range of people and any improvements to service have strong equity impacts throughout the region. This project would install transit signal prioritization technology on existing traffic signals along transit routes. The technology would hold green lights longer for approaching transit buses and increase route efficiency. The existing project is scoped for all signals on transit routes in Dover but could be expanded to other communities.

Actions to Ensure an Equitable Transportation Decision Making Process		
Event/Decision Point	**Issue**	**Solution/Suggested Actions**
Public Meeting Noticing	Does not reach all affected parties in community. Historically aimed at a population that is already involved in local concerns. Not sent directly to those who are affected.	Local Radio. Direct letters to residents, particularly for those who may not have access to or may not use technology. Use a town or city emergency announcement messaging system. This can be sent to all residents in the same way they get a parking ban alert or road construction alert. In this increasingly digital age, many community residents get their local news solely through social media, town Facebook pages for instance. This can be used to get the word out to a much larger section of the population. Many towns and cities have weekly or monthly newsletters to the community. Being prepared and having your meeting information ready to go when these go out would ensure a broader reach.

Actions to Ensure an Equitable Transportation Decision Making Process		
Event/Decision Point	**Issue**	**Solution/Suggested Actions**
Public Meeting Accommodations	Lack of attendance.	Hold virtual meetings. Go out to the neighborhood that is affected, have an outdoor public meeting on their street or common gathering area if it exists. Find a community champion, investigate if a community member would like to hold a meeting in their house or yard. Engage members of local community, especially SRPC commissioners to be advocates of information on the project.
Education	Lack of awareness of environmental affects. Misunderstanding data.	Find innovative ways to impart information, infographics, discussions, videos, social media, stories and testimonials to make the process and effects transparent and relatable. Build interest and excitement-MPO plays an objective role but stimulating discussion and engagement is necessary.
Feedback Loop	Community gives time and effort and does not hear back on middle stages of process.	Create a communications structure that prompts public updates every two weeks or month so that the community is kept informed as the process continues. EG. scheduled social media updates or e-mail updates.
Meetings	People only engaged when there's a problem, or entity wants to build a project.	Building relationships and identifying key people in the community to become involved in the process and be community advocates and conduits to information.
Data Collection Issues	Data collection is usually heavily based on quantitative analysis which doesn't represent the full picture of a geographic area or population.	Shift to a mixed method approach to understand demographic, but also consider community perspectives. Use ground truthing to verify data.

Actions to Ensure an Equitable Transportation Decision Making Process		
Event/Decision Point	**Issue**	**Solution/Suggested Actions**
Inclusive Visioning and Prioritization of Equity	Projects are generally conceptualized by planners and engineers. This could be a more collaborative process with earlier community involvement.	Early investment will bring positive returns and buy in for a project. Involve the public/community at the conceptual stage of project development.

Major Projects – Anticipated Benefits and Potential Impacts

The Metro Plan contains numerous projects in various states of planning and development. Several are significant and deserve to be highlighted for their potential contribution to goals or impacts that will require careful planning and mitigation. Many projects have overlapping benefits in the performance measures, regional goals, and implementation strategies described above.

Municipality and Project Number	Farmington (project L05001 in the Metro Plan out years)
Project Location	Main St and downtown
Project Scope	Expand or upgrade sidewalks along Main St from Canal St to NH153 intersection; link to Farmington Rec Trail
Project Need	Walkability is a key part of town's revitalization efforts. Dense downtown requires local students inside bus zone to walk to school.
Implementation Status	Funding for some downtown sidewalks is in the TIP, BETA engineers have assessed additional sidewalk segments with cost estimates.
Objectives & Anticipated Benefits	
Safety	Pedestrian safety is a priority for Farmington with local student foot traffic and downtown revitalization efforts.
Accessibility	Related to safety above; accessibility is important to downtown revitalization efforts.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Increasing pedestrian safety and infrastructure has a positive impact on air quality; otherwise not applicable
Noise	Not applicable
Water Quality	Not applicable
Wetlands	Sidewalk segments under review for expansion cross Pokamoonshine Brook
Riparian Habitats	Sidewalk segments under review for expansion cross Pokamoonshine Brook
Floodplains	Sidewalk segments under review for expansion cross Pokamoonshine Brook
Archaeological and Cultural Resources	None known
Prime Farmland	None known
Species of Concern	endangered species/species of concern will need to be assessed with Pokamoonshine Brook wetlands and
Contamination Hazards	Salt contamination related to Pokamoonshine Brook
People & Neighborhoods	
Title VI Populations	Minority populations are under 12% in Farmington

Environmental Justice Populations	Census tract number 870 shows 10% of population with no vehicle access. All Farmington shows Low Income Population of 15.79% and Population in Poverty of 13.52%

Municipality and Project Number	Somersworth (project L16001 in the Metro Plan out years)
Project Location	West High St/Maple St/Sunset Drive intersection
Project Scope	Relocate pedestrian crosswalks across High St to west of Maple and east of Sunset. One pedestrian refuge median island with plantings on each approach of High St. Eliminate excess pavement in Maple/High St corner and replace with planted median island.
Project Need	This project is on NH236 which connects Somersworth downtown to NH108. It is in a residential area near schools and other community centers so pedestrian and traffic safety are both critical.
Implementation Status	This project is currently in the Metro Plan out years and is being developed with city staff for future inclusion in the Ten Year Plan or application through another funding source.
Objectives & Anticipated Benefits	
Safety	This is a proactive safety project on a primary corridor in a residential area surrounding the City's schools. There have not been serious crashes here yet, but traffic volumes will rise with the city's growth. The intention is to increase walkability in neighborhoods and ensure continued safety.
Accessibility	This project will directly connect to existing and programmed pedestrian safety projects funded through the Transportation Alternatives program and Ten Year Plan.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Congestion is not a regular factor at this location. Benefits are primarily for driver and pedestrian safety.
Noise	Limited impacts expected. Proposed design will likely slow vehicle speeds and reduce engine noise.
Water Quality	No additional pavement needed; no impacts expected.
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Project is near historic district. No impacts anticipated; could improve walking access to local historic sites.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	No adjacent remediation or potential contamination

People & Neighborhoods	
Title VI Populations	Census tract 830.01 has a minority population of 14.41%
Environmental Justice Populations	Census tract 830.01 in Somersworth shows Low Income Population of 21.71% and population in poverty of 9.24%

Municipality and Project Number	Dover (L03006 in the Metro Plan out years)
Project Location	NH108 bridge over the Bellamy River
Project Scope	Multi-lane roundabouts at Mill St and Back river Rd (at each end of the bridge).
Project Need	This is a highly congested section of corridor that is important for regional commuting at an interchange with local and turnpike traffic. Schools, healthcare facilities, and commercial developments are adjacent or nearby.
Implementation Status	This is currently a long-range project. Dover has conducted studies with consultants for traffic analysis and initial alternative design. Design and construction of this project will require coordination with NHDOT turnpikes.
Objectives & Anticipated Benefits	
Congestion	Reducing congestion and improving travel times is a goal for the region, and a federal performance goal. Analysis of NPMRDS travel data in 2019 confirms congestion is regular throughout the day and especially heavy during peak morning and evening travel periods.
Safety	This location has numerous, complex turning movements. Roundabouts create much safer traffic flow and have significant reductions in fatal and severe injuries. Project design should carefully consider opportunities to improve bicycle and pedestrian safety is at the juncture of planned expansion of the community trail and access to a new walking path along the Bellamy River.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Heavy congestion leads to localized air quality impacts. A new configuration with roundabouts would improve traffic flow and reduce wait times that lead to decreased air quality.
Noise	Noise levels would likely not change.
Water Quality	Dover is an MS4 community. Special attention should be paid to stormwater treatment.
Wetlands	The current design would not require widening of the existing bridge and eliminate potential impacts to adjacent wetlands.
Riparian Habitats	The current design would not require widening of the existing bridge and eliminate potential impacts to the adjacent river.
Floodplains	The current design would not require widening of the existing bridge but options for increasing the resilience of the infrastructure should be considered since this project is in a floodplain.

Archaeological and Cultural Resources	The Sawyer Woolen Mills is listed on the national historic building register. Archaeological resources are potentially present due to the proximity to the 108 bridge.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	Minimal impacts anticipated - Nearest site is 200 feet from bridge
Climate Change	The adjacent wetland should be assessed for stormwater storage capacity and alternatives should be developed for improving the resilience of the infrastructure and the bridges existing compatibility with the river.
People & Neighborhoods	
Title VI Populations	Adjacent census tracts show minority populations of 16-17%
Environmental Justice Populations	No issues noted

Municipality and Project Number	**Newmarket (Project L11005 in the Metro Plan out years)**
Project Location	Beech St Extension
Project Scope	New passenger rail station and parking. There is a current parking lot with a small vacant building that could be converted to a rail stop along the Downeaster line.
Project Need	Passenger rail expansion is a priority in SE New Hampshire because of the link with Boston, MA and Portland, ME. Expanding the multi-modal network in the region is critical for continued economic development.
Implementation Status	This is a long-range project requiring significant investment. Project will depend on expansion of existing rail lines to accommodate additional cars on existing trains or additional runs. Trains are currently at capacity and adding cars (lengthening trains) is not feasible due to track capacity limitations.
Objectives & Anticipated Benefits	
Congestion	Commuting patterns are affected by the proximity of the large metro areas of Boston and Portland. Passenger rail service could be highly effective in reducing congestion if it can be expanded.
Multi-modal Development	Enhancing the multi-modal transportation system is a primary goal in the Strafford region. SE New Hampshire has the richest mix of modes in the state; it needs to be developed to provide diverse transportation options.
Accessibility	Passenger rail expansion would be a major asset for the region's growing urban communities. This would make transit-oriented development more feasible.
Economic Development	The Amtrak Downeaster has seen record levels of passengers over the past five years. Those passengers are traveling for employment and recreation within and outside the region. Enhancing the connections to the region through passenger rail will be critical for continued economic development.
Potential Impacts and Mitigation Strategies	

Environmental	
Air Quality	There would be local air quality impacts from the train idling and re-accelerating. Station design should consider ways to reduce wait times.
Noise	Passenger and freight trains already travel through this site; additional noise would be noticeable with development of a new rail stop.
Water Quality	The tracks are already active; impacts from construction of the station are unknown but the site is already developed.
Wetlands	Wetlands are present; new impacts are unknown
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	No impacts anticipated; site is already developed
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	Adjacent to one remediation site (Newmarket Dump Site on Beech Street Extension)
Climate Change	There are spots along the rail line between Boston and Portland that travel through coastal wetlands and are extremely vulnerable to damage from sea level rise and storm surge. Expansion of passenger rail service will need to address long-term resilience of this critical infrastructure.
People & Neighborhoods	
Title VI Populations	Census tracts show minority populations of 9.5%
Environmental Justice Populations	Census tract 675.03 shows a low income population of 12.84%

Municipality and Project Number	**Barrington (L01002) in the Metro Plan out years**
Project Location	NH125 and NH9 intersection
Project Scope	Install sidewalks along NH9 between Christmas Ln and the Barrington Middle School. Includes pedestrian crossing signals at NH125 intersection and midblock crossings across NH9 on both sides of NH125.
Project Need	The intersection currently has no pedestrian facilities. This is a barrier to economic development in an area where several small businesses operate and more commercial and residential development is planned or anticipated. The lack of pedestrian facilities is also a safety hazard for students walking to the town middle school.
Implementation Status	Barrington has applied for funding through the Ten Year Plan and Transportation Alternatives program
Objectives & Anticipated Benefits	

Safety	This project will have significant benefits for pedestrian safety; there are no facilities currently present.
Economic Development	This project is located in the center of Barrington's commercial development. Pedestrian access and safety will be important for the continued development of the town center as residential and commercial properties are developed.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	The current scope of this project will not have a measurable impact on existing air quality
Noise	The current scope of this project will not have a measurable impact on existing air quality
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Minimal impacts anticipated
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	Minimal impacts anticipated. Four remediation sites are 300-600 feet away; 500 feet from nearest potential contamination site.
People & Neighborhoods	
Title VI Populations	
Environmental Justice Populations	Census tract 850.01 shows a low income population of 14.39%

Municipality and Project Number	**Rollinsford and Dover (project R01005 in the Metro Plan out years)**
Project Location	Active rail lines between Dover and Rollinsford
Project Scope	Track siding rehabilitation and expansion
Project Need	Active rails are currently at-capacity for train traffic, restricting passenger rail and freight volumes. Track siding increases capacity, but current siding is not compatible with trains.
Implementation Status	The Northern New England Passenger Rail Authority (NNERPA) has proposed projects through past CMAQ rounds. Improvements are planned, and "shovel-ready".
Objectives & Anticipated Benefits	

Congestion	Commuting patterns are affected by the proximity of the large metro areas of Boston and Portland. Passenger rail service could be highly effective in reducing congestion if it can be expanded.
Multi-modal Development	Enhancing the multi-modal transportation system is a primary goal in the Strafford region. SE New Hampshire has the richest mix of modes in the state; it needs to be developed to provide diverse transportation options.
Accessibility	Passenger rail expansion would be a major asset for the region's growing urban communities. This would make transit-oriented development more feasible.
Economic Development	The Amtrak Downeaster has seen record levels of passengers over the past five years. Those passengers are traveling for employment and recreation within and outside the region. Enhancing the connections to the region through passenger rail will be critical for continued economic development.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Track siding has significant improvements to air quality because it allows trains to pass each other without slowing down. Additional analysis can be done to quantify air quality benefits. Overall, improving transit alternatives to driving alone will reduce transportation emissions in the region.
Noise	Improvements to track siding will not significantly increase or reduce existing noise of trains
Water Quality	No impacts anticipated; Right-of-way is already developed and does not need to be expanded for track siding enhancement
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Need to confirm eligibility of Boston and Maine Railroad eligibility for National Register.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	Remediation sites: 17 sites within 300 feet of railroad corridor, but none directly on the railroad corridor; one site is within 30 feet of the railroad corridor (Oak Street Tank Farm, Oak Street in Rollinsford), and one site is within 80 feet of the railroad corridor (TKL Corporation, Oak Street in Rollinsford), all others are at least 100 feet from the railroad corridor. Potential Contamination sites: One site is about 400 feet from railroad corridor (Berry's Transmission Service, Rollins Road in Rollinsford)

Climate Change	There are spots along the rail line between Boston and Portland that travel through coastal wetlands and are extremely vulnerable to damage from sea level rise and storm surge. Expansion of passenger rail service will need to address long-term resilience of this critical infrastructure.
People & Neighborhoods	
Title VI Populations	This project has potential negative impacts along the rails in Dover and Rollinsford and potential positive impacts for passenger rail ridership.
Environmental Justice Populations	This project has potential negative impacts along the rails in Dover and Rollinsford and potential positive impacts for passenger rail ridership.

Municipality and Project Number	**Dover, COAST, UNH Wildcat (project R01004 in the Metro Plan out years)**
Project Location	Traffic signals on COAST and Wildcat bus routes in Dover
Project Scope	Transit signal prioritization on all signals along COAST & Wildcat routes in Dover
Project Need	Public transit in the region must serve a large land area – balancing the frequency of buses with number of people served. Increasing the efficiency and reliability of public transit is important for increasing ridership.
Implementation Status	Project has been scoped and has a cost estimate, ready to apply for funding, would require minimal construction time.
Objectives & Anticipated Benefits	
Congestion	Public transit can have a significant impact on congestion by reducing in-region trips taken alone in a car. Increasing public transit reliability will increase its attractiveness to prospective riders.
Air Quality	In-depth analysis is needed to quantify air quality benefits. Increasing transit performance will reduce emissions.
Economic Development	The region is growing, and public transit will play an increasingly important role in economic development, especially in urban communities. COAST passengers ride for employment, healthcare, shopping, and recreation – proportionately in that order.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Improved transit service will have air quality benefits
Noise	No increase in existing noise levels
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated

Archaeological and Cultural Resources	Minimal impacts anticipated
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	
Climate Change	Public transit is an important strategy for mitigating vehicle emissions that are driving climate change.
People & Neighborhoods	
Title VI Populations	Positive impacts for Title VI and EJ populations served by COAST
Environmental Justice Populations	Positive impacts for Title VI and EJ populations served by COAST

Municipality and Project Number	**Madbury (project 41596 in the State Ten Year Plan)**
Project Location	Intersection of NH155, Madbury Rd, and Town Hall Rd
Project Scope	Intersection improvement study
Project Need	This intersection has extreme geometry that is a safety hazard. Heavy daily commuters, school buses, and UNH transit buses travel through this intersection daily. There is no history of fatalities or serious injuries, but proactive safety improvements are necessary.
Implementation Status	This project is funded as a study in fiscal year 2027; Strafford MPO is working with the town and NHDOT to accelerate this project as quickly as possible.
Objectives & Anticipated Benefits	
Safety	The safety focused project scope will be determined through the study.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Minimal impacts anticipated
Noise	Minimal impacts anticipated
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	To be determined; the future scope may require significant excavation and realignment of the existing intersection impacting abutting land.
Prime Farmland	Minimal impacts anticipated

Species of Concern	Minimal impacts anticipated
Contamination Hazards	None or minimal impacts anticipated - nearest site is 400 feet from intersection
People & Neighborhoods	
Title VI Populations	Minimal impacts anticipated
Environmental Justice Populations	Minimal impacts anticipated

Municipality and Project Number	**Northwood-Nottingham (project 41595 in the state Ten Year Plan)**
Project Location	152/US4 Intersection
Project Scope	Intersection safety improvements (detailed scope to be determined)
Project Need	US4 is the only high-volume, high speed corridor in the region that connects east to Concord. The intersection with NH152 is highly skewed and on a hill, creating a significant safety hazard.
Implementation Status	This project is funded in the state Ten Year Plan with engineering to start in 2023 and construction planned to start in 2026.
Objectives & Anticipated Benefits	
Safety	This is a critical corridor in the region and safety improvements are vital.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Minimal impacts anticipated
Noise	Minimal impacts anticipated
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Minimal impacts anticipated
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	One remediation site is adjacent to the intersection (Glunt Property, 88 First NH Turnpike in Northwood); Two sites are within 200 feet of the intersection
People & Neighborhoods	
Title VI Populations	Minimal impacts anticipated

Environmental Justice Populations	Minimal impacts anticipated

Municipality and Project Number	Dover, Somersworth, Rochester (project 29604 in the TIP)
Project Location	NH108 corridor between Weeks Crossing in Dover and Innovation Drive in Rochester
Project Scope	Complete Streets improvements from Indian Brook Drive to Innovation Drive.
Project Need	This corridor is developing quickly and has a lot of potential for balancing economic development with multimodal improvements.
Implementation Status	Preliminary engineering is underway with collaboration between a consultant, NHDOT, the 3 cities, COAST bus, and Strafford MPO. Construction programmed for 2024
Objectives & Anticipated Benefits	
Congestion	This project will be designed based on projected traffic volumes to ensure long-term corridor capacity.
Safety	Improving safety for a wide range of users is a core objective of this project.
Economic development	The corridor has significant potential for economic development, both for commercial and residential. Complete streets is a design philosophy that considers economic development objectives along with transportation.
Multimodal Development	The complete streets philosophy balances improvements for vehicles, non-motorized users, and public transit. Multimodal development is a primary objective for Strafford MPO.
Climate Change	The complete streets philosophy strives to make more trips feasible by foot or bike, reducing the need for vehicle trips and resulting emissions.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Direct emissions reduction may be difficult to quantify; additional analysis will be needed.
Noise	Nominal impacts anticipated
Water Quality	Any additional stormwater will be required to be treated on-site
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Currently being reviewed
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	There are 25 remediation sites and 38 potential contamination sites adjacent to this corridor.
People & Neighborhoods	

Title VI Populations	This project has a long extent and Title VI populations should be sought out for inclusion.
Environmental Justice Populations	Potentially extensive (temporary) construction impacts.

Municipality and Project Number	**Lee 42876**
Project Location	Lee traffic circle (US4 and NH125)
Project Scope	Construct up to an 80-space park and ride lot near the junction of US4 and NH125
Project Need	This project is part of congestion mitigation for the Newington-Dover Little Bay Bridge replacement project (record of decision). Park and ride lots are valuable for encouraging carpooling for daily employment commuting. This site is at the intersection of NH125 and US4 with significant southbound and eastbound commuting travel.
Implementation Status	This project is in the TIP with construction programmed for 2022
Objectives & Anticipated Benefits	
Congestion	The region is growing, and traffic volumes will rise with development. Park and rides are one of many strategies for managing congestion.
Climate Change	Providing more options and encouraging alternatives to driving alone contributes to reductions in vehicle emissions that are driving climate change.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	This project has measurable air quality benefits that were calculated as part of its development.
Noise	Minimal impacts anticipated
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Survey of potential above- and below-ground archaeological and historic resources may be needed
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	No contamination or remediation sites in proximity
People & Neighborhoods	
Title VI Populations	
Environmental Justice Populations	

Financial Plan and Fiscal Constraint

A critical element of the Metro Plan is that it must be financially constrained. This means that the total costs of projects and services contained in it may not exceed the amount of funding that can reasonably be expected to be available in the MPO area for the period being considered. Projects and programs that are recommended in the Metro Plan must be shown to be realistic given the financial resources that are reasonably expected to be available in the future. The four-year TIP and Ten Year Plan are fiscally constrained by NHDOT through state coordination; they form the basis for estimates of financial resources in the Metro Plan.

Transportation Funding

For purposes of implementing the provisions of the Fixing America's Surface Transportation (FAST) Act, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) jointly issued revised planning regulations governing the development of the Long Range Transportation Plans (the Plan) and Transportation Improvement Programs for urbanized areas. These regulations are designed to ensure that metropolitan transportation planning and programming are adequate and that the areas are eligible for Federal highway and transit funds. One part of the planning regulations requires that the Plan include a financial plan "that demonstrates how the adopted transportation plan can be implemented" and provides supporting regulations in 23 CFR Part 450.324(g)(11):

Federal Regulation References

Financial Plan: 23 CFR Part 450.324 (g)(11),

Public transit funding: 49 U.S.C. Chapter 53

I. For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

II. For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

III. The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

IV. In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C.

Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

V. For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

VI. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies to ensure the implementation of Transportation Control Measures (TCMs) in the applicable State Implementation Plan (SIP).

VII. For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

VIII. In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

Anticipated Revenues

Revenues expected to be available for transportation improvement projects were estimated utilizing data from the 2025-2028 Transportation Improvement Program (TIP) as well as the financial plan from the 2025-2034 State Ten Year Plan. Those documents provided the total funding estimates for FHWA and FTA apportioned funds, State funding sources, and local (and other) resources for projects in the region. Beyond 2034, funding is projected based on a trend analysis of federal revenues. This fiscal constraint documentation below details the resources expected to be available for the duration of the Plan.

Tables 1-3, below, show projections of Federal Transit Administration Section 5307 Urban Formula funding anticipated to be available to COAST (the public transit agency in the region). In the Strafford MPO region, section 5307 funding may be used for operating expense at a 50% federal/50% non-federal match split; as well as capital expenses (at an 80% federal/20% non-federal match split. Non-federal funding is typically drawn from municipalities in New Hampshire, but may also include state, private sector, and other sources. COAST receives funding based on

apportionments to the Dover-Rochester and Portsmouth Urbanized Areas, which may be used for either capital or operating expenses. Beyond recent apportionments, future allocations are forecast to increase 1.5% annually. The Plan anticipates that the two transit systems will provide service levels that can be supported by this level of funding, including continuation of existing service and proposed service expansions.

Existing Funding Sources

Federal Transit Funding

There are a number of programs that support transit planning and development, which are funded through the Federal Transit Administration (FTA). One primary objective of MAP-21 was to reduce the total number of programs into fewer funding categories with more flexibility; many of these programs were continued in the FAST Act. The list below is a sample of transit programs supported by federal law.

FTA: Urbanized Area Formula Grants (Section 5307)

The largest of FTA's grant programs, this program provides grants to urbanized areas (populations of 50,000 and more) to support public transportation. This is a formula-based program where funding is distributed based on the level of transit service provision, population, and other factors.

FTA: Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). New Hampshire uses this program to provide Purchase of Service funding for the purchase of vehicle hours to provide transportation to elderly and disabled members of the public.

FTA: Rural Area Formula Grants (Section 5311)

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service.

FTA: Bus and Bus Facilities Program (Section 5339)

A formula grant program is established under Section 5339, replacing previous discretionary Bus and Bus Facilities programs. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Each year, $65.5 million will be allocated with each State receiving $1.25 million and each territory (including DC and Puerto Rico) receiving $500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. This program requires a 20 percent local match.

Other Transit Funding Sources

FHWA/FTA CMAQ Funds

Funds are eligible for transportation related projects in ozone and carbon monoxide non-attainment and maintenance areas. Projects must contribute to meeting the attainment of national ambient air quality standards, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors. Funding may be used for transit capital and operating funds.

Municipalities

COAST provides public transportation for ten communities in the Seacoast region and Berwick, Maine (five communities in the Strafford MPO region). COAST relies on voluntary municipal contributions to support about 11 percent of its operating budget and has no authority to mandate regional or municipal funding, except to withhold services, or levy rider fines.

Local Option Fee

NHRSA 261:153, VI enables municipalities to adopt an additional motor vehicle registration fee (up to $5) to fund local transportation improvements. Funds raised can be used as local match for public transit. Three municipalities in the Strafford MPO region have taken advantage of the local option fee: Dover, Durham, and Newmarket.

Private Sources

Private companies can contribute funding for public transportation and have that funding be counted towards the local match. In the past, companies have collaborated with COAST to provide bus service for their organization.

<u>Direct Public Transportation Revenue Sources</u>

The following funding sources benefit public transportation operators directly.

Fare Box

COAST charges fares for passengers riding the bus routes, however, fares cannot be counted towards the local match for federal funds.

Transit Advertising

Transit Advertising includes revenues generated through advertising on COAST vehicle and bus shelters.

Projected Transit Funding

Fiscal Years 2025-2028

Funding for Fiscal Years 2025-2028 comes from the Statewide Transportation Improvement Program. Transit funding through the FTA is assumed to be fiscally constrained per NHDOT fiscal constraint analysis. Table 1 indicates federal funds available to COAST from fiscal years 2025-2028.

Fiscal Years 2025-2032

Funding for Fiscal Years 2029 to 2034 come from the last six years of the current approved Statewide Ten Year Transportation Improvement Plan. Table 2 indicates FTA funding for COAST as programmed in the 2025-2034 Ten Year Plan.

Table 1: COAST Funding in Fiscal Years 2025-2028	
Year	Funding
2025	$3,879,128
2026	$4,123,975
2027	$4,401,511
2028	$4,736,860
Average/Year	$4,285,368.5
Total	$17,141,474

Table 2: Anticipated Transit Funding Fiscal Years 2029 -2034	
Year	Funding
2029	$5,089,196.00
2030	$6,028,828.31
2031	$6,176,534.61
2032	$6,327,859.70
2033	$6,482,892.27
3034	$6,641,723.13
Average/Year	$ 5,411,280.84
Total	$32,467,685.01

Fiscal Years 2035-2050

The projected estimates for COAST are based on the funding levels shown in the final six years of the Ten Year Plan. Beyond apportionments in the TIP years, future allocations are forecast to increase 2.45% annually. Fiscal constraint assumes that COAST will provide service levels that can be supported by this level of funding, including continuation of existing service and proposed service expansions.

Table 3: Anticipated Average Annual Transit Funding Fiscal Years [illegible]	
Year	Average Funding
2035-2040	$6,257,082.05
2041-2045	$7,146,132.46
2046-2050	$8,065,492.20

Existing Highway Funding Sources

The following funding sources are available for maintenance and improvements to road networks in the Strafford MPO region. Funding is divided into two categories: federal aid and state aid.

National Highway System (NHS)

This funds projects on the designated NHS (when approved); the interim NHS includes highways that are on the interstate system and selected principal arterials. Funding for this category is an 80 percent federal match and a 20 percent local match.

Surface Transportation Program (STP)

This program funds projects chosen by states and localities for any road with a higher functional class than local or rural minor collectors. Funding for all STP categories is an 80 percent federal match and a 20 percent local match. There are several subcategories of STP funds applicable for the Strafford MPO, for example, "STP Any Area", "STP Non-Urban", and "STP Hazard Elimination." However, the State can transfer funds within these categories; therefore, for the purposes of general financial forecasting, all but STP Transportation Enhancements have been grouped into a single category.

Bridge Rehabilitation and Replacement

This category includes three subcategories, which are grouped as a single "Bridge" category in the funding forecasts. They are:

1. On-System: Bridges on roads that are functionally classified higher than local. 70 percent of all eligible funding for bridges is in this category.
2. Off-System: Bridges on the Municipal Highway System (municipally owned). Priorities for this category use a first-come-first served system. 30 percent of all eligible bridge funding is in this category.
3. On/Off-System: Bridges either on or off system; funding for this category is an 80 percent federal and a 20 percent local match.

FHWA/FTA CMAQ

CMAQ funds are eligible for transportation related projects in ozone and carbon monoxide non-attainment areas. Projects must contribute to meeting attainment of national ambient air quality standards, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors. Projects may also come from the State Implementation Plan (SIP). No funds may be provided under this category that will result in the construction of new capacity available to single occupancy vehicles, unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times. Funding for this category is an 80 percent federal and a 20 percent local match (90 percent federal/10 percent local match for some projects).

State Planning & Research (SPR)

One component of SPR grants includes funding for MPOs and RPCs to conduct planning related studies. In the past Strafford MPO has received SPR Funding for the Phase I and Phase II of the Route 125 Corridor Study.

MPO Funding

Each MPO receives federal funding to carry out the necessary functions required of an MPO. Each MPO receives a specified amount of the state allocation of funding based on a formula agreed-upon by the state and MPOs. A 20 percent local match to the federal share is required.

Existing State Aid Funding Sources

Betterment Funds

This type of funding is accrued to the state by earmarking a portion of the State gas tax receipts. The NHDOT determines the priority of potential projects around the state for these funds. No federal or local match is required for use of Betterment funds.

Turnpike Funds

Several turnpike projects within the Strafford MPO region are being completed using Turnpike Funds. The Newington-Dover Project, to widen the Little Bay Bridges across the Piscataqua River and improve highway access from Gosling Road in Portsmouth to the tolls in Dover, has several individual construction contracts under the project number 11238. One of the final stages of that project is to replace the original General Sullivan bridge to maintain a dedicated, separate bicycle and pedestrian crossing.

Fiscal Constraint Calculations

As mentioned above, fiscal years 2025 to 2035 comprise the four-year TIP and State Ten Year Plan. Those plans are both constrained by the state in collaboration with the Regional Planning Commissions. They form the basis for assumptions used to ensure the long-range phase of the Metro Plan (projects after 2030) are also reasonably constrained. Funding availability and other challenges are difficult to predict beyond ten years in the future, so a conservative approach is used. For instance, if a project has a potential low- and high-cost estimate, it is assumed that the higher cost is most likely. Strafford, Rockingham, Southern, and Nashua Regional Planning Commissions are the four Metropolitan Planning Organizations in New Hampshire. They developed a framework for calculating and displaying fiscal constraint that is consistent between them.

Federal Funding Assumptions & Calculation Standards

1. Distribution of revenues to MPOs is based on 50% population and 50% Federal-Aid Eligible Lane Miles. Turnpike Revenues will be based on share of Turnpike Lane Miles
2. Transit Funds are distributed based on current allocations to each transit agency
3. Population data will be from the most recent decennial Census or ODP population estimates

4. Lane mile data will be from NHDOT Roads dataset
5. Discretionary grants and Congressionally Designated Spending "Earmarks" will be listed as a single line item in the tables with notes indicating project/source details
6. Discretionary grants and CDS will not include inflation factors
7. Current inflation rate is 3.7% per year
8. The most recent STIP Fiscal Constraint document will be the source of the financial data for the TIP years.
9. The most recent approved Ten Year Plan "Rainbow Chart" will be the source of data for years 6-10.
10. Years 11+ will be based on the most recent approved Ten Year Plan "Rainbow Chart" plus an inflation of 2% per year in revenues.
11. I-93 Debt service concludes in 2034. Revenues from SB367 will end at that time.
12. Operations and Maintenance is calculated using Turnpike R&R funds, Betterment Funds, and Transit O&M.
13. Highway O&M values derived from NHDOT FY23 Annual Report page F5 Total Budgeted Roads and Bridges Operations and Maintenance and inflated by 2% per year from 2023. (https://www.nh.gov/transparentnh/annual-reports/transportation/documents/fy23.pdf)
14. Due to transit systems overlapping regions, the distribution of funding may show greater than 100% when all MPO values are added together.
15. Other State Funds includes SAB and TIFIA as well as any other State funding programs not explicitly listed elsewhere
16. For years 2035-2050, total project costs are shown, and it is assumed that a 20% match will be raised from non-federal funds. Most federal transportation projects and programs are funded with 80% federal dollars and 20% (non-federal) matching funds.
17. The Strafford region’s composite share of federal-aid highway funding is 9.93%. This share is used to illustrate an estimated proportional amount of federal-aid highway funds distributed among the four MPOs in New Hampshire.
18. Programmed local or state match amounts will be made available in a timely manner for any projects that require them.
19. NHDOT has determined that appropriate funds will be available for all projects that include federal funds and are programmed by NHDOT.
20. Because NHDOT is required to demonstrate that programmed federal transportation funds are constrained statewide, SRPC can be confident that the regional portion of the STIP is also constrained.

Condensed Fiscal Constraint Tables - Estimated Available Funds and Programmed Funds 2025-2050

Estimated Funds Available for the Strafford Region

	Funding Sources	2025-2028 Transportation Improvement Program					Ten Year Plan	Long Range Plan*		
		2025	2026	2027	2028	2025-2028	2029-2034*	2035-2040	2041-2045	2046-2050
FHWA	**Highway Formula Funds**	$22,877,769	$23,526,244	$23,526,244	$23,526,244	$93,456,502	$157,569,381	$157,569,381	$131,307,817	$131,307,817
	FHWA Subtotal	$41,077,032	$28,538,634	$28,494,423	$24,775,619	$122,885,709	$192,414,174	$192,414,174	$160,345,145	$160,345,145
	State Match	$2,482	$2,482	$2,482	$2,482	$9,930	$14,894	$14,894	$12,412	$12,412
	Local/Other Match	$1,158,839	$1,519,299	$1,065,596	$560,797	$4,304,530	$6,456,795	$6,456,795	$5,380,663	$5,380,663
	FHWA Total	$42,238,354	$30,060,415	$29,562,501	$25,338,898	$127,200,168	$198,885,863	$198,885,863	$165,738,219	$165,738,219
FTA	**Federal Transit Funds**	$4,328,128	$4,684,975	$4,962,511	$5,297,860	$19,273,474	$26,355,351	$26,355,351	$21,962,792	$21,962,792
	State Match	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Local/Other Match	$1,829,265	$2,122,114	$2,364,500	$3,979,041	$10,294,919	$15,442,379	$15,442,379	$12,868,649	$12,868,649
	FTA Subtotal	$6,157,393	$6,807,089	$7,327,011	$9,276,901	$29,568,393	$41,797,729	$41,797,729	$34,831,441	$34,831,441
Federal Total		**$48,395,747**	**$36,867,504**	**$36,889,512**	**$34,615,799**	**$156,768,561**	**$241,338,940**	**$241,338,940**	**$201,115,783**	**$201,115,783**
State	**State Funds**	$18,183,450	$23,935,598	$17,982,613	$16,264,809	$76,366,470	$162,437,683	$259,406,514	$228,520,953	$217,436,973
	Other Matching	$370,291	$250,980	$173,625	$136,187	$931,082	$677,192	$677,192	$564,294	$564,294
	State Funds Subtotal	$18,553,741	$24,186,578	$18,156,237	$16,400,996	$77,297,552	$163,114,876	$260,083,706	$229,085,247	$218,001,267
Federal and State Total		**$66,949,488**	**$61,054,082**	**$55,045,749**	**$51,016,794**	**$234,066,114**	**$404,453,816**	**$501,422,646**	**$430,201,030**	**$419,117,050**
Toll Credits		$8,215,406	$5,707,727	$5,698,885	$4,955,124	$24,577,142	$38,482,835	$38,482,835	$32,069,029	$32,069,029

Estimated Programmed funds For the Strafford Region

	Funding Sources	2025-2028 Transportation Improvement Program					Ten Year Plan	Long Range Plan*		
		2025	2026	2027	2028	2025-2028	2029-2034*	2035-2040	2041-2045	2046-2050
FHWA	**Highway Formula Funds**	$33,293,742	$19,559,093	$12,579,944	$17,159,505	$82,592,284	$157,569,381	$157,569,381	$131,307,817	$131,307,817
	FHWA Subtotal	$39,888,525	$24,059,093	$15,172,602	$17,159,505	$96,279,725	$192,414,174	$192,414,174	$160,345,145	$160,345,145
	State Match	$0	$0	$0	$0	$0	$14,894	$14,894	$12,412	$12,412
	Local/Other Match	$1,141,639	$2,909,291	$1,842,905	$2,725,764	$8,619,599	$6,456,795	$6,456,795	$5,380,663	$5,380,663
	FHWA Total	$41,030,164	$26,968,384	$17,015,507	$19,885,269	$104,899,324	$198,885,863	$198,885,863	$165,738,219	$165,738,219
FTA	**Federal Transit Funds**	$4,328,128	$4,684,975	$4,962,511	$5,297,860	$19,273,474	$26,355,351	$26,355,351	$21,962,792	$21,962,792
	State Match	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Local/Other Match	$1,829,265	$2,122,114	$2,364,500	$3,979,041	$10,294,919	$15,442,379	$15,442,379	$12,868,649	$12,868,649
	FTA Subtotal	$6,157,393	$6,807,089	$7,327,011	$9,276,901	$29,568,393	$41,797,729	$41,797,729	$34,831,441	$34,831,441
Federal Total		**$47,187,557**	**$33,775,473**	**$24,342,518**	**$29,162,169**	**$134,467,717**	**$241,338,940**	**$241,338,940**	**$201,115,783**	**$201,115,783**
State	**State Funds**	$19,715,508	$6,896,316	$3,840,961	$0	$30,452,785	$162,437,683	$259,406,514	$228,520,953	$217,436,973
	Other Matching	$1,141,639	$2,909,291	$1,842,905	$2,725,764	$8,619,599	$677,192	$677,192	$564,294	$564,294
	State Funds Subtotal	$20,857,147	$9,805,608	$5,683,866	$2,725,764	$39,072,384	$163,114,876	$260,083,706	$229,085,247	$218,001,267
Federal and State Total		**$68,044,703**	**$43,581,081**	**$30,026,384**	**$31,887,933**	**$173,540,100**	**$404,453,816**	**$501,422,646**	**$430,201,030**	**$419,117,050**
Toll Credits		$3,632,981	$3,120,113	$2,417,720	$2,799,821	$11,970,635	$38,482,835	$38,482,835	$32,069,029	$32,069,029

Estimate of Available Funds for the SRPC Region 2025-2050

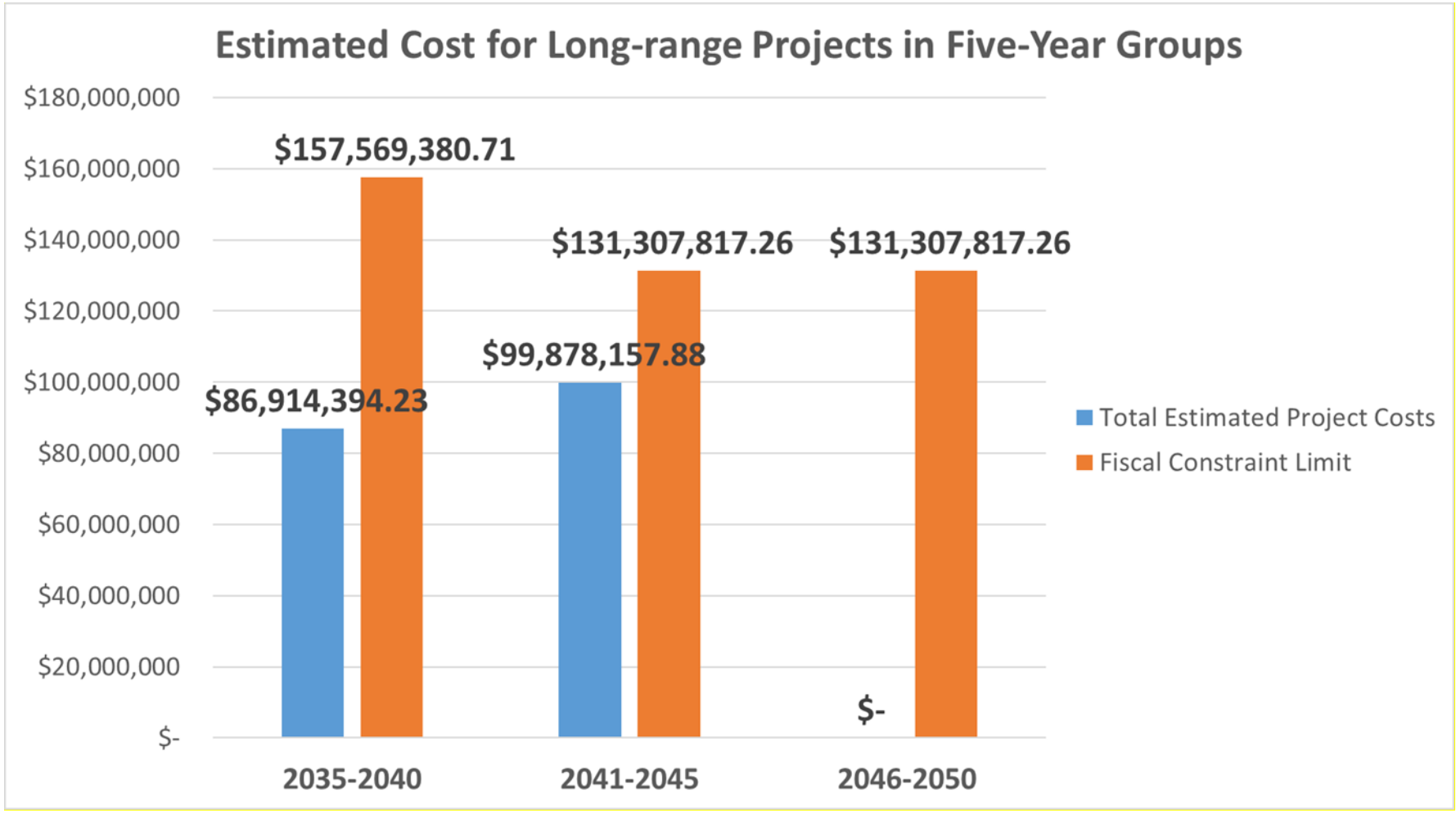
	Programs	2025-2028 Transportation Improvement Program 2025	2026	2027	2028	2025-2028	Ten Year Plan 2029-2034*	Long Range Plan* 2035-2040	2041-2045	2046-2050
FHWA	CMAQ	$1,164,452	$1,197,459	$1,197,459	$1,197,459	$4,756,830	$8,020,102	$8,020,102	$6,683,418	$6,683,418
	CRP	$539,561	$554,855	$554,855	$554,855	$2,204,128	$3,716,200	$3,716,200	$3,096,833	$3,096,833
	HSIP	$1,263,080	$1,298,883	$1,298,883	$1,298,883	$5,159,728	$8,699,396	$8,699,396	$7,249,497	$7,249,497
	NHFP	$591,713	$608,485	$608,485	$608,485	$2,417,168	$4,075,390	$4,075,390	$3,396,158	$3,396,158
	NHPP	$11,926,359	$12,264,414	$12,264,414	$12,264,414	$48,719,600	$82,142,141	$82,142,141	$68,451,785	$68,451,785
	PROTECT	$613,520	$630,910	$630,910	$630,910	$2,506,251	$4,225,585	$4,225,585	$3,521,321	$3,521,321
	REC Trails	$200,795	$206,486	$206,486	$206,486	$820,254	$1,382,963	$1,382,963	$1,152,469	$1,152,469
	Rail-Highway	$121,636	$125,084	$125,084	$125,084	$496,889	$837,765	$837,765	$698,137	$698,137
	SPR	$651,161	$669,619	$669,619	$669,619	$2,660,017	$4,484,838	$4,484,838	$3,737,365	$3,737,365
	STBG	$5,251,964	$5,400,832	$5,400,832	$5,400,832	$21,454,459	$36,172,612	$36,172,612	$30,143,844	$30,143,844
	TAP	$553,527	$569,217	$569,217	$569,217	$2,261,178	$3,812,387	$3,812,387	$3,176,990	$3,176,990
	Total Formula	**$22,877,769**	**$23,526,244**	**$23,526,244**	**$23,526,244**	**$93,456,502**	**$157,569,381**	**$157,569,381**	**$131,307,817**	**$131,307,817**
	Non-Formula Funds	$13,456,931	$4,984,756	$4,253,490	$534,686	$23,229,862	$34,844,793	$34,844,793	$29,037,328	$29,037,328
	Redistribution	$2,731,306	$0	$0	$0	$2,731,306	$0	$0	$0	$0
	Discretionary Grants	$2,011,027	$27,635	$714,689	$714,689	$3,468,039	$0	$0	$0	$0
	FHWA Subtotal	**$41,077,032**	**$28,538,634**	**$28,494,423**	**$24,775,619**	**$122,885,709**	**$192,414,174**	**$192,414,174**	**$160,345,145**	**$160,345,145**
	State Match	$2,482	$2,482	$2,482	$2,482	$9,930	$14,894	$14,894	$12,412	$12,412
	Local/Other Match	$1,158,839	$1,519,299	$1,065,596	$560,797	$4,304,530	$6,456,795	$6,456,795	$5,380,663	$5,380,663
	FHWA Total	**$42,238,354**	**$30,060,415**	**$29,562,501**	**$25,338,898**	**$127,200,168**	**$198,885,863**	**$198,885,863**	**$165,738,219**	**$165,738,219**
FTA	FTA 5307	$3,879,128	$4,123,975	$4,401,511	$4,736,860	$17,141,474	$22,817,724	$22,817,724	$19,014,770	$19,014,770
	FTA 5310	$449,000	$561,000	$561,000	$561,000	$2,132,000	$3,537,626	$3,537,626	$2,948,022	$2,948,022
	FTA 5311	$0	$0	$0	$0	$0	$0	$0	$0	$0
	FTA 5339	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Discretionary Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0
	FTA Sub-Total	**$4,328,128**	**$4,684,975**	**$4,962,511**	**$5,297,860**	**$19,273,474**	**$26,355,351**	**$26,355,351**	**$21,962,792**	**$21,962,792**
	State Match	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Local/Other Match	$1,829,265	$2,122,114	$2,364,500	$3,979,041	$10,294,919	$15,442,379	$15,442,379	$12,868,649	$12,868,649
	FTA Total	**$6,157,393**	**$6,807,089**	**$7,327,011**	**$9,276,901**	**$29,568,393**	**$41,797,729**	**$41,797,729**	**$34,831,441**	**$34,831,441**
	Rail	$0	$0	$0	$0	$0	$655,348	$655,348	$546,123	$546,123
	Federal Total	**$48,395,747**	**$36,867,504**	**$36,889,512**	**$34,615,799**	**$156,768,561**	**$241,338,940**	**$241,338,940**	**$201,115,783**	**$201,115,783**
State Funds	Betterment	$1,709,511	$1,401,792	$1,377,188	$1,241,823	$5,730,314	$14,471,265	$129,007,382	$119,855,017	$132,329,624
	SB367	$3,161,575	$4,514,648	$2,872,035	$2,722,283	$13,270,540	$13,946,987	$0	$0	$0
	Turnpike Capital	$9,063,781	$13,555,455	$11,852,868	$11,549,994	$46,022,098	$104,178,425	$104,178,425	$86,815,347	$63,256,760
	Turnpike Renewal	$4,248,583	$4,463,704	$1,880,522	$750,709	$11,343,519	$26,220,707	$26,220,707	$21,850,589	$21,850,589
	Other State Funds	$0	$0	$0	$0	$0	$3,620,299	$0	$0	$0
	State Subtotal	**$18,183,450**	**$23,935,598**	**$17,982,613**	**$16,264,809**	**$76,366,470**	**$162,437,683**	**$259,406,514**	**$228,520,953**	**$217,436,973**
	Other Matching	$370,291	$250,980	$173,625	$136,187	$931,082	$677,192	$677,192	$564,294	$564,294
	State Funds Total	**$18,553,741**	**$24,186,578**	**$18,156,237**	**$16,400,996**	**$77,297,552**	**$163,114,876**	**$260,083,706**	**$229,085,247**	**$218,001,267**
	Total	**$66,949,488**	**$61,054,082**	**$55,045,749**	**$51,016,794**	**$234,066,114**	**$404,453,816**	**$501,422,646**	**$430,201,030**	**$419,117,050**
	Toll Credits	$8,215,406	$5,707,727	$5,698,885	$4,955,124	$24,577,142	$38,482,835	$38,482,835	$32,069,029	$32,069,029

* When estimating revenues beyond the TIP, Total funds for each programming area are utilized instead of distributions to indivual funding programs for simplicity

Funds Programmed for Transportation Projects in the SRPC Region 2025-2050

	Programs	2025-2028 Transportation Improvement Program 2025	2026	2027	2028	Ten Year Plan 2029-2034	Long Range Plan 2035-2040	2041-2045	2046-2050
FHWA	CMAQ	$2,376,898	$5,046,827	$57,096	$1,223,953	$2,835,355			
	CRP	$0	$1,588,524	$0	$0	$0			
	HSIP	$0	$0	$0	$0	$7,256,097	Not possible to estimate funds by individual program area for the Long Range Plan.		
	NHFP	$0	$0	$0	$0	$0			
	NHPP	$1,189,047	$0	$0	$4,797,971	$42,649,321			
	PROTECT	$0	$0	$0	$0	$0			
	REC Trails	$0	$0	$0	$0	$747,850			
	Rail-Highway	$0	$0	$0	$0	$535,564	Total Formula Funds in the row below are used to estimate overall funds that will be available for future SRPC projects.		
	SPR	$0	$0	$0	$0	$0			
	STBG	$29,428,932	$12,923,742	$12,522,848	$11,137,580	$71,576,318			
	TAP	$298,865	$0	$0	$0	$3,356,458			
	Total Formula	**$33,293,742**	**$19,559,093**	**$12,579,944**	**$17,159,505**	**$128,956,962**	**$157,569,381**	**$131,307,817**	**$131,307,817**
	Non-Formula Funds	$6,594,783	$4,500,000	$2,592,658	$0	$7,482,743			
	Redistribution	$0	$0	$0	$0	$0	Not possible to estimate funds by individual program area for the Long Range Plan.		
	Discretionary Grants	$0	$0	$0	$0	$0			
	FHWA Subtotal	**$39,888,525**	**$24,059,093**	**$15,172,602**	**$17,159,505**	**$136,439,705**	**$157,569,381**	**$131,307,817**	**$131,307,817**
	State Match	$0	$0	$0	$0	$0	Not possible to estimate funds by individual program area for the Long Range Plan.		
	Local/Other Match	$1,141,639	$2,909,291	$1,842,905	$2,725,764	$0			
	FHWA Total	**$41,030,164**	**$26,968,384**	**$17,015,507**	**$19,885,269**	**$136,439,705**	**$157,569,381**	**$131,307,817**	**$131,307,817**
FTA	FTA 5307	$3,879,128	$4,123,975	$4,401,511	$4,736,860	$41,795,022	$22,817,724	$19,014,770	$19,014,770
	FTA 5310	$449,000	$561,000	$561,000	$561,000	$1,132,303	$3,537,626	$2,948,022	$2,948,022
	FTA 5311	Federal transit dollars in these programs are applied for by individual transit providers on an annual or biennial basis.				$0	Federal transit dollars in these programs are applied for by individual transit providers on an annual or biennial basis.		
	FTA 5339					$3,150,810			
	Discretionary Grants					$0			
	FTA Sub-Total	**$4,328,128**	**$4,684,975**	**$4,962,511**	**$5,297,860**	**$46,078,135**	**$26,355,351**	**$21,962,792**	**$21,962,792**
	State Match	$0	$0	$0	$0	$393,851	Not possible to estimate funds by individual program area for the Long Range Plan.		
	Local/Other Match	$1,829,265	$2,122,114	$2,364,500	$3,979,041	$17,361,851			
	FTA Total	**$6,157,393**	**$6,807,089**	**$7,327,011**	**$9,276,901**	**$63,833,837**	**$26,355,351**	**$21,962,792**	**$21,962,792**
	Rail	$0	$0	$0	$0	$0			
	Federal Total	**$47,187,557**	**$33,775,473**	**$24,342,518**	**$29,162,169**	**$200,273,542**	**$183,924,731**	**$153,270,609**	**$153,270,609**
State Funds	Betterment	$0	$0	$0	$0	$2,680,967			
	SB367	$0	$171,316	$49,067	$0	$0			
	Turnpike Capital	$15,590,508	$0	$0	$0	$0			
	Turnpike Renewal	$4,125,000	$6,725,000	$3,791,894	$0	$26,220,707	$26,220,707	$21,850,589	$21,850,589
	Other State Funds	$0	$0	$0	$0	$18,320			
	State Subtotal	**$19,715,508**	**$6,896,316**	**$3,840,961**	**$0**	**$28,919,994**	**$26,220,707**	**$21,850,589**	**$21,850,589**
	Other Matching	$1,141,639	$2,909,291	$1,842,905	$2,725,764	$12,448,151			
	State Funds Total	**$20,857,147**	**$9,805,608**	**$5,683,866**	**$2,725,764**	**$41,368,145**	**$26,220,707**	**$21,850,589**	**$21,850,589**
	Total	**$68,044,703**	**$43,581,081**	**$30,026,384**	**$31,887,933**	**$241,641,687**	**$210,145,438**	**$175,121,198**	**$175,121,198**
	Toll Credits	$3,632,981	$3,120,113	$2,417,720	$2,799,821	$27,287,941	$31,513,876	$26,261,563	$26,261,563

The figure below compares programmed costs for projects in the long-range plan to a regional fiscal constraint limit in 5-year groups. Projects are front-loaded in years 2035-2045 Review details for individual projects programmed in the Long-Range Plan years in Appendix C.



Operations & Maintenance

23 CFR Part 450.324(f)(11) requires that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonable expected to be available to adequately operate and maintain Federal- aid highways…". Statewide costs for operations and maintenance are estimated by NHDOT based on anticipated needs for the regular maintenance and operation of the federal aid highway system in New Hampshire.

Operations and Maintenance Funding

NHDOT manages the maintenance and operations of the state-owned highway system and MPOs are not directly involved. Since NHDOT must manage the entire state, the amount of funding directly invested in each region will vary from year to year. General estimates of highway and bridge operations and maintenance funding needs are included for planning purposes. New Hampshire's turnpike system is self-funded; by state law, toll revenues must go directly back into the operations and maintenance of the turnpike.

Estimate of Operations and Maintenance Needs

	Programs	2025-2028 StateTransportation Improvement Program 2025	2026	2027	2028	Ten Year Plan 2029-2034	Long Range Plan 2035-2040	2041-2045	2046-2050
O&M Budget for Federal-Aid Highways[1]	**Statewide**	**$189,100,000**	**$192,900,000**	**$196,800,000**	**$200,700,000**	**$1,291,400,000**	**$1,454,000,000**	**$1,351,000,000**	**$1,491,300,000**
	NRPC (12.37%)	$23,285,886	$23,753,820	$24,234,069	$24,714,317	$159,023,761	$179,046,421	$166,362,940	$183,639,565
	RPC (13.35%)	$25,378,962	$25,888,957	$26,412,372	$26,935,788	$173,317,773	$195,140,191	$181,316,642	$200,146,194
	SNHRPC (17.27%)	$33,357,088	$34,027,405	$34,715,362	$35,403,319	$227,801,923	$256,484,432	$238,315,315	$263,064,122
	SRPC (9.91%)	$18,776,700	$19,154,021	$19,541,272	$19,928,523	$128,229,670	$144,375,050	$134,147,657	$148,078,757
	Other Areas	$88,301,364	$90,075,797	$91,896,925	$93,718,053	$603,026,874	$678,953,906	$630,857,446	$696,371,362
Turnpike R&R Funding[2]	**Statewide**	**$25,300,000**	**$26,000,000**	**$20,000,000**	**$17,700,000**	**$111,300,000**	**$125,468,530**	**$116,567,220**	**$128,669,630**
	NRPC	$4,956,479	$5,093,614	$3,918,165	$3,467,576	$21,804,588	$24,580,320	$22,836,480	$25,207,441
	RPC	$7,931,411	$8,150,858	$6,269,890	$5,548,853	$34,891,940	$39,333,697	$36,543,185	$40,337,224
	SNHPC	$4,051,974	$4,164,083	$3,203,141	$2,834,780	$17,825,480	$20,094,671	$18,669,063	$20,607,349
	SRPC	$5,960,322	$6,125,232	$4,711,717	$4,169,870	$26,220,707	$29,558,612	$27,461,589	$30,312,746
	Other Areas	$2,399,814	$2,466,212	$1,897,086	$1,678,921	$10,557,285	$11,901,231	$11,056,903	$12,204,869
Transit O&M[3]	**Statewide**	**$24,752,886**	**$26,514,961**	**$23,188,259**	**$29,990,790**	**$156,670,344**	**$156,670,344**	**$130,558,620**	**$130,558,620**
	NRPC[4]	$5,460,862	$6,904,144	$6,843,867	$13,314,456	$48,784,995	$48,784,995	$40,654,162	$40,654,162
	RPC[4]	$9,277,869	$10,492,956	$11,504,121	$18,072,969	$74,021,873	$74,021,873	$61,684,894	$61,684,894
	SNHPC[4]	$6,446,547	$7,598,379	$8,544,891	$15,047,659	$56,456,214	$56,456,214	$47,046,845	$47,046,845
	SRPC[4]	$4,633,828	$5,757,875	$6,676,179	$13,150,310	$45,327,288	$45,327,288	$37,772,740	$37,772,740
	Other Areas	$11,816,661	$11,981,159	$8,557,220	$8,728,365	$61,625,106	$61,625,106	$51,354,255	$51,354,255
Total Operations & Maintenance	**Total O&M**	**$239,152,886**	**$245,414,961**	**$239,988,259**	**$248,390,790**	**$1,559,370,344**	**$1,736,138,874**	**$1,598,125,840**	**$1,750,528,250**
	NRPC	$33,703,227	$35,751,579	$34,996,101	$41,496,349	$229,613,343	$252,411,735	$229,853,582	$249,501,169
	RPC	$42,588,242	$44,532,770	$44,186,383	$50,557,611	$282,231,586	$308,495,760	$279,544,721	$302,168,312
	SNHPC	$43,855,609	$45,789,868	$46,463,394	$53,285,758	$302,083,617	$333,035,317	$304,031,223	$330,718,317
	SRPC	$29,370,850	$31,037,129	$30,929,168	$37,248,703	$199,777,665	$219,260,950	$199,381,986	$216,164,243
	Other Areas	$102,517,839	$104,523,168	$102,351,231	$104,125,339	$675,209,264	$752,480,243	$693,268,605	$759,930,486

	FAE Cost/Lane Mile	$22,013.97	$22,456.34	$22,910.36	$23,364.38	$25,056.27	$28,211.10	$31,455.18	$34,721.77
	TPK Cost/Lane Mile	$52,283.53	$53,730.11	$41,330.85	$36,577.81	$38,334.37	$43,214.35	$48,178.23	$53,180.26

1 Highway O&M funds are comprised of NH Road Toll (59.7%), NH General Funds, as well as Federal funds

2 Turnpike O&M funds are comprised of Turnpike Renewal & Replacement funds

3 Transit O&M calculated at 81% of FTA 5307 & 5311 funds plus match.

4 COAST Covers SRPC & RPC Regions. MTA/CART Covers SNHPC & RPC Regions creating Regional totals that exceed the Statewide Total

Appendix A – Project lists
2025 – 2028 Transportation Improvement Program

Table of Contents

Proposed Dollars

BARRINGTON (41415)

All Project Cost: $3,952,220

Route/Road/Entity: US Route 4

Scope: Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Dr in Barrington.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$331,926	$0	$0	$331,926	STBG-Non Urban Areas Under 5K, Toll Credit
ROW	2025	$170,328	$0	$0	$170,328	STBG-Non Urban Areas Under 5K, Toll Credit
Construction	2027	$3,119,966	$0	$0	$3,119,966	STBG-State Flexible, Toll Credit
		$3,622,220	**$0**	**$0**	**$3,622,220**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

BARRINGTON (43547)

All Project Cost: $1,287,249

Route/Road/Entity: NH 9

Scope: Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$187,512	$0	$0	$187,512	STBG-Non Urban Areas Under 5K, Toll Credit
		$187,512	**$0**	**$0**	**$187,512**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

COAST (44367)

All Project Cost: $751,825

Route/Road/Entity: Cooperative Alliance for Seacoast Transportation (COAST)

Scope: Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$601,460	$0	$150,365	$751,825	Congestion Mitigation and Air Quality Program, Towns
		$601,460	**$0**	**$150,365**	**$751,825**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-32 **RPC:** SRPC

Proposed Dollars

DOVER (41373)

All Project Cost: $641,937

Route/Road/Entity: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd

Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$20,538	$0	$5,134	$25,672	TAP-50K to 200K, Towns
ROW	2025	$34,400	$0	$8,600	$43,000	TAP-50K to 200K, Towns
Construction	2025	$243,927	$0	$173,116	$417,043	TAP-50K to 200K, Towns
		$298,865	**$0**	**$186,850**	**$485,715**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

DOVER (41824)

All Project Cost: $16,580,054

Route/Road/Entity: NH 16

Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	$0	$4,125,000	$0	$4,125,000	Turnpike Renewal & Replacement
Construction	2026	$0	$6,725,000	$0	$6,725,000	Turnpike Renewal & Replacement
Construction	2027	$0	$3,791,894	$0	$3,791,894	Turnpike Renewal & Replacement
		$0	**$14,641,894**	**$0**	**$14,641,894**	

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-19 **RPC:** SRPC

Proposed Dollars

DOVER (42626)

All Project Cost: $275,329

Route/Road/Entity: Chestnut Street

Scope: Pedestrian and accessibility improvements.

Phase	Year	Federal	State	Other	Total	Funding
PE	2028	$25,830	$0	$6,457	$32,287	STBG-50 to 200K, Towns
		$25,830	**$0**	**$6,457**	**$32,287**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

DOVER (44159)

All Project Cost: $5,625,000

Route/Road/Entity: NH108-Central Avenue

Scope: Complete Streets reconstructionon on NH108 between Stark Ave and Silver St.

Phase	Year	Federal	State	Other	Total	Funding
Construction	2026	$4,500,000	$0	$1,125,000	$5,625,000	FHWA Earmarks, Towns
		$4,500,000	**$0**	**$1,125,000**	**$5,625,000**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

DOVER (44350)

All Project Cost: $4,374,630

Route/Road/Entity: Rte 108

Scope: Improvements along Rte. 108 including traffic signals,safety, improved traffic flow

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$391,434	$0	$97,859	$489,293	Congestion Mitigation and Air Quality Program, Towns
PE	2028	$180,401	$0	$45,100	$225,502	Congestion Mitigation and Air Quality Program, Towns
ROW	2028	$92,513	$0	$23,128	$115,642	Congestion Mitigation and Air Quality Program, Towns
		$664,349	**$0**	**$166,087**	**$830,436**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

DOVER - SOMERSWORTH - ROCHESTER (29604)

All Project Cost: $60,872,194

Route/Road/Entity: NH 108

Scope: NH108 Complete Sts improv (U-3 alt Ext 10 study) from Indian Brk Rd. to Innvtion Dr. (~ 5m)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$1,210,000	$0	$0	$1,210,000	STBG-State Flexible, Toll Credit
PE	2026	$1,254,770	$0	$0	$1,254,770	STBG-State Flexible, Toll Credit
PE	2027	$1,301,196	$0	$0	$1,301,196	STBG-State Flexible, Toll Credit
PE	2028	$1,349,341	$0	$0	$1,349,341	STBG-State Flexible, Toll Credit
ROW	2025	$1,596,924	$0	$0	$1,596,924	STBG-State Flexible, Toll Credit
ROW	2026	$570,350	$0	$0	$570,350	STBG-State Flexible, Toll Credit
ROW	2027	$591,453	$0	$0	$591,453	STBG-State Flexible, Toll Credit
ROW	2028	$613,337	$0	$0	$613,337	STBG-State Flexible, Toll Credit
		$8,487,371	**$0**	**$0**	**$8,487,371**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-7 **RPC:** SRPC

Proposed Dollars

DOVER, NH - SOUTH BERWICK, MAINE (41433)

All Project Cost: $15,440,332

Route/Road/Entity: Gulf Road

Scope: Address Red List br carrying Gulf Rd over Salmon Falls River between Dover & S Berwick (182/123)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$108,460	$0	$598,600	$707,060	Maine, STBG-50 to 200K, Toll Credit
PE	2027	$142,588	$0	$388,875	$531,463	Maine, STBG-50 to 200K, Toll Credit
ROW	2027	$57,035	$0	$51,850	$108,885	Maine, STBG-50 to 200K, Toll Credit
		$308,083	**$0**	**$1,039,325**	**$1,347,408**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC, Undetermined

Proposed Dollars

DURHAM (44349)

All Project Cost: $1,390,830

Route/Road/Entity: NH 155A/Main St/Mast Rd

Scope: Upgrade 4-way-inters. to improve service,safety&reduce wait times with road redesign or roundabout

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$104,530	$0	$26,132	$130,662	Congestion Mitigation and Air Quality Program, Towns
PE	2027	$48,175	$0	$12,044	$60,219	Congestion Mitigation and Air Quality Program, Towns
ROW	2027	$8,921	$0	$2,230	$11,152	Congestion Mitigation and Air Quality Program, Towns
Construction	2028	$951,039	$0	$237,760	$1,188,798	Congestion Mitigation and Air Quality Program, Towns
		$1,112,664	**$0**	**$278,166**	**$1,390,830**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

DURHAM - T2 UNH (44559)

All Project Cost: $894,296

Route/Road/Entity: Technology Transfer Center

Scope: Funding for the Technology Transfer Center @ UNH

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$479,475	$0	$40,000	$519,475	Local Tech Assistance Program, Non Par Other, State Planning and Research, Toll Credit
		$479,475	**$0**	**$40,000**	**$519,475**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ALL **RPC:** Undetermined

Proposed Dollars

DURHAM (41753)

All Project Cost: $974,000

Route/Road/Entity: UNH

Scope: Transit facility improvement at the UNH-Durham rail station to inc ridership. CMAQ-to-FTA transfer.

Phase	Year	Federal	State	Other	Total	Funding
Other	2022	$779,200	$0	$194,800	$974,000	Federal Transit Administration, Non Par Other
		$779,200	**$0**	**$194,800**	**$974,000**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-28 **RPC:** SRPC

Project is being added to the TIP via public comment

Proposed Dollars

FARMINGTON (43550)

All Project Cost: $705,431

Route/Road/Entity: Main St and Elm St

Scope: Sidewalk improvements along Main Street and Elm Street to expand connected network

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$126,916	$0	$31,729	$158,645	STBG-Non Urban Areas Under 5K, Towns
		$126,916	**$0**	**$31,729**	**$158,645**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

LEE (41322)

All Project Cost: $7,678,283

Route/Road/Entity: NH Route 125

Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$66,000	$0	$0	$66,000	National Highway Performance, Toll Credit
Construction	2025	$6,594,783	$0	$0	$6,594,783	Hwy Infrastructure, Toll Credit
		$6,660,783	**$0**	**$0**	**$6,660,783**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

LEE (42876)

All Project Cost: $1,120,909

Route/Road/Entity: Rte 125

Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$27,500	$0	$0	$27,500	Congestion Mitigation and Air Quality Program, Toll Credit
ROW	2025	$82,500	$0	$0	$82,500	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2025	$900,909	$0	$0	$900,909	Congestion Mitigation and Air Quality Program, Toll Credit
		$1,010,909	**$0**	**$0**	**$1,010,909**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-32 **RPC:** SRPC

Proposed Dollars

MADBURY (41596)

All Project Cost: $707,488

Route/Road/Entity: Madbury Rd

Scope: Planning study to identify potential Intersection safety improvements to the NH 155/Madbury Road/To

Phase	Year	Federal	State	Other	Total	Funding
PE	2028	$707,488	$0	$0	$707,488	STBG-State Flexible, Toll Credit
		$707,488	**$0**	**$0**	**$707,488**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

MILTON (43551)

All Project Cost: $723,370

Route/Road/Entity: Dawson St.

Scope: Construct sidewalks along Silver & Dawson Streets.

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$54,549	$0	$13,637	$68,186	STBG-State Flexible, Towns
		$54,549	**$0**	**$13,637**	**$68,186**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

MILTON NH - ACTON MAINE (44393)

All Project Cost: $4,181,328

Route/Road/Entity: Church Street over Salmon Falls River

Scope: Replace the Church St bridge over Salmon Falls River Brg#077/163 "Ben Brackett" Brg Maine DOT lead

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$0	$120,000	$180,000	$300,000	Maine, SB367-4-Cents, Towns
ROW	2026	$0	$4,000	$6,000	$10,000	Maine, SB367-4-Cents, Towns
Construction	2028	$1,548,531	$0	$2,322,797	$3,871,328	Maine, STBG-Off System Bridge, Towns
		$1,548,531	**$124,000**	**$2,508,797**	**$4,181,328**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

NEWFIELDS - NEWMARKET (28393)

All Project Cost: $651,860

Route/Road/Entity: NH 108

Scope: Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$446,160	$0	$0	$446,160	STBG-State Flexible, Toll Credit
		$446,160	**$0**	**$0**	**$446,160**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** RPC, SRPC

Project is being closed out as the bridges are not on the state's Redlist and do not warrant replacement at this time. The project is anticipated to return when the bridges warrant replacement.

Proposed Dollars

NEWINGTON - DOVER (11238S)

All Project Cost: **$66,287,691**

Route/Road/Entity: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	$25,335,264	$15,590,508	$0	$40,925,772	Congestion Mitigation and Air Quality Program, STBG-50 to 200K, STBG-State Flexible, Toll Credit, Turnpike Capital
Construction	2026	$13,351,350	$0	$0	$13,351,350	Carbon Reduction Program 50k - 200k, Congestion Mitigation and Air Quality Program, STBG-State Flexible, Toll Credit
Construction	2027	$3,992,029	$0	$0	$3,992,029	STBG-State Flexible, Toll Credit
Construction	2028	$6,396,540	$0	$0	$6,396,540	STBG-State Flexible, Toll Credit
		$49,075,184	**$15,590,508**	**$0**	**$64,665,691**	

Regionally Significant: Yes **Managed By:** DOT **CAA Code:** E-33 **RPC:** RPC, SRPC

Proposed Dollars

NEWMARKET (43435)

All Project Cost: $2,655,659

Route/Road/Entity: NH108

Scope: Address bridge (127/097) carrying NH 108 over Lamprey River in the Town of Newmarket

Phase	Year	Federal	State	Other	Total	Funding
PE	2027	$162,041	$0	$0	$162,041	STBG-5 to 200K, Toll Credit
PE	2028	$134,429	$0	$0	$134,429	STBG-5 to 200K, Toll Credit
		$296,470	**$0**	**$0**	**$296,470**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

NORTHWOOD-NOTTINGHAM (41595)

All Project Cost: $4,276,427

Route/Road/Entity: RT 4 & 152

Scope: Intersection safety improvements to the US 4/NH 152 intersection

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$194,734	$0	$0	$194,734	National Highway Performance, Toll Credit
ROW	2025	$129,823	$0	$0	$129,823	National Highway Performance, Toll Credit
Construction	2028	$3,653,117	$0	$0	$3,653,117	National Highway Performance, Toll Credit
		$3,977,674	**$0**	**$0**	**$3,977,674**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

NORTHWOOD (42628)

Route/Road SCHOOL ST/US 4/US 202 **Category** INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS **Strategy** TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2027	273,989	None-Other
Right of Way	2027	34,248	None-Other
Construction	2030	763,990	None-Other
	Total	**$1,072,226**	

Previous Funding	**$0**
Current TYP Funding	**$1,072,226**
Future Funding Required	**$0**
Total Project Cost	**$1,072,226**

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

Project is in the State 10-yr Plan and is being added to the TIP via public comment

Proposed Dollars

PROGRAM (ADA)

All Project Cost: **$4,080,000**

Route/Road/Entity: Various

Scope: Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$85,000	$0	$0	$85,000	STBG-State Flexible, Toll Credit
PE	2027	$100,000	$0	$0	$100,000	STBG-State Flexible, Toll Credit
ROW	2025	$10,000	$0	$0	$10,000	STBG-State Flexible, Toll Credit
ROW	2027	$10,000	$0	$0	$10,000	STBG-State Flexible, Toll Credit
Construction	2026	$355,000	$0	$0	$355,000	STBG-State Flexible, Toll Credit
Construction	2028	$370,000	$0	$0	$370,000	STBG-State Flexible, Toll Credit
		$930,000	**$0**	**$0**	**$930,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-33 **RPC:** Undetermined

Proposed Dollars

PROGRAM (BRDG-HIB-M&P)

All Project Cost: $66,892,632

Route/Road/Entity: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$225,000	$0	$0	$225,000	STBG-State Flexible, Toll Credit
PE	2026	$75,000	$0	$0	$75,000	STBG-State Flexible, Toll Credit
PE	2027	$50,000	$0	$0	$50,000	STBG-State Flexible, Toll Credit
PE	2028	$50,000	$0	$0	$50,000	STBG-State Flexible, Toll Credit
ROW	2025	$20,000	$0	$0	$20,000	STBG-State Flexible, Toll Credit
ROW	2026	$20,000	$0	$0	$20,000	STBG-State Flexible, Toll Credit
ROW	2027	$20,000	$0	$0	$20,000	STBG-State Flexible, Toll Credit
ROW	2028	$20,000	$0	$0	$20,000	STBG-State Flexible, Toll Credit
Construction	2025	$6,600,000	$0	$0	$6,600,000	National Highway Performance, STBG-50 to 200K, STBG-Areas Over 200K, STBG-State Flexible, Toll Credit
Construction	2026	$2,220,000	$0	$0	$2,220,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2027	$2,210,000	$0	$0	$2,210,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
Construction	2028	$2,210,000	$0	$0	$2,210,000	National Highway Performance, STBG-50 to 200K, STBG-State Flexible, Toll Credit
		$13,720,000	**$0**	**$0**	**$13,720,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

Proposed Dollars

PROGRAM (BRDG-T1/2-M&P)

All Project Cost: $210,597,000

Route/Road/Entity: Tier 1-2 Bridges

Scope: Maintenance & preservation of tier 1 & 2 bridges.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$100,000	$0	$0	$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$80,000	$0	$0	$80,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$100,000	$0	$0	$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$100,000	$0	$0	$100,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$8,725,000	$0	$0	$8,725,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	$6,325,000	$0	$0	$6,325,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	$8,000,000	$0	$0	$8,000,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2028	$8,000,000	$0	$0	$8,000,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		$31,530,000	**$0**	**$0**	**$31,530,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

Proposed Dollars

PROGRAM (BRDG-T3/4-M&P)

All Project Cost: $90,548,000

Route/Road/Entity: Tier 3-4 Bridges

Scope: Maintenance and preservation of tier 3 & 4 bridges.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$50,000	$0	$0	$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$50,000	$0	$0	$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$50,000	$0	$0	$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$50,000	$0	$0	$50,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	$10,000	$0	$0	$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	$10,000	$0	$0	$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	$10,000	$0	$0	$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	$10,000	$0	$0	$10,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$3,960,000	$0	$0	$3,960,000	STBG-5 to 49,999, STBG-State Flexible, Toll Credit
Construction	2026	$3,960,000	$0	$0	$3,960,000	National Highway Performance, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2027	$4,400,000	$0	$0	$4,400,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2028	$4,400,000	$0	$0	$4,400,000	National Highway Performance, STBG-5 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
		$16,960,000	**$0**	**$0**	**$16,960,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

Proposed Dollars

PROGRAM (CBI)

All Project Cost: $10,007,276

Route/Road/Entity: Various

Scope: Complex Bridge Inspection (PARENT)

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$595,833	$0	$0	$595,833	STBG-State Flexible, Toll Credit
Other	2026	$564,167	$0	$0	$564,167	STBG-State Flexible, Toll Credit
Other	2027	$290,000	$0	$0	$290,000	STBG-State Flexible, Toll Credit
Other	2028	$290,000	$0	$0	$290,000	STBG-State Flexible, Toll Credit
		$1,740,000	**$0**	**$0**	**$1,740,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-38 **RPC:** Undetermined

Proposed Dollars

PROGRAM (COAST5307)

All Project Cost: $71,735,946

Route/Road/Entity: Various

Scope: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$2,111,257	$0	$1,384,202	$3,495,459	FTA 5307 Capital and Operating Program, Other
Other	2026	$2,158,425	$0	$1,415,127	$3,573,552	FTA 5307 Capital and Operating Program, Other
Other	2027	$2,206,635	$0	$1,446,735	$3,653,370	FTA 5307 Capital and Operating Program, Other
Other	2028	$2,255,910	$0	$1,479,041	$3,734,951	FTA 5307 Capital and Operating Program, Other
		$8,732,229	**$0**	**$5,725,103**	**$14,457,332**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-21 **RPC:** RPC, SRPC

Proposed Dollars

PROGRAM (CORRST)

All Project Cost: $10,500,000

Route/Road/Entity: Various

Scope: Corridor Studies Statewide

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$1,400,000	$0	$0	$1,400,000	STBG-State Flexible, Toll Credit
Other	2026	$700,000	$0	$0	$700,000	STBG-State Flexible, Toll Credit
Other	2027	$700,000	$0	$0	$700,000	STBG-State Flexible, Toll Credit
Other	2028	$700,000	$0	$0	$700,000	STBG-State Flexible, Toll Credit
		$3,500,000	**$0**	**$0**	**$3,500,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-34 **RPC:** Undetermined

Proposed Dollars

PROGRAM (CRDR)

All Project Cost: $96,096,666

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$1,206,700	$0	$0	$1,206,700	National Highway Performance, STBG-5 to 49,999, STBG-50 to 200K, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
PE	2026	$93,300	$0	$0	$93,300	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$200,000	$0	$0	$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$200,000	$0	$0	$200,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	$97,900	$0	$0	$97,900	National Highway Performance, STBG-5 to 49,999, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
ROW	2026	$8,000	$0	$0	$8,000	STBG-State Flexible, Toll Credit
ROW	2027	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$9,476,720	$0	$0	$9,476,720	National Highway Performance, STBG-5 to 49,999, STBG-Non Urban Areas Under 5K, STBG-State Flexible, Toll Credit
Construction	2026	$2,833,410	$0	$0	$2,833,410	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	$2,115,000	$0	$0	$2,115,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	$6,515,000	$0	$0	$6,515,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2025	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2026	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2027	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Other	2028	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
		$22,826,030	**$0**	**$0**	**$22,826,030**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-19 **RPC:** Undetermined

Proposed Dollars

PROGRAM (EV_INFRA)

All Project Cost: $17,300,000

Route/Road/Entity: Various

Scope: Electric Vehicle Infrastructure Program

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$346,000	$0	$0	$346,000	NEVI , Toll Credit
PE	2026	$346,000	$0	$0	$346,000	NEVI , Toll Credit
PE	2027	$346,000	$0	$0	$346,000	NEVI , Toll Credit
Construction	2025	$9,342,000	$0	$0	$9,342,000	NEVI , Toll Credit
Construction	2026	$3,114,000	$0	$0	$3,114,000	NEVI , Toll Credit
Construction	2027	$3,114,000	$0	$0	$3,114,000	NEVI , Toll Credit
		$16,608,000	**$0**	**$0**	**$16,608,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ALL **RPC:** Undetermined

Proposed Dollars

PROGRAM (FTA5307)

All Project Cost: $104,995,462

Route/Road/Entity: Various

Scope: FTA Section 5307 apportioned funds for NHDOT-programmed projects only.

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$1,780,253	$0	$445,063	$2,225,316	FTA 5307 Capital and Operating Program, Other
Other	2026	$2,827,949	$0	$706,987	$3,534,936	FTA 5307 Capital and Operating Program, Other
Other	2027	$3,671,061	$0	$917,765	$4,588,826	FTA 5307 Capital and Operating Program, Other
Other	2028	$10,000,000	$0	$2,500,000	$12,500,000	FTA 5307 Capital and Operating Program, Other
		$18,279,262	**$0**	**$4,569,816**	**$22,849,078**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-21 **RPC:** CNHRPC, NRPC, RPC, SNHPC, SRPC

Proposed Dollars

PROGRAM (FTA5310)

All Project Cost: $68,898,149

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$2,144,747	$0	$536,187	$2,680,934	FTA 5310 Capital Program, Other
Other	2026	$1,703,470	$0	$425,867	$2,129,337	FTA 5310 Capital Program, Other
Other	2027	$1,737,539	$0	$434,385	$2,171,924	FTA 5310 Capital Program, Other
Other	2028	$1,772,290	$0	$443,072	$2,215,362	FTA 5310 Capital Program, Other
		$7,358,046	**$0**	**$1,839,511**	**$9,197,557**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-30 **RPC:** Undetermined

Proposed Dollars

PROGRAM (FTA5311)

All Project Cost: $270,412,551

Route/Road/Entity: Various

Scope: Nonurbanized area formula program - FTA Section 5311 Program - rural public transportation

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$9,482,506	$0	$5,105,965	$14,588,470	FTA 5311 Capital and Operating Program, Other
Other	2026	$9,614,510	$0	$5,177,044	$14,791,554	FTA 5311 Capital and Operating Program, Other
Other	2027	$6,866,905	$0	$3,697,564	$10,564,469	FTA 5311 Capital and Operating Program, Other
Other	2028	$7,004,243	$0	$3,771,516	$10,775,759	FTA 5311 Capital and Operating Program, Other
		$32,968,164	**$0**	**$17,752,088**	**$50,720,252**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-21 **RPC:** CNHRPC, LRPC, NCC, SWRPC, UVLSRPC

Proposed Dollars

PROGRAM (FTA5339)

All Project Cost: $147,035,648

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$7,434,742	$929,343	$929,343	$9,293,428	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2026	$4,740,170	$592,521	$592,521	$5,925,213	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2027	$4,834,974	$604,372	$604,372	$6,043,718	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2028	$4,931,674	$616,459	$616,459	$6,164,592	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		$21,941,561	**$2,742,695**	**$2,742,695**	**$27,426,951**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-30 **RPC:** Undetermined

Proposed Dollars

PROGRAM (GRR)

All Project Cost: $37,810,909

Route/Road/Entity: Various

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

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$150,000	$0	$0	$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$150,000	$0	$0	$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$150,000	$0	$0	$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$150,000	$0	$0	$150,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	$5,000	$0	$0	$5,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$1,880,000	$0	$0	$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	$1,880,000	$0	$0	$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	$1,880,000	$0	$0	$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	$1,880,000	$0	$0	$1,880,000	National Highway Performance, STBG-State Flexible, Toll Credit
		$8,140,000	**$0**	**$0**	**$8,140,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-9 **RPC:** Undetermined

Proposed Dollars

PROGRAM (HSIP)

All Project Cost: $260,992,509

Route/Road/Entity: Various

Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$2,000,000	$0	$0	$2,000,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2026	$350,000	$0	$0	$350,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2027	$500,000	$0	$0	$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
PE	2028	$500,000	$0	$0	$500,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2025	$440,540	$0	$0	$440,540	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2026	$50,000	$0	$0	$50,000	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2027	$54,730	$0	$0	$54,730	Highway Safety Improvement Program (HSIP), Toll Credit
ROW	2028	$54,730	$0	$0	$54,730	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2025	$6,989,669	$0	$0	$6,989,669	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2026	$9,556,020	$0	$0	$9,556,020	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2027	$9,623,931	$0	$0	$9,623,931	Highway Safety Improvement Program (HSIP), Toll Credit
Construction	2028	$11,379,350	$0	$0	$11,379,350	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2025	$150,000	$0	$0	$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2026	$150,000	$0	$0	$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2027	$150,000	$0	$0	$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
Other	2028	$150,000	$0	$0	$150,000	Highway Safety Improvement Program (HSIP), Toll Credit
		$42,098,970	**$0**	**$0**	**$42,098,970**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-6 **RPC:** Undetermined

Proposed Dollars

PROGRAM (LTAP)

All Project Cost: $3,505,000

Route/Road/Entity: Local Technology Assistance Program

Scope: Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$183,000	$0	$0	$183,000	Local Tech Assistance Program
Other	2026	$183,000	$0	$0	$183,000	Local Tech Assistance Program
Other	2027	$183,000	$0	$0	$183,000	Local Tech Assistance Program
Other	2028	$183,000	$0	$0	$183,000	Local Tech Assistance Program
		$732,000	**$0**	**$0**	**$732,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-35 **RPC:** Undetermined

Proposed Dollars

PROGRAM (MOBIL)

All Project Cost: $33,750,000

Route/Road/Entity: Various

Scope: Muncipal Owned Bridge - Bipartsian Infrastructure Law 100%Rehabilitation and/or Replacement

Phase	Year	Federal	State	Other	Total	Funding
Construction	2025	$28,485,347	$0	$0	$28,485,347	MOBIL
Construction	2026	$2,750,000	$0	$0	$2,750,000	MOBIL
		$31,235,347	**$0**	**$0**	**$31,235,347**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** N/E **RPC:** Undetermined

Proposed Dollars

PROGRAM (PAVE-T1-RESURF)

All Project Cost: $248,298,760

Route/Road/Entity: Tier 1 Highways

Scope: Preservation of Tier 1 Highways

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$225,000	$0	$0	$225,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$300,000	$0	$0	$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$300,000	$0	$0	$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$300,000	$0	$0	$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$12,250,000	$0	$0	$12,250,000	Hwy Infrastructure, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	$9,750,000	$0	$0	$9,750,000	National Highway Performance, Toll Credit
Construction	2027	$12,250,000	$0	$0	$12,250,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	$12,250,000	$0	$0	$12,250,000	National Highway Performance, Toll Credit
		$47,625,000	**$0**	**$0**	**$47,625,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-10 **RPC:** Undetermined

Proposed Dollars

PROGRAM (PAVE-T2-REHAB)

All Project Cost: $87,234,179

Route/Road/Entity: Tier 2 Highways

Scope: Rehab of Tier 2 roads.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$125,000	$0	$0	$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$125,000	$0	$0	$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$125,000	$0	$0	$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$125,000	$0	$0	$125,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$2,500,000	$0	$0	$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	$2,500,000	$0	$0	$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	$2,500,000	$0	$0	$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	$2,500,000	$0	$0	$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
		$10,620,000	**$0**	**$0**	**$10,620,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-10 **RPC:** Undetermined

Proposed Dollars

PROGRAM (PAVE-T2-RESURF)

All Project Cost: $581,270,000

Route/Road/Entity: Tier 2 Highways

Scope: Resurfacing Tier 2 Roadways

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$2,500,000	$0	$0	$2,500,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$2,155,000	$0	$0	$2,155,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$300,000	$0	$0	$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$300,000	$0	$0	$300,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2025	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2026	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2027	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
ROW	2028	$25,000	$0	$0	$25,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$40,250,000	$2,750,000	$0	$43,000,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	$21,320,000	$2,750,000	$0	$24,070,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	$23,175,000	$2,750,000	$0	$25,925,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	$23,175,000	$2,750,000	$0	$25,925,000	Betterment, National Highway Performance, STBG-State Flexible, Toll Credit
		$113,275,000	**$11,000,000**	**$0**	**$124,275,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-10 **RPC:** Undetermined

Proposed Dollars

PROGRAM (PVMRK)

All Project Cost: $79,574,501

Route/Road/Entity: Various

Scope: Statewide Pavement Marking Annual Project

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$1,000	$0	$0	$1,000	STBG-State Flexible, Toll Credit
PE	2026	$1,000	$0	$0	$1,000	STBG-State Flexible, Toll Credit
PE	2027	$1,000	$0	$0	$1,000	STBG-State Flexible, Toll Credit
PE	2028	$1,000	$0	$0	$1,000	STBG-State Flexible, Toll Credit
Construction	2025	$3,349,000	$0	$0	$3,349,000	Highway Safety Improvement Program (HSIP), STBG-State Flexible, Toll Credit
Construction	2026	$3,349,000	$0	$0	$3,349,000	STBG-State Flexible, Toll Credit
Construction	2027	$3,599,000	$0	$0	$3,599,000	STBG-State Flexible, Toll Credit
Construction	2028	$3,599,000	$0	$0	$3,599,000	STBG-State Flexible, Toll Credit
		$13,900,000	**$0**	**$0**	**$13,900,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-11 **RPC:** Undetermined

Proposed Dollars

PROGRAM (RCTRL)

All Project Cost: $32,576,579

Route/Road/Entity: Various

Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$1,255,265	$0	$313,816	$1,569,081	DNCR, Recreational Trails
Other	2026	$1,255,265	$0	$313,816	$1,569,081	DNCR, Recreational Trails
Other	2027	$1,255,265	$0	$313,816	$1,569,081	DNCR, Recreational Trails
Other	2028	$1,255,265	$0	$313,816	$1,569,081	DNCR, Recreational Trails
		$5,021,059	**$0**	**$1,255,265**	**$6,276,324**	

Regionally Significant: No **Managed By:** Other **CAA Code:** E-33 **RPC:** Undetermined

Proposed Dollars

PROGRAM (RRRCS)

All Project Cost: $30,476,261

Route/Road/Entity: Statewide Railroad Crossings

Scope: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$250,000	$0	$0	$250,000	RL - Rail Highway, Toll Credit
PE	2026	$250,000	$0	$0	$250,000	RL - Rail Highway, Toll Credit
PE	2027	$125,000	$0	$0	$125,000	RL - Rail Highway, Toll Credit
PE	2028	$125,000	$0	$0	$125,000	RL - Rail Highway, Toll Credit
ROW	2025	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
ROW	2026	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
ROW	2027	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
ROW	2028	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
Construction	2025	$4,596,338	$0	$0	$4,596,338	RL - Rail Highway, Toll Credit
Construction	2026	$24,000	$0	$0	$24,000	RL - Rail Highway, Toll Credit
Construction	2028	$25,000	$0	$0	$25,000	RL - Rail Highway, Toll Credit
Other	2025	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
Other	2026	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
Other	2027	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
Other	2028	$5,000	$0	$0	$5,000	RL - Rail Highway, Toll Credit
		$5,435,338	**$0**	**$0**	**$5,435,338**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-1 **RPC:** Undetermined

Proposed Dollars

PROGRAM (STBG-FTA)

All Project Cost: $48,900,000

Route/Road/Entity: Various

Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$3,000,000	$0	$612,500	$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2026	$3,000,000	$0	$612,500	$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2027	$3,000,000	$0	$612,500	$3,612,500	Other, STBG-State Flexible, Toll Credit
Other	2028	$3,000,000	$0	$612,500	$3,612,500	Other, STBG-State Flexible, Toll Credit
		$12,000,000	**$0**	**$2,450,000**	**$14,450,000**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-21 **RPC:** Undetermined

Proposed Dollars

PROGRAM (TA)

All Project Cost: $110,363,849

Route/Road/Entity: Various

Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$714,523	$0	$401,919	$1,116,442	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Non Urban Areas Under 5K
PE	2026	$722,846	$0	$200,712	$923,558	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2027	$800,000	$0	$220,000	$1,020,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
PE	2028	$800,000	$0	$220,000	$1,020,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2025	$120,000	$0	$40,000	$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex
ROW	2026	$120,000	$0	$40,000	$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2027	$120,000	$0	$40,000	$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
ROW	2028	$120,000	$0	$40,000	$160,000	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2025	$3,358,554	$0	$2,089,187	$5,447,741	Non Par Other, Other, TAP-50K to 200K, TAP-Areas Over 200K, TAP-Non Urban Areas Under 5K
Construction	2026	$4,244,559	$0	$1,161,139	$5,405,698	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2027	$4,713,810	$0	$1,278,452	$5,992,261	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
Construction	2028	$4,713,810	$0	$1,278,452	$5,992,261	Non Par Other, Other, TAP-50K to 200K, TAP-5K to 49,999, TAP-Areas Over 200K, TAP-Flex, TAP-Non Urban Areas Under 5K
		$20,548,102	**$0**	**$7,009,860**	**$27,557,961**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** E-33 **RPC:** Undetermined

Proposed Dollars

PROGRAM (TSMO)

All Project Cost: $29,502,631

Route/Road/Entity: Transportation Systems Management and Operations

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

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$2,000,000	$0	$1,184,773	$3,184,773	Maine, STBG-State Flexible, Toll Credit, Vermont
Other	2026	$2,000,000	$0	$285,919	$2,285,919	Maine, STBG-State Flexible, Toll Credit, Vermont
Other	2027	$2,000,000	$0	$0	$2,000,000	STBG-State Flexible, Toll Credit
Other	2028	$1,150,000	$0	$0	$1,150,000	STBG-State Flexible, Toll Credit
		$7,150,000	**$0**	**$1,470,692**	**$8,620,692**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-7 **RPC:** Undetermined

Proposed Dollars

PROGRAM (UBI)

All Project Cost: $1,585,500

Route/Road/Entity: Various

Scope: Underwater Bridge Inspection (Annual Project)

Phase	Year	Federal	State	Other	Total	Funding
Other	2025	$64,000	$0	$0	$64,000	STBG-State Flexible, Toll Credit
Other	2026	$64,000	$0	$0	$64,000	STBG-State Flexible, Toll Credit
Other	2027	$68,000	$0	$0	$68,000	STBG-State Flexible, Toll Credit
Other	2028	$68,000	$0	$0	$68,000	STBG-State Flexible, Toll Credit
		$264,000	**$0**	**$0**	**$264,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-38 **RPC:** Undetermined

Proposed Dollars

PROGRAM (USSS)

All Project Cost: $14,755,400

Route/Road/Entity: Various

Scope: Project to update signing on state system

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2026	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2027	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
PE	2028	$30,000	$0	$0	$30,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2025	$540,000	$0	$0	$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2026	$540,000	$0	$0	$540,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2027	$580,000	$0	$0	$580,000	National Highway Performance, STBG-State Flexible, Toll Credit
Construction	2028	$580,000	$0	$0	$580,000	National Highway Performance, STBG-State Flexible, Toll Credit
		$2,360,000	**$0**	**$0**	**$2,360,000**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-44 **RPC:** Undetermined

Proposed Dollars

ROCHESTER (43552)

All Project Cost: $4,262,664

Route/Road/Entity: NH 11

Scope: Widen `3,450' from north of Spldg Tpk ramp to Toyota entrance, add signal and sidewalk.

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$161,055	$0	$40,264	$201,319	STBG-50 to 200K, Towns
ROW	2025	$65,792	$0	$16,448	$82,240	STBG-50 to 200K, Towns
Construction	2026	$2,818,599	$0	$704,650	$3,523,249	STBG-50 to 200K, Towns
		$3,045,447	**$0**	**$761,362**	**$3,806,808**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

ROCHESTER (42625)

Route/Road CHARLES ST/NH125/OLD DOVER RD **Category** INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS-REASSESSMENT OF TURNING LANE ALIGNMENT&VEHICLE ACCESS. UPDATE SIDEWALK.

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2026	360,289	None-Other
Right of Way	2028	32,287	None-Other
Construction	2030	2,777,634	None-Other
	Total	**$3,170,211**	

Previous Funding	**$0**
Current TYP Funding	**$3,170,211**
Future Funding Required	**$0**
Total Project Cost	**$3,170,211**

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

Project is in the State 10-yr Plan and is being added to the TIP via public comment

Proposed Dollars

ROCHESTER (44408)

All Project Cost: $11,022,050

Route/Road/Entity: NH 125

Scope: Address State Red List Bridge carrying NH 125 of Isinglass River (Br. No. 206/110)

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$798,490	$0	$0	$798,490	National Highway Performance, Toll Credit
PE	2028	$636,030	$0	$0	$636,030	National Highway Performance, Toll Credit
ROW	2028	$508,824	$0	$0	$508,824	National Highway Performance, Toll Credit
		$1,943,344	**$0**	**$0**	**$1,943,344**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

ROLLINSFORD - DOVER (42578)

All Project Cost: $3,628,057

Route/Road/Entity: Oak Street

Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$171,105	$0	$0	$171,105	STBG-50 to 200K, Toll Credit
PE	2026	$236,581	$0	$0	$236,581	STBG-50 to 200K, Toll Credit
PE	2027	$64,816	$0	$0	$64,816	STBG-50 to 200K, Toll Credit
ROW	2027	$64,816	$0	$0	$64,816	STBG-50 to 200K, Toll Credit
Construction	2027	$2,592,658	$0	$0	$2,592,658	BRGBIL, Toll Credit
		$3,129,977	**$0**	**$0**	**$3,129,977**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

SOMERSWORTH (40646)

All Project Cost: $4,318,725

Route/Road/Entity: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Phase	Year	Federal	State	Other	Total	Funding
PE	2025	$375,430	$0	$93,858	$469,288	STBG-50 to 200K, Towns
PE	2026	$91,256	$0	$22,814	$114,070	STBG-50 to 200K, Towns
PE	2027	$94,632	$0	$23,658	$118,291	STBG-50 to 200K, Towns
PE	2028	$98,134	$0	$24,533	$122,667	STBG-50 to 200K, Towns
ROW	2025	$116,487	$0	$29,122	$145,609	STBG-50 to 200K, Towns
ROW	2026	$45,628	$0	$11,407	$57,035	STBG-50 to 200K, Towns
ROW	2027	$47,316	$0	$11,829	$59,145	STBG-50 to 200K, Towns
ROW	2028	$49,067	$0	$12,267	$61,334	STBG-50 to 200K, Towns
Construction	2027	$2,438,896	$0	$609,724	$3,048,619	STBG-50 to 200K, Towns
Construction	2028	$98,134	$0	$24,533	$122,667	STBG-50 to 200K, Towns
		$3,454,980	**$0**	**$863,745**	**$4,318,725**	

Regionally Significant: No **Managed By:** DOT **CAA Code:** E-51 **RPC:** SRPC

Proposed Dollars

SOMERSWORTH (42627)

All Project Cost: $1,558,364

Route/Road/Entity: High Street & West High Strret

Scope: West High St (from Cemetery Rd to High St) & High St (to Memorial Dr) Pedestrian Improvements

Phase	Year	Federal	State	Other	Total	Funding
PE	2028	$116,749	$0	$29,187	$145,937	STBG-50 to 200K, Towns
		$116,749	**$0**	**$29,187**	**$145,937**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

SOMERSWORTH NH - BERWICK MAINE (44389)

All Project Cost: $1,193,660

Route/Road/Entity: Salmon Falls Rd over Salmon Falls River

Scope: Rehabiliate Salmon Falls Rd bridge over Salmon Falls River Brg #078/124 Eddy Bridge Maine DOT Lead

Phase	Year	Federal	State	Other	Total	Funding
PE	2026	$0	$43,015	$64,522	$107,537	Maine, SB367-4-Cents, Towns
ROW	2026	$0	$4,301	$6,452	$10,754	Maine, SB367-4-Cents, Towns
Construction	2026	$430,148	$0	$645,221	$1,075,369	Maine, STBG-50 to 200K, Towns
		$430,148	**$47,316**	**$716,196**	**$1,193,660**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Proposed Dollars

SOMERSWORTH NH - BERWICK MAINE (44392)

All Project Cost: $1,237,825

Route/Road/Entity: Buffumsville Rd over Salmon Falls River

Scope: Rehabilitate Buffumsvills Rd bridge over Salmon Falls River Brg#130/099 "New Dam" Brg MaineDOT lead

Phase	Year	Federal	State	Other	Total	Funding
PE	2027	$0	$44,606	$66,909	$111,516	Maine, SB367-4-Cents, Towns
ROW	2027	$0	$4,461	$6,691	$11,152	Maine, SB367-4-Cents, Towns
Construction	2027	$446,063	$0	$669,095	$1,115,158	Maine, STBG-Off System Bridge, Towns
		$446,063	**$49,067**	**$742,695**	**$1,237,825**	

Regionally Significant: No **Managed By:** Muni/Local **CAA Code:** ATT **RPC:** SRPC

Appendix B – Project lists
Ten Year Transportation Plan (years 2029 – 2034)

Statewide Ten Year Plan Projects - Table of Contents

ACTON MAINE MILTON NH (44393)

Route/Road CHURCH STREET OVER SALMON FALLS RIVER **Category** BRIDGES

Scope REPLACE THE CHURCH ST BRIDGE OVER SALMON FALLS RIVER BRG#077/163 "BEN BRACKETT" BRG MAINE DOT LEAD **Strategy** TIER 4

Phase	Year	Funding	Program
Preliminary Engineering	2026	161,305	NON-PAR (Maine)
Preliminary Engineering	2026	161,305	SAB *
Right of Way	2026	5,377	NON-PAR (Maine)
Right of Way	2026	5,377	SAB *
Construction	2026	1,935,664	MOBRR *
Construction	2026	1,935,664	NON-PAR (Maine)
	Total	**$4,204,693**	

Previous Funding	**$0**
Current TYP Funding	**$4,204,693**
Future Funding Required	**$0**
Total Project Cost	**$4,204,693**

Comments None

Comments None

BARRINGTON (41410)

Route/Road OLD CANAAN ROAD OVER SPRUCE BROOK

Category BRIDGES

Scope BRIDGE REPLACEMENT-OLD CANAAN ROAD OVER SPRUCE BROOK-BR. #052/059

Strategy TIER 5

Phase	Year	Funding	Program
Construction	2025	957,200	SAB *
	Total	**$957,200**	

Previous Funding	**$175,000**
Current TYP Funding	**$957,200**
Future Funding Required	**$0**
Total Project Cost	**$1,132,200**

Comments None

BARRINGTON (41415)

Route/Road US ROUTE 4 **Category** RED LIST BRIDGES

Scope ADDRESS THE US 4 RED LIST BRIDGE OVER OYSTER RIVER AND A CULVERT WEST OF TOPAZ DR IN BARRINGTON. **Strategy** TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	221,926	Bridg-T1-2-Rehab-Rcn
Right of Way	2025	170,328	Bridg-T1-2-Rehab-Rcn
Construction	2026	3,008,646	Bridg-T1-2-Rehab-Rcn
Total		**$3,400,900**	

Previous Funding	**$440,000**
Current TYP Funding	**$3,400,900**
Future Funding Required	**$0**
Total Project Cost	**$3,840,900**

Comments None

BARRINGTON (43547)

Route/Road NH 9 **Category** INDIVIDUAL PROJECTS

Scope PEDESTRIAN SAFETY IMPROVEMENTS ALONG NH 9 INCLUDING SIDEWALKS AND ADA CROSSINGS AT NH 9/NH 125 **Strategy** TIER 3

Phase	Year	Funding	Program
Preliminary Engineering	2026	187,512	None-Highway
Right of Way	2029	27,881	None-Highway
Construction	2031	1,071,856	None-Highway
Total		**$1,287,249**	

Previous Funding	**$0**
Current TYP Funding	**$1,287,249**
Future Funding Required	**$0**
Total Project Cost	**$1,287,249**

Comments SRPC regional priority project introduced in the 2023-2032 Ten Year Plan.

BERWICK SOMERSWORTH (44389)

Route/Road SALMON FALLS RD OVER SALMON FALLS RIVER

Category BRIDGES

Scope REHABILIATE SALMON FALLS RD BRIDGE OVER SALMON FALLS RIVER BRG #078/124 EDDY BRIDGE MAINE DOT LEAD

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	53,768	NON-PAR (Maine)
Preliminary Engineering	2026	53,768	SAB *
Right of Way	2026	5,377	NON-PAR (Maine)
Right of Way	2026	5,377	SAB *
Construction	2026	537,685	MOBRR *
Construction	2026	537,685	NON-PAR (Maine)
	Total	**$1,193,660**	

Previous Funding	**$0**
Current TYP Funding	**$1,193,660**
Future Funding Required	**$0**
Total Project Cost	**$1,193,660**

Comments None

BERWICK SOMERSWORTH (44392)

Route/Road BUFFUMSVILLE RD OVER SALMON FALLS RIVER

Category BRIDGES

Scope REHABILITATE BUFFUMSVILLS RD BRIDGE OVER SALMON FALLS RIVER BRG#130/099 "NEW DAM" BRG MAINEDOT LEAD

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2027	55,758	NON-PAR (Maine)
Preliminary Engineering	2027	55,758	SAB *
Right of Way	2027	5,576	NON-PAR (Maine)
Right of Way	2027	5,576	SAB *
Construction	2027	557,579	MOBRR *
Construction	2027	557,579	NON-PAR (Maine)
	Total	**$1,237,825**	

Previous Funding	**$0**
Current TYP Funding	**$1,237,825**
Future Funding Required	**$0**
Total Project Cost	**$1,237,825**

Comments None

DOVER - SOMERSWORTH - ROCHESTER (29604)

Route/Road NH 108 **Category** INDIVIDUAL PROJECTS

Scope NH108 COMPLETE STS IMPROV (U-3 ALT EXT 10 STUDY) FROM INDIAN BRK RD. TO INNVTION DR. (~ 5M) **Strategy** TIER 2

Phase	Year	Funding	Program
Right of Way	2025	1,596,924	Federal-Aid Highway
Construction	2027	6,608,359	None-Highway
Construction	2028	19,188,033	Federal-Aid Highway
Construction	2029	5,116,275	Federal-Aid Highway
Construction	2030	10,097,584	Federal-Aid Highway
Total		**$42,607,175**	

Previous Funding	**$3,687,750**
Current TYP Funding	**$42,607,175**
Future Funding Required	**$0**
Total Project Cost	**$46,294,926**

Comments None

DOVER (27885)

Route/Road CENTRAL AVE/CHESTNUT ST/THIRD ST **Category** RAIL

Scope PAN AM RAILWAYS, RECONSTRUCT RAILWAY-HIGHWAY CROSSING, ROADWAY APPROACHES AND PROTECTIVE DEVICES. **Strategy** TIER 5

Phase	Year	Funding	Program
Construction	2025	1,140,700	RR-RCS *
Total		**$1,140,700**	

Previous Funding	**$88,023**
Current TYP Funding	**$1,140,700**
Future Funding Required	**$0**
Total Project Cost	**$1,228,723**

Comments None

DOVER (41373)

Route/Road RTE 155, RTE 108, BELLAMY RD. DALEY DR. DURHAM RD

Category MANDATED FEDERAL

Scope CONSTRUCT MULTI-USE PATH FROM KNOX MARSH RD. TO BELLAMY RD.

Strategy TIER 3

Phase	Year	Funding	Program
Construction	2025	116,283	NON-PAR (other)
Construction	2025	316,190	TA *
	Total	**$432,473**	

Previous Funding	**$203,314**
Current TYP Funding	**$432,473**
Future Funding Required	**$0**
Total Project Cost	**$635,787**

Comments None

DOVER (41824)

Route/Road NH 16

Category BRIDGES

Scope BRIDGE SUPERSTRUCTURE REPLACEMENT FOR NH 16 NB (#106/133) AND SB (#105/133) OVER COCHECO RIVER

Strategy TIER 1

Phase	Year	Funding	Program
Construction	2025	4,125,000	TRR *
Construction	2026	6,973,825	TRR *
Construction	2027	3,978,865	TRR *
	Total	**$15,077,690**	

Previous Funding	**$1,886,378**
Current TYP Funding	**$15,077,690**
Future Funding Required	**$0**
Total Project Cost	**$16,964,068**

Comments None

DOVER (42626)

Route/Road CHESTNUT STREET **Category** INDIVIDUAL PROJECTS

Scope PEDESTRIAN AND ACCESSIBILITY IMPROVEMENTS. **Strategy** TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2028	32,287	Federal-Aid-LPA
Construction	2030	243,042	Federal-Aid-LPA
	Total	**$275,329**	

Previous Funding	**$0**
Current TYP Funding	**$275,329**
Future Funding Required	**$0**
Total Project Cost	**$275,329**

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

DOVER (44350)

Route/Road RTE 108 **Category** MANDATED FEDERAL

Scope IMPROVEMENTS ALONG RTE. 108 INCLUDING TRAFFIC SIGNALS,SAFETY, IMPROVED TRAFFIC FLOW **Strategy** TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	489,293	CMAQ *
Preliminary Engineering	2028	225,502	CMAQ *
Right of Way	2028	115,642	CMAQ *
Construction	2030	3,544,193	CMAQ *
	Total	**$4,374,630**	

Previous Funding	**$0**
Current TYP Funding	**$4,374,630**
Future Funding Required	**$0**
Total Project Cost	**$4,374,630**

Comments None

DOVER (44367)

Route/Road COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

Category MANDATED FEDERAL

Scope REINVIGORATE THE COMMUTESMART SEACOAST(TMA) WITH NEW PROGRAMMING& OUTREACH PROPOSED 5 YEARS

Strategy ALL TIERS

Phase	Year	Funding	Program
Other	2025	751,825	CMAQ *
	Total	**$751,825**	

Previous Funding	**$0**
Current TYP Funding	**$751,825**
Future Funding Required	**$0**
Total Project Cost	**$751,825**

Comments None

DOVER NH 16 (SPAULDING TURNPIKE) OVER NH 108 (42872)

Route/Road NH 16 (SPAULDING TURNPIKE)

Category BRIDGES

Scope BRIDGE REHABILITATION SPAULDING TURNPIKE (NH 16) OVER NH 108

Strategy TIER 1

Phase	Year	Funding	Program
Preliminary Engineering	2025	167,274	TRR *
Construction	2025	317,820	TRR *
Construction	2026	3,931,823	TRR *
Construction	2027	4,377,102	TRR *
Construction	2028	3,357,657	TRR *
	Total	**$12,151,675**	

Previous Funding	**$973,757**
Current TYP Funding	**$12,151,675**
Future Funding Required	**$0**
Total Project Cost	**$13,125,432**

Comments None

DOVER, NH - SOUTH BERWICK, MAINE (41433)

Route/Road GULF ROAD

Category RED LIST BRIDGES

Scope ADDRESS RED LIST BR CARRYING GULF RD OVER SALMON FALLS RIVER BETWEEN DOVER & S BERWICK (182/123)

Strategy TIER 4

Phase	Year	Funding	Program
Preliminary Engineering	2025	106,604	NON-PAR (Maine)
Preliminary Engineering	2025	117,264	Bridg-T3-4-Rehab-Rcn
Construction	2026	1,381,849	NON-PAR (Maine)
Construction	2026	1,520,034	Bridg-T3-4-Rehab-Rcn
	Total	**$3,125,751**	

Previous Funding	**$317,940**
Current TYP Funding	**$3,125,751**
Future Funding Required	**$0**
Total Project Cost	**$3,443,691**

Comments None

DURHAM (41432)

Route/Road BENNETT ROAD

Category RED LIST BRIDGES

Scope ADDRESS THE RED LIST BRIDGE CARRYING BENNETT ROAD OVER PAR IN THE TOWN OF DURHAM (093/080)

Strategy TIER 4

Phase	Year	Funding	Program
Preliminary Engineering	2026	121,603	Bridg-T3-4-Rehab-Rcn
Right of Way	2026	60,801	Bridg-T3-4-Rehab-Rcn
Construction	2028	980,759	Bridg-T3-4-Rehab-Rcn
Total		**$1,163,163**	

Previous Funding	**$336,160**
Current TYP Funding	**$1,163,163**
Future Funding Required	**$0**
Total Project Cost	**$1,499,323**

Comments None

FARMINGTON (43550)

Route/Road MAIN ST AND ELM ST

Category INDIVIDUAL PROJECTS

Scope SIDEWALK IMPROVEMENTS ALONG MAIN STREET AND ELM STREET TO EXPAND CONNECTED NETWORK

Strategy TIER 3

Phase	Year	Funding	Program
Preliminary Engineering	2026	158,645	Federal-Aid-LPA
Right of Way	2029	38,019	Federal-Aid-LPA
Construction	2032	508,767	Federal-Aid-LPA
	Total	**$705,431**	

Previous Funding	**$0**
Current TYP Funding	**$705,431**
Future Funding Required	**$0**
Total Project Cost	**$705,431**

Comments SRPC regional priority project introduced in the 2023-2032 Ten Year Plan.

LEE (41322)

Route/Road NH ROUTE 125 **Category** RED LIST BRIDGES

Scope BRIDGE REPLACEMENT OF CULVERT CARRYING NH 125 OVER LITTLE RIVER BR NO 073/084 **Strategy** TIER 4

Phase	Year	Funding	Program
Construction	2025	4,448,730	Bridg-T1-2-Rehab-Rcn
	Total	**$4,448,730**	

Previous Funding	**$2,502,500**
Current TYP Funding	**$4,448,730**
Future Funding Required	**$0**
Total Project Cost	**$6,951,230**

Comments None

LEE (42876)

Route/Road RTE 125 **Category** MANDATED FEDERAL

Scope CONSTRUCT UP TO AN 80 SPACE PARK AND RIDE LOT NEAR THE JUNCTION OF US4 AND NH125. **Strategy** TIER 4

Phase	Year	Funding	Program
Construction	2025	934,242	CMAQ *
	Total	**$934,242**	

Previous Funding	**$220,000**
Current TYP Funding	**$934,242**
Future Funding Required	**$0**
Total Project Cost	**$1,154,242**

Comments None

LEE (44261)

Route/Road NH 155/LEE HOOK/GEORGE BENNET RD.

Category INDIVIDUAL PROJECTS

Scope INTERSECT REALIGNMENT & ELIMINATION OF CONNECTOR BETWEEN GEORGE BENNET RD & LEE HOOK RD. ~600LF

Strategy TIER 4

Phase	Year	Funding	Program
Preliminary Engineering	2029	395,738	Other Fed Aid
Right of Way	2031	7,093	Other Fed Aid
Construction	2033	839,004	Other Fed Aid
Total		**$1,241,835**	

Previous Funding	**$0**
Current TYP Funding	**$1,241,835**
Future Funding Required	**$0**
Total Project Cost	**$1,241,835**

Comments SRPC Regional priority introduced as part of the 2025-2034 Ten Year Plan.

MADBURY (41462)

Route/Road FRESHET ROAD OVER JOHNSON CREEK

Category RED LIST BRIDGES

Scope BRIDGE REPLACEMENT-FEDSHET ROAD OVER JOHNSON CREEK-BR. #160/086

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	173,030	SAB *
Right of Way	2026	6,173	SAB *
Construction	2026	597,550	SAB *
Construction	2027	806,937	SAB *
Total		**$1,583,690**	

Previous Funding	**$0**
Current TYP Funding	**$1,583,690**
Future Funding Required	**$0**
Total Project Cost	**$1,583,690**

Comments None

MADBURY (41596)

Route/Road MADBURY RD

Category INDIVIDUAL PROJECTS

Scope PLANNING STUDY TO IDENTIFY POTENTIAL INTERSECTION SAFETY IMPROVEMENTS TO THE NH 155/MADBURY ROAD/TO

Strategy TIER 3

Phase	Year	Funding	Program
Preliminary Engineering	2028	707,488	None-Highway
Total		**$707,488**	

Previous Funding	**$0**
Current TYP Funding	**$707,488**
Future Funding Required	**$0**
Total Project Cost	**$707,488**

Comments SRPC regional priority project introduced in the 2019-2028 Ten Year Plan.

Comments None

MILTON (43551)

Route/Road DAWSON ST.

Category INDIVIDUAL PROJECTS

Scope CONSTRUCT SIDEWALKS ALONG SILVER & DAWSON STREETS.

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	68,186	None-Other
Right of Way	2029	40,554	None-Other
Construction	2031	614,631	None-Other

Total	**$723,370**	**Previous Funding**	**$0**
		Current TYP Funding	**$723,370**
		Future Funding Required	**$0**
		Total Project Cost	**$723,370**

Comments SRPC regional priority project introduced in the 2023-2032 Ten Year Plan.

MILTON (44310)

Route/Road WINDING ROAD **Category** BRIDGES

Scope REPLACE WINDING ROAD BRIDGE OVER LYMAN BROOK (BRG#190/101) **Strategy** TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2028	257,766	SAB *
Right of Way	2028	5,782	SAB *
Construction	2028	1,454,543	MOBRR *
Total		**$1,718,091**	

Previous Funding	**$0**
Current TYP Funding	**$1,718,091**
Future Funding Required	**$0**
Total Project Cost	**$1,718,091**

Comments None

MILTON, NH-LEBANON, ME (40658)

Route/Road TOWNHOUSE ROAD OVER NORTHEAST POND **Category** BRIDGES

Scope BRIDGE REPLACEMENT-TOWNHOUSE ROAD OVER NORTHEAST POND-FORMERLY BR. #168/152 - PROPOSED BR. #168/151 **Strategy** TIER 5

Phase	Year	Funding	Program
Construction	2025	800,593	MOBRR *
Construction	2025	800,593	NON-PAR (Maine)
Total		**$1,601,186**	

Previous Funding	**$602,750**
Current TYP Funding	**$1,601,186**
Future Funding Required	**$0**
Total Project Cost	**$2,203,936**

Comments None

NEWFIELDS - NEWMARKET (28393)

Route/Road NH 108

Category BRIDGES

Scope BRIDGE REPLACEMENT FOR BRIDGES CARRYING NH 108 OVER BMRR LINES BR NO 127/081 & 125/054

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	234,528	Bridg-T1-2-Rehab-Rcn
Construction	2026	6,250,380	Bridg-T1-2-Rehab-Rcn
	Total	**$6,484,908**	

Previous Funding	**$538,780**
Current TYP Funding	**$6,484,908**
Future Funding Required	**$0**
Total Project Cost	**$7,023,688**

Comments None

NEWMARKET (43435)

Route/Road NH108

Category BRIDGES

Scope ADDRESS BRIDGE (127/097) CARRYING NH 108 OVER LAMPREY RIVER IN THE TOWN OF NEWMARKET

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2027	162,041	Bridg-T1-2-Rehab-Rcn
Preliminary Engineering	2028	134,429	Bridg-T1-2-Rehab-Rcn
Preliminary Engineering	2029	104,552	Bridg-T1-2-Rehab-Rcn
Preliminary Engineering	2030	72,281	Bridg-T1-2-Rehab-Rcn
Right of Way	2029	13,940	Bridg-T1-2-Rehab-Rcn
Construction	2030	2,168,417	Bridg-T1-2-Rehab-Rcn
	Total	**$2,655,660**	

Previous Funding	**$0**
Current TYP Funding	**$2,655,660**
Future Funding Required	**$0**
Total Project Cost	**$2,655,660**

Comments None

Comments None

NORTHWOOD (42628)

Route/Road SCHOOL ST/US 4/US 202

Category INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2027	273,989	None-Other
Right of Way	2027	34,248	None-Other
Construction	2030	763,990	None-Other
	Total	**$1,072,226**	

Previous Funding	**$0**
Current TYP Funding	**$1,072,226**
Future Funding Required	**$0**
Total Project Cost	**$1,072,226**

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

NORTHWOOD-NOTTINGHAM (41595)

Route/Road RT 4 & 152 **Category** INDIVIDUAL PROJECTS

Scope INTERSECTION SAFETY IMPROVEMENTS TO THE US 4/NH 152 INTERSECTION **Strategy** TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	201,939	None-Highway
Right of Way	2025	134,627	None-Highway
Construction	2028	3,653,117	None-Highway

Total	**$3,989,683**	**Previous Funding**	**$298,753**
		Current TYP Funding	**$3,989,683**
		Future Funding Required	**$0**
		Total Project Cost	**$4,288,436**

Comments SRPC regional priority project introduced in the 2019-2028 Ten Year Plan.

NOTTINGHAM (40612)

Route/Road NH ROUTE 152 **Category** RED LIST BRIDGES

Scope BRIDGE REHAB OR REPLACE OF THE RED LIST BRIDGE CARRYING NH 152 OVER NORTH RIVER (BR NO 141/127) **Strategy** TIER 3

Phase	Year	Funding	Program
Construction	2025	1,026,630	Bridg-T3-4-Rehab-Rcn

Total	**$1,026,630**	**Previous Funding**	**$600,000**
		Current TYP Funding	**$1,026,630**
		Future Funding Required	**$0**
		Total Project Cost	**$1,626,630**

Comments None

ROCHESTER (40575)

Route/Road SKYHAVEN AIRPORT **Category** AIRPORT

Scope PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES. **Strategy** ALL TIERS

Phase	Year	Funding	Program
Other	2025	2,477,278	Airport Improvement
Other	2026	569,946	Airport Improvement
Other	2027	216,836	Airport Improvement
Other	2028	3,854,728	Airport Improvement
Other	2029	666,226	Airport Improvement
Other	2030	241,806	Airport Improvement
Other	2031	465,685	Airport Improvement
Other	2032	1,857,366	Airport Improvement
Other	2033	577,827	Airport Improvement
Other	2034	6,471,427	Airport Improvement
	Total	**$17,399,125**	

Previous Funding	**$0**
Current TYP Funding	**$17,399,125**
Future Funding Required	**$0**
Total Project Cost	**$17,399,125**

Comments Only the current FAA fiscal year funding is known; future year funding is an estimate of funding needs and not a a guarantee of funding.

ROCHESTER (42625)

Route/Road CHARLES ST/NH125/OLD DOVER RD **Category** INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS-REASSESSMENT OF TURNING LANE ALIGNMENT&VEHICLE ACCESS. UPDATE SIDEWALK. **Strategy** TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2026	360,289	None-Other
Right of Way	2028	32,287	None-Other
Construction	2030	2,777,634	None-Other
	Total	**$3,170,211**	

Previous Funding	**$0**
Current TYP Funding	**$3,170,211**
Future Funding Required	**$0**
Total Project Cost	**$3,170,211**

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

ROCHESTER (43491)

Route/Road OLD DOVER RD

Category MANDATED FEDERAL

Scope TEBBETTS RD INTERSECTION SAFETY IMPROVEMENTS AT OLD DOVER RD

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	103,700	HSIP
Right of Way	2025	51,850	HSIP
Construction	2026	1,290,443	HSIP
Total		**$1,445,993**	

Previous Funding	**$215,000**
Current TYP Funding	**$1,445,993**
Future Funding Required	**$0**
Total Project Cost	**$1,660,993**

Comments None

ROCHESTER (43552)

Route/Road NH 11

Category INDIVIDUAL PROJECTS

Scope IMPROVEMENTS: WIDEN 3,450' FROM N. OF SPLDG TPK RAMP TO TOYOTA ENTRANCE, ADD SIGNAL AND SIDEWALK.

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	165,920	Federal-Aid-LPA
Construction	2025	3,523,249	Federal-Aid-LPA
Total		**$3,689,169**	

Previous Funding	**$336,240**
Current TYP Funding	**$3,689,169**
Future Funding Required	**$0**
Total Project Cost	**$4,025,409**

Comments SRPC regional priority project introduced in the 2023-2032 Ten Year Plan.

ROCHESTER (43728)

Route/Road PORTLAND STREET

Category MANDATED FEDERAL

Scope CONST. 6,400 LF OF NEW ADA COMPLIANT SIDEWALK ALONG PORTLAND ST FROM CHAMBERLAIN ST TO

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	34,094	TA *
Right of Way	2026	17,047	TA *
Construction	2030	515,820	TA *
Construction	2031	534,906	TA *
Total		**$1,101,866**	

Previous Funding	**$72,824**
Current TYP Funding	**$1,101,866**
Future Funding Required	**$0**
Total Project Cost	**$1,174,690**

Comments None

ROCHESTER (43964)

Route/Road US 202

Category MANDATED FEDERAL

Scope US 202 / ESTES RD INTERSECTION SAFETY IMPROVEMENTS

Strategy TIER 2

Phase	Year	Funding	Program
Construction	2026	2,602,393	HSIP
Total		**$2,602,393**	

Previous Funding	**$495,000**
Current TYP Funding	**$2,602,393**
Future Funding Required	**$0**
Total Project Cost	**$3,097,393**

Comments None

ROCHESTER (44408)

Route/Road NH 125 **Category** RED LIST BRIDGES

Scope ADDRESS STATE RED LIST BRIDGE CARRYING NH 125 OF ISINGLASS RIVER (BR. NO. 206/110) **Strategy** TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	798,490	Bridg-T1-2-Rehab-Rcn
Preliminary Engineering	2028	636,030	Bridg-T1-2-Rehab-Rcn
Right of Way	2028	508,824	Bridg-T1-2-Rehab-Rcn
Construction	2031	9,078,706	Bridg-T1-2-Rehab-Rcn
	Total	**$11,022,050**	

Previous Funding	**$0**
Current TYP Funding	**$11,022,050**
Future Funding Required	**$0**
Total Project Cost	**$11,022,050**

Comments None

ROLLINSFORD - DOVER (42578)

Route/Road OAK STREET **Category** RED LIST BRIDGES

Scope ADDRESS RED LIST BRIDGE (069/046) CARRYING OAK STREET OVER PAR BETWEEN ROLLINSFORD AND DOVER **Strategy** TIER 4

Phase	Year	Funding	Program
Preliminary Engineering	2025	171,105	Bridg-T3-4-Rehab-Rcn
Preliminary Engineering	2026	236,581	Bridg-T3-4-Rehab-Rcn
Preliminary Engineering	2027	64,816	Bridg-T3-4-Rehab-Rcn
Right of Way	2027	64,816	Bridg-T3-4-Rehab-Rcn
Construction	2027	2,592,658	Bridg-T3-4-Rehab-Rcn
	Total	**$3,129,977**	

Previous Funding	**$498,080**
Current TYP Funding	**$3,129,977**
Future Funding Required	**$0**
Total Project Cost	**$3,628,057**

Comments None

ROLLINSFORD (44303)

Route/Road OLD MILL LANE

Category BRIDGES

Scope REPLACE OLD MILL LANE BRIDGE OVER ROLLINS BROOK (BRG #090/052)

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2027	210,765	SAB *
Right of Way	2027	5,576	SAB *
Construction	2027	1,188,758	MOBRR *
	Total	**$1,405,099**	

Previous Funding	**$0**
Current TYP Funding	**$1,405,099**
Future Funding Required	**$0**
Total Project Cost	**$1,405,099**

Comments None

SOMERSWORTH (40646)

Route/Road NH 9 (HIGH STREET), BLACKWATER RD, INDIGO HILL RD

Category INDIVIDUAL PROJECTS

Scope INTERSECTION SAFETY IMPROVEMENTS; NH ROUTE 9, BLACKWATER ROAD, INDIGO HILL ROAD

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	120,548	Federal-Aid Highway
Right of Way	2025	145,609	Federal-Aid Highway
Construction	2027	3,048,620	Federal-Aid Highway
	Total	**$3,314,777**	

Previous Funding	**$348,740**
Current TYP Funding	**$3,314,777**
Future Funding Required	**$0**
Total Project Cost	**$3,663,517**

Comments None

SOMERSWORTH (42627)

Route/Road HIGH STREET & WEST HIGH STRRET

Category INDIVIDUAL PROJECTS

Scope WEST HIGH ST (FROM CEMETERY RD TO HIGH ST) & HIGH ST (TO MEMORIAL DR) PEDESTRIAN IMPROVEMENTS

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2028	145,937	Federal-Aid-LPA
Construction	2030	1,412,427	Federal-Aid-LPA
	Total	**$1,558,364**	

Previous Funding	**$0**
Current TYP Funding	**$1,558,364**
Future Funding Required	**$0**
Total Project Cost	**$1,558,364**

Comments SRPC regional priority project introduced in the 2021-2030 Ten Year Plan.

SOMERSWORTH (44260)

Route/Road MAIN ST.

Category INDIVIDUAL PROJECTS

Scope COMPLETE ST. IMPROVS ON MAIN ST. FROM ~INDIGO TO JOHN PARSON DR. ~3700LF

Strategy TIER 5

Phase	Year	Funding	Program
Right of Way	2031	64,479	Other Fed Aid
Construction	2033	5,685,814	Other Fed Aid
	Total	**$5,750,294**	

Previous Funding	**$0**
Current TYP Funding	**$5,750,294**
Future Funding Required	**$0**
Total Project Cost	**$5,750,294**

Comments SRPC Regional priority introduced as part of the 2025-2034 Ten Year Plan.

WAKEFIELD (44302)

Route/Road MAPLE STREET

Category BRIDGES

Scope REPLACE MAPLE STREET BRIDGE OVER BRANCH RIVER (BRDG #290/064)

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2027	326,072	SAB *
Right of Way	2027	5,576	SAB *
Construction	2034	2,375,014	MOBRR *
Total		**$2,706,662**	

Previous Funding	**$0**
Current TYP Funding	**$2,706,662**
Future Funding Required	**$0**
Total Project Cost	**$2,706,662**

Comments None

Appendix C – Project lists
Metropolitan Transportation Plan (years 2035 – 2045)

Table of Contents

Barrington — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L01006	Province Rd & NH125	Intersection Signalization	Vision			Vision Project	
L01007	Route 126 over the Isinglass, 1 mile north of 202	Bridge rehab- resurfacing and widening shoulders. Exempt from Air Quality (no new capacity necessary)	Vision			Vision Project	
L01008	NH9	Shoulder widening for bicycle safety. Approximately 1.4 miles of NH9	2035-2040	$ 208,327	$ 208,327	$ 1,041,635	$ 1,681,996
L01009	Young Rd	Young Rd from Beauty Hill Rd to France Rd. Upgrade three culverts; improve bicycle and pedestrian access and safety	Vision	$ -	$ -	$ -	$ -

Brookfield — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L02001	Moose Mountain Road over Hanson Brook	Bridge rehab	Vision			Vision Project	
L02002	Lyford Road & Route 109 Governor Wentworth Highway	Intersection realignment and sight distance improvements	2035-2040	$ 60,000	$ 45,000	$ 400,000	$ 587,783

Dover — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L03001	Central Ave (from Silver St to Jenness st)	Complete streets improvements including bicycle and pedestrian, intersection lighting, and signal technology for emergency and transit vehicles. Paired with utilities upgrades	2035-2040	$ -	$ -	$ 12,000,000	$ 12,000,000
L03002	Columbus Avenue & NH 9		Vision			Vision Project	
L03004	Sixth Street over Blackwater Brook	Bridge Rebuild- resurfacing and widening shoulders. Exempt from Air Quality (no new capacity necessary)	Vision			Vision Project	
L03005	Route 16B (Old Dover/Rochester Rd)	5.8 Miles of Old Dover/Rochester Rd from NH125 (Columbus Ave in Rochester) to Long Hill Rd in Dover. Shoulder expansion and improvements to increase bicycle safety.	Vision			Vision Project	
L03006	NH 108 over Bellamy River	Multi-lane roundabouts at Mill St and Back river Rd (at each end of the bridge).	2046-2050	$ 1,200,000	$ 750,000	$ 6,000,000	$ 9,213,043
L03007	Piscataqua Road (Dover to Route 4)	2.1 miles of Piscataqua Rd From Back River Rd ("Y" intersection with Drew Rd) to US4. Widen Shoulders & Paint in designated bike lanes.	Vision			Vision Project	
L03008	101/150 Indian Brook Drive Bridge over Spaulding TPK	Bridge widening and lane reconfiguration. Possible alternatives could include contra flow to address peak hour capacity needs. Exit 10 would also likely resolve this issue.	Vision			Vision Project	
L03009	Finch Lane to Mill St	Approx. 4,500 ft non-paved pedestrian path from Finch Lane. May require elevated boardwalk through tidal wetlands (approx. 1,200 feet) and bank stabilization.	Vision			Vision Project	
L03010	NH9	Shoulder widening for bicycle safety. Approximately 2.4 miles of NH9	2046-2050	$ 357,132	$ 267,849	$ 1,785,659	$ 2,789,069
L03011	NH16 Exit 8W (Spaulding Tpk)	Close Exit 8W. Potential capacity improvements to Silver St roundabout and NH16 onramp.	Vision	$ -	$ -	$ -	$ -

Durham	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L04001	Main St/NH 155A/Mast Road Intersection	Convert to roundabout	2041-2045	$ 180,000	$ 30,000	$ 1,212,000	$ 1,577,136
L04002	Route 4 (East of NH108)	Safety and access management improvements along US4; 600 ft in either direction from Wagon Hill Farm entrance	Vision	Vision Project			
L04003	NH108/Canney Rd	North of Canney Rd on NH108 . Install mid-block crossing with pedestrian-activated rectangular rapid flashing beacon with advanced warning lights. Install ADA level-landings at crossing.	2041-2045	$ 7,847	$ 3,338	$ 52,310	$ 74,175
L04004	Madbury Road (from Garrison Ave to US4)	Madbury Rd from Woodman Rd to US4. Install sidewalks where don't currently exist. Pedestrian crossing refuge islands and other traffic calming. Coordinate with utilities upgrades.	Vision	Vision Project			
L04005	Main Street/Garrison Ave Intersection	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	Vision	Vision Project			
L04006	Main St/Pettee Brook Lane/Quad Way	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	Vision	Vision Project			
L04007	Durham Point Road/Bay Rd	Repaving and safety improvements	2035-2040	$ 200,000	$ 10,000	$ 2,787,000	$ 3,353,736
L04008	UNH Wildcat Transit	N/A - ongoing CMAQ project for bus replacement	Vision	Vision Project			
L04009	Durham Point Road/Bay Rd over Crommet Creek	Bridge rehab/rebuild to ensure structural safety and compatibility with sea level rise and storm surge	2041-2045	$ 800,000	$ 500,000	$ 4,000,000	$ 6,142,029
L04010	Route 108/Main Street	Long-term project Needs to be developed	Vision	Vision Project			
L04011	Main Street bridge over CSX/Amtrak line	Needs to be developed	Vision	Vision Project			
L04012	North Underpass	Construct roadway underpass of rail line connecting North Drive with Strafford Avenue and Depot Road.	Vision	Vision Project			
L04013	Main St, Pettee Brook Rd, Madbury Rd	Study options for return to two-way traffic flow in downtown core	Vision	Vision Project			
L04014	South Drive	Complete culvert/bridge, sidewalk, transit and ped improvements along 1/2 mile South Drive corridor connecting Main Street (roundabout) to McDaniel Drive.	2041-2045	NA	NA	NA	$ 3,510,000

Farmington	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L05001	Main St and Elm St	Expand or upgrade sidewalks along Main St from Canal St to NH153 intersection; link to Farmington Rec Trail	2046-2050	$ -	$ -	$ -	$ 1,110,000
L05002	Route 11 & Spring Street	Intersection realignment; add left only turn lane on Route 11 East approaching the intersection; improve median island at the intersection and provide lighting.	2041-2045	$ 67,500	$ 45,000	$ 450,000	$ 655,312
L05003	Downtown	Overall study of downtown traffic and ped safety, parking and access, utilities improvements	Vision	Vision Project			
L05004	Route 11 & River Road	Intersection Improvements to provide Left Only turn lane onto River Road or possible extension of the center turn lane to provide a safe area for tuning vehicles. Additional lighting near intersections may also improve conditions	Vision	Vision Project			
L05005	Route 11 & Trotting Park Road	Needs to be developed	Vision	Vision Project			
L05006	Route 11 & Trotting Park Road / Ridge Road	Needs to be developed	Vision	Vision Project			
L05007	Route 11 & Central Street & Flagstone Ave	Needs to be developed	Vision	Vision Project			
L05008	Route 11 & High Street	Needs to be developed	Vision	Vision Project			
L05009	Central St (NH75) & Main St (NH153)	Install shared lane markings (Sharrows) on Downtown main streets: Central St from Cocheco bridge to Main St; Main St from Cocheco Bridge to Bay Rd (by park)	2046-2050	$ 4,153	NA	$ 27,688	$ 34,468
L05010	Main St (NH153) & NH11 intersection	Safety improvements for vehicles and pedestrians	0	$ -	$ -	$ -	$ -

Lee	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L06001	Route 125, Kelsey Road	Install left-turn lane	Vision	Vision Project			
L06002	Route 125, George Bennett Road	Intersection realignment and improved grade on the approach of George Bennett Road. Possible future signal (Route 125 Corridor Study)	Vision	Vision Project			
L06003	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	Convert to single lane roundabout	2036	$ 180,000	$ 20,000	$ 909,000	$ 1,225,352
L06004	087/084 Cartland Road over Little River	Bridge Replacement.	Vision	Vision Project			
L06005	Route 155 (Wadleigh Falls Road) & Route 152 (North River Road)	Intersection realignment to improve traffic safety	2041-2045	$ 52,500	$ 37,500	$ 350,000	$ 512,329
L06006	Route 125 / Pinkham Road	Intersection realignment, designated turning lanes (Route 125 Corridor & Land Use Study)	Vision	Vision Project			
L06007	NH152	0	Vision	$ -	$ -	$ -	$ -
L06008	NH155 (Mast Rd	2,100 foot long, 10 foot wide separated multi-use path along southbound side of NH155	2046-2050	$ 90,000	$ 10,000	$ 479,000	$ 640,312
L06009	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	Realign West Mill Pond Rd (Lee Hill Rd) to reduce skew at NH155 intersection. Convert NH155/Lee Hook Rd to be 4-way stop-controlled. (scope and estimate developed by VHB in 2022)	2036	$ 50,000	$ -	$ 150,000	$ 219,200

Madbury

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L07001	Route 9 & French Cross/Old Stage Rd	Remove additional pavement and entry to Old Stage Rd. Replace with right-turn decel lane for NH9 EB traffic onto Old Stage Rd.	2035-2040	$ 37,500	$ 30,000	$ 250,000	$ 369,346
L07002	Route 108 and Freshet Road	Remove excess pavement,	2035-2040	$ 60,000	$ 45,000	$ 400,000	$ 587,783
L07003	NH9	Shoulder widening for bicycle safety. Approximately 2 miles of NH9	2039	$ 297,610	$ 297,610	$ 1,488,049	$ 2,402,851
L07004	NH155/Madbury Road	Safety improvements	2035-2040	$ -	$ -	$ -	$ 1,344,000

Middleton

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L08001	Wakefield Road/Kings Hwy & Route 153	Scope to be developed. Intersection is adjacent to the Deprizio Mill and Middleton Building Supply. Regular truck traffic. Need safety improvements needed to address freight traffic safety.	2046-2050			Vision Project	
L08002	Route 153 & Route 125/16B (Wakefield TL)	Scope to be developed. Need to study crash data to assess specific safety hazards. Use safety analysis software to generate alternatives, and determine ideal response.	Vision			Vision Project	
L08003	Sunrise Lake area	Scope to be developed. Investment into establishing a community trail network	Vision			Vision Project	
L08004	New Durham Road & Silver St.	Scope to be developed. Intersection safety and alignment	Vision			Vision Project	

Milton

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L09002	Exit 17 on Route 16	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Electric vehicle charging stations.	2035-2040	$ 105,000	$ 91,500	$ 700,000	$ 1,042,095
L09003	Southern access point to Dawson Street on Route 125	Identify the community preferred intersections and limit access on unnecessary intersections to reduce collision potential	Vision			Vision Project	
L09004	124/116 Spaulding TPK over Jones Access Road	Rebuild to increase underpass clearance.	Vision			Vision Project	
L09005	NH125 (White Mtn Hwy) through town center: Dawson St to Depot Pond Rd	Install shared lane markings (Sharrows) along NH125 (White Mtn Hwy) through town center from Dawson St to Depot Pond Rd	2041-2045	NA	NA	$ 15,000	$ 17,881

New Durham

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L10001	Town Hall on Main Street	950 feet from the fire station to the elementary school. Construct sidewalks near town center connecting government buildings and school	2041-2045	$ 45,000	$ 37,500	$ 300,000	$ 444,800
L10002	Route 11 & Davis Crossing Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions	2041-2045	$ 60,000	$ 45,000	$ 400,000	$ 587,783
L10003	Route 11 & Tash Road	Intersection Realignment to make approaches perpendicular to Route 11, add center turn lanes	2041-2045	$ 75,000	$ 60,000	$ 500,000	$ 738,692
L10004	Route 11 & Berry Road / Depot Road	Intersection Realignment to make approaches perpendicular to Route 11. Close one entrance to the roadside facility (3 total access points to this establishment in 300 FT)	Vision	Vision Project			
L10005	Powder Mill Fish Hatchery	Pedestrian Safety Improvements, Bike lanes, crosswalks	Vision	Vision Project			
L10006	Route 11 & Quaker Road / Valley Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions	Vision	Vision Project			
L10007	Park and Ride on Route 11	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Locate on Route 11. Potential site near Johnson's seafood.	2046-2050	$ 105,000	$ 91,500	$ 700,000	$ 1,042,095

Newmarket

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L11001	Gerry Ave, S Main St, and Exeter St (triangle)	Close eastbound lane of South Main St (NH152) between South St and NH108 intersection; Re-route eastbound NH152 traffic onto Gerry Ave; potential traffic control improvements at adjacent intersections	2046-2050	$ 100,000	$ 10,000	$ 659,000	$ 853,352
L11002	098/079 Grant Road over the Piscassic River	Bridge Rebuild/Rehab. Increase Shoulder width to provide safer conditions for Bike/Ped Functionally Obsolete. Narrow shoulder on the bridge, commuter route, and on a primary route to access the Newmarket Schools (1/2 mile).	Vision	Vision Project			
L11003	The intersection of Ash Swamp and Route 152	Intersection realignment & safety improvements	2041-2045	$ 52,500	$ 37,500	$ 350,000	$ 512,329
L11004	Beech St Extension	New passenger rail station. There is a current parking lot with a small vacant building that could be converted to a rail stop along the Downeaster line.	Vision	Vision Project			
L11005	Route 108	Upgrade rail crossing and improve alignment to improve safety	Vision	Vision Project			
L11006	Rockingham Branch Rail Line Improvements	Rail Line Improvements to bring rail up to national freight standards and restore rail on the state owned rail ROW to Pease Tradeport	Vision	Vision Project			
L11007	New Road over the Rockingham Branch	Bridge Rebuild. Increase bridge elevation over the rail to allow for double stacking freight.	Vision	Vision Project			
L11008	Rockingham Recreational Trail	Clear vegetation for new gravel parking lot expansion	Vision	Vision Project			
L11009	NH108	Shoulder widening on NH108 from Ash Swamp Rd to New Rd (.37 miles)	2041-2045	$ 41,429	$ 27,619	$ 276,191	$ 402,203
L11010	NH152	Shoulder widening on 2.5 miles of NH152 from LEE border to Gerry Ave	2046-2050	$ 372,012	$ 186,006	$ 1,860,062	$ 2,806,996

Northwood — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L12001	095/113 Bridge on Bow Lake Road over Sherburn Brook	Bridge Rehab/Rebuild	Vision			Vision Project	
L12002	Route 107/ Main St./ Old Pittsfield Road	Realign/move NH107 in a line from the current School St / Main St intersection to a point approx. 150' north of the current NH107 / High St intersection; see attached image. Existing roads would revert to town maintained with signage. High St would revert	Vision			Vision Project	
L12003	Route 4	Safety improvements on US segment between intersection with NH43 and Bow St	Vision			Vision Project	

Nottingham — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L13001	141/127 NH 152 over North River	Bridge Rebuild	Vision			Vision Project	
L13002	108/020 NH 156 over Pawtuckaway River	Future Bridge widening during rehab/reconstruction to create wider shoulders.	Vision			Vision Project	
L13003	NH 152 & NH 156 intersection	Change the intersection to 90 degrees	2046-2050	$ 60,000	$ 30,000	$ 400,000	$ 571,932

Regional — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
R01001	Boston-Portland Rail Line	Entire Pan Am line in NH. Upgrade bridges and other crossings to accept double-stack freight.	Vision			Vision Project	
R01002	Boston-Portland Rail Line	upgrade all bridges along line to enable double-stack freight cars	Vision			Vision Project	
R01003	COAST	Construct an Administration, Operations, and Maintenance Facility along with a Vehicle Storage Building	2035-2040	$ 2,850,000	NA	$ 9,782,500	$ 13,349,824
R01004	Regional	Transit signal prioritization on all signals along COAST & Wildcat routes in Dover	2046-2050	$ 90,000	NA	$ 600,000	$ 810,342
R01005	Boston-Portland Rail Line	Upgrade rails on siding between Rollinsford and Dover	2035-2040	$ 241,000	NA	$ 1,205,000	$ 1,691,108
R01007	NHN or CSX Rails	Feasibility and economic impact study of a regional trans-loading facility along the NHN or CSX rails	0	$ -	$ -	$ -	$ -
R01008	Multiple	Develop cost estimates and conceptual designs for ten priority tidal culverts in SRPC region.	0	$ -	$ -	$ -	$ -

Rochester	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L14003	Salmon Falls Road 1	Pedestrian and bicycle accessibility and safety improvements. Build two miles of sidewalk between Portland St and Whitehall Rd. From Whitehall Rd to the Somersworth T/L (2.5 Miles), widen shoulders and improve signage and lane markings to improve safety for cyclists and pedestrians.	Vision			Vision Project	
L14004	Salmon Falls Road 2	Pedestrian and bicycle accessibility and safety improvements. From Whitehall Rd to the Somersworth T/L (2.5 Miles), widen shoulders and improve signage and lane markings to improve safety for cyclists and pedestrians.	Vision			Vision Project	
L14005	149/113 NH 125 over Cocheco River	Bridge Rehab and widening.	Vision			Vision Project	
L14006	Old Dover Rd	Old Dover Rd between NH 125 and Tebbetts Rd: Some shoulder widening, painting, and intersection improvements including the delineation of walkways and/or bike lanes.	Vision			Vision Project	
L14007	US Route 202	5,200 feet of US202 from Salmon Falls Rd to Main St in East Rochester center. New sidewalk where it doesn't exist and upgrades where it does, streetscaping, bike lanes, traffic calming.	Vision			Vision Project	
L14008	Milton Road/Route 125	Realignment of Salmon Falls Rd with NH125 (Milton Rd). Signal upgrades. Improve bicycle level of service.	2035	$ 75,000	$ 40,000	$ 500,000	$ 717,556
L14009	North Main St (NH 202A)	Approx. 900 ft of North Main St from intersection of NH202A and North Main St to Cocheco River bridge. Improve the segment with bicycle, pedestrian, and streetscape enhancements. Improve visibility and safety and mid-block crossings. Improve alignment and traffic flow at intersection of Pine St, River St, and Cove St with North Main St.	2041-2045	$ 300,000	$ -	$ 1,500,000	$ 2,105,114
L14010	North Main St, Chestnut Hill Rd	Feasibility study: Construction of a new bridge over the Cocheco from Chestnut Hill Rd to St. James Terrace and a new connector road to North Main Street.	2046-2050	NA	NA	$ 500,000	$ 596,026
L14011	176/133 Tebbetts Road over Spaulding TPK	Vision	2043			Vision Project	
L14012	NH125 and NH202	Consolidate ramp configuration and convert to traffic circle	2040			Vision Project	
L14013	Downtown and trails	Project includes four phases with individual components: 1) access, trails, and wayfinding in the Hanson Pines; 2) bicycle and pedestrian facility and streetscape improvements in the downtown; 3) bicycle and pedestrian facility and streetscape improvements along North Main St; and 4) recreation site development at the end of River St across the river from the Wyandotte Mills.	2035-2040	NA	NA	NA	$ 2,866,581

Rollinsford

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total

Somersworth

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L16001	West High St/Maple St/Sunset Drive	Individual recommendations and alternatives from 2023 Road Safety Audit: [medium term] consolidate pedestrian crossings, lighting improvements, install a dynamic speed feedback sign (CMF #6885 = 0.95) on the eastbound approach to the intersection, Provide gateway treatment west of James Avenue (CMF #2430 = 0.83). [Long term]: Install median islands with RRFB's for each approach, Reduce the intersection to four legs and reduce skew (Close the end of Sunset Drive to vehicular traffic, maintaining pedestrian access. Construct a new access road from Albert Street to Maple Street), Convert intersection to roundabout.	2035-2040	$ 80,000	$ 10,000	$ 477,000	$ 628,056
L16002	Main St (from High St to River St)	Complete Streets improvements for bicycles, pedestrians, parking, and downtown storefront streetscaping along 4,000 feet of Main St from John Parsons's Dr. to Indigo Hill Rd.	2041	$ -	$ -	$ -	$ 4,030,000

Strafford

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total

Wakefield

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total
L18001	Route 109 through the downtown	Bicycle and pedestrian improvements	Vision			Vision Project	
L18002	186/118 Canal Road over Great East Lake Outlet	Bridge Rehab/Rebuild	Vision			Vision Project	
L18003	Route 153	Traffic calming/safety improvements/restriping	Vision			Vision Project	
L18005	104/042 NH 16 over NHNCRR	Lower rail bed or increase bridge clearance in a future bridge rebuild	Vision			Vision Project	
L18006	NH153	Shoulder widening along NH153 from NH16 (Union) to Witchtrot/Meadow St	2046-2050	$ 595,220	$ 297,610	$ 2,976,099	$ 4,491,193