

SRPC FISCAL YEAR '25

DATA SNAPSHOT

ACCEPTED:

STRAFFORD
Regional Planning Commission

THE ROLE OF THE COMMISSION

Strafford Regional Planning Commission works with municipalities, statewide organizations and other partners to provide technical assistance with planning documents, outreach, projects and regulations. We create a space for our stakeholders to connect and share information, and we provide information to the public, offering opportunities for engagement with important planning initiatives.

We serve our communities in two additional designated roles, as a Metropolitan Planning Organization, and as an Economic Development District. We work closely with the NH Department of Transportation to implement data collection programs, assist and advocate for local transit agencies and municipal projects, and create long-range plans which address safety and quality of life. With guidance from our partners, we maintain a regional economic development strategy that includes economic trends and local priority projects. We also assist local communities with economic development strategies and facilitate regional discussion.

MUNICIPALITIES

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

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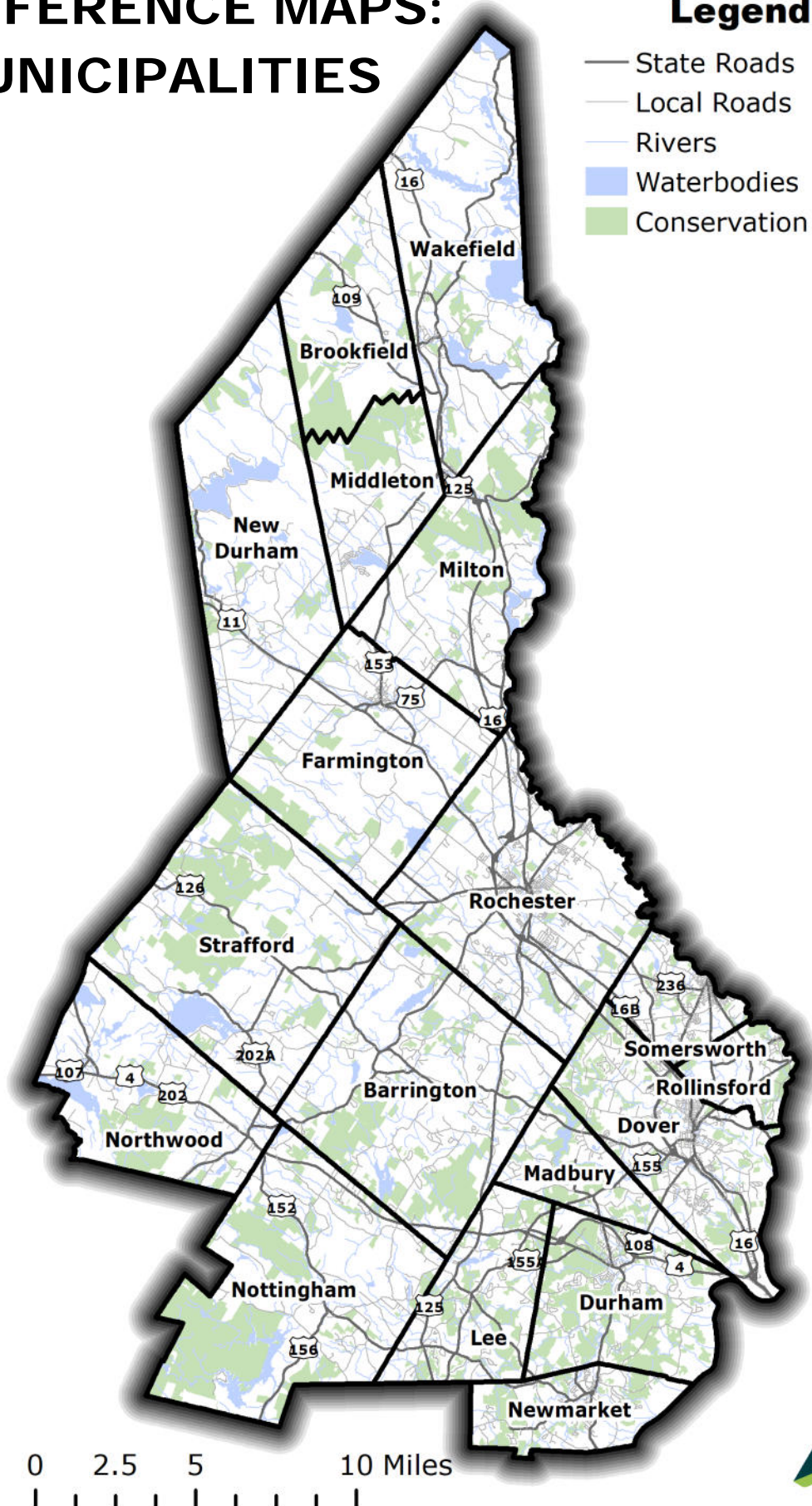
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Legend

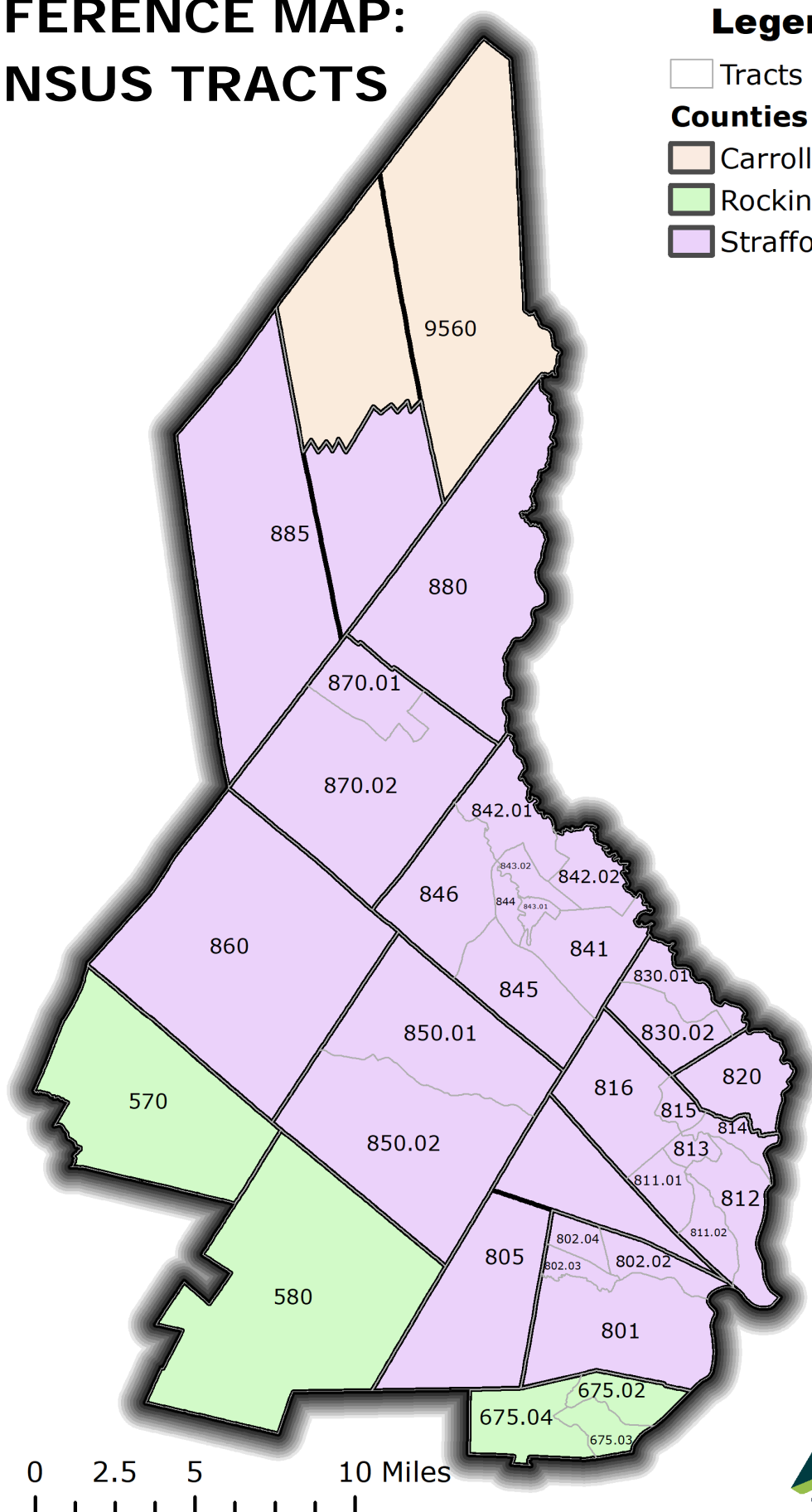
- State Roads
- Local Roads
- Rivers
- Waterbodies
- Conservation Lands



REFERENCE MAP: CENSUS TRACTS







Legend

- Tracts
- Counties**
 - Carroll
 - Rockingham
 - Strafford



INTRODUCTION

Table of Contents

	Introduction	5
	Demographics	10
	Economic Vitality	33
	Livability and Quality of Life.....	64
	Mobility and Accessibility.....	113
	Resiliency	148
	Sources	179

Data Sources

SRPC uses state, local, national, and other data sources in the data snapshot. Each page includes text in the bottom left corner indicating the organization that provides the data used, the years of data used, and the granularity or coverage of the data. In addition, some pages include links directly to reports or more details. The full list of data sources can be found at the end of the document.

New This Year

The 2025 Regional Data Snapshot is SRPC's fifth annual Regional Data Snapshot.

This year, we are adding new metrics in the Economic Vitality chapter surrounding consumer and business confidence, and the Livability and Quality of Life chapter has a new natural resources and built environment section.

The accompanying Community Profiles can be downloaded from the SRPC website at <https://strafford.org/measure/data-snapshot/> or by emailing the team at data@strafford.org.

View all the GIS data in our interactive map viewer here:

<https://strafford.org/maps/regional-data-snapshot-map-viewer/>

Accessibility Disclaimer

SRPC is committed to making our data and information accessible to all users. Data heavy documents such as the Data Snapshot consist of mostly charts, tables, and maps and as such, making this document entirely accessible for all users is technologically not feasible. As a result, this document has been designed to be accessible for those who can see it, whether on paper or on a screen. However, it is not screen-reader compatible beyond this page. A screen-reader compatible data document will be available on request. Please contact the team at data@strafford.org or by calling SRPC at 603-994-3500.

General Data and Mapping Disclaimers

Data Disclaimers

Data in this document are generally from ESRI, NH GRANIT, NHDOT, NHDES, NHOSI, NHES, US Census, USFWS, USGS, the 18 municipalities represented by SRPC, and other state, federal, or local entities. These agencies and organizations have derived this data using a variety of cited source materials, at different time frames, through different methodologies, with varying levels of accuracy. As such, errors are often inherent in data and should be used for planning purposes only. The presented data is sometimes only a subset of the original data. Please visit the original location of the data, contact the original host source, or contact SRPC for information on the full data set.

See the full data source list for information about each data source.

Data Collected by SRPC

Several data sets in this document are collected by SRPC staff on a recurring basis. These data sets are collected and verified by staff before publication but may still be subject to error. Please contact SRPC if you notice any errors in data that was collected by staff.

Data from the US Census Bureau

Please see the Census Data Disclaimer for a detailed disclaimer for data obtained from the US Census Bureau.

Mapping Disclaimers

Many of the pages in this document include maps to help visualize the data being presented. These maps display a variety of data from a variety of sources. Please view the General Data Disclaimer and Census ACS Data Disclaimer pages for more information.

Several of the maps that contain ACS data display highlighted concentrations. A census tract has a concentration of a given population if the percent of people or households is more than one standard deviation from the regional percent. See the Census ACS Data Disclaimer for more information about this calculation.

GIS data in this document are generally from ESRI, NH GRANIT, NHDOT, NHDES, NHOSI, NHES, US Census, USFWS, USGS, the 18 municipalities represented by SRPC, and other state, federal, or local entities. These agencies and organizations have derived this data using a variety of cited source materials, at different time frames, through different methodologies, with varying levels of accuracy. As such, errors are often inherent in data and should be used for planning purposes only. The presented data is sometimes only a subset of the original data. Please visit the original location of the data, contact the original host source, or contact SRPC for information on the full data set.

View all the GIS data in our interactive map viewer here:

<https://strafford.org/maps/regional-data-snapshot-map-viewer/>

Census ACS Data Disclaimer

Much of the following demographic data comes from the US Census Bureau's American Community Survey (ACS). The ACS surveys a random selection of roughly 10,000 households in New Hampshire each year. The data is then made available for 1-year estimates (just the 10,000 households) and 5-year estimates (averages based on 5 years of data). All estimates in this document rely on the 5-year estimates and are thoroughly analyzed to ensure that the data is as reliable as possible.

In addition to ACS data, there is also limited data from the 2020 Decennial Census. The Decennial Census strives to count every person, and so the data is far more reliable than the ACS data, however the Decennial Census uses a short survey form and there are only a few metrics available with the full Decennial Census data. Much of the Census data in this document is from the ACS.

Each of the [tables and trend lines](#) on the following pages are based on municipal, county, or state level data. The margin of error on ACS data at the larger geographic levels tends to be smaller and the data more reliable.

Each of the following [maps](#) are estimated percentages, averages, or medians based on the Census tract or municipal levels.

Census tracts are areas with populations between 1,200 and 8,000 people. The Census Bureau ideally aims for tracts to be around 4,000 people.

Two tests are performed to assess the validity and reliability of ACS data estimates for each geographic level:

1. Instances where an estimate's margin of error is larger than the estimate (i.e. an estimate of 429 people, with a margin of error of ± 430) are removed because they are unreliable. This applies to both estimates expressed as a number or percentage.
2. The statistical significance of the sample size is determined as prescribed by the US Census Bureau. This test looks at whether the estimate is likely based on random chance. If the sample is determined to be statistically significant, then we are 90% confident that it is accurate. A lack of statistical significant does not mean that the data is inaccurate, so we do not discard the data if it fails this test unless the current year data seems to be inaccurate compared to the historic trend data.

If the data passes both checks, then we assume that it is accurate. If the data passes the first check, but not the second, then we do not remove the data because it may be representative of the real-life situation.

Select data items are further analyzed to identify whether a geographic concentration exists. A tract has a concentration of a given population if the percent of people or households is more than one standard deviation from the regional percent. These "concentrations" simply mean that the area has a noticeably higher percent of that population than the rest of the region.

Transportation Performance Measures

Federal Mandated Measures

In 2012, the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\)](#) required that transportation planning shift to a performance-based approach. It mandated that all Metropolitan Planning Organizations (MPO) and state Departments of Transportation (DOT) use performance measures to work towards specific goals and targets. There are several [mandated measures](#) that Strafford MPO is required to set targets for and [seven regional performance measures](#) that were developed collaboratively and adopted by the four MPOs in New Hampshire. More information about the performance measures can be found at www.partneringforperformancenrh.org.

The snapshot contains the following mandated federal measures:

Safety

Number of Fatalities

- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

Transit Asset Management

- Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB), by vehicle class
- Percent of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percent of facilities with a condition rating below 3.0 on the FTA TERM Scale

Infrastructure Conditions

- Percentage of the Non-interstate NHS in Good condition
- Percentage of the Non-interstate NHS in Poor condition
- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition

Travel Time Reliability

- Percent of person-miles traveled on the Non-Interstate NHS that are reliable

Transit Safety Measures

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable events and rate per total vehicle revenue miles by mode

DEMOGRAPHICS

Table of Contents

Population Estimates and Projections..... 11

Population Density..... 12

Net Migration..... 13

Group Quarters Population..... 14

Race and Ethnicity..... 15

Age..... 18

Median Age..... 21

Life Expectancy at Birth..... 22

Sex..... 23

Disability..... 24

Childcare..... 25

School Enrollment..... 26

Educational Attainment for the Population Over 25..... 27

Individuals with Limited English Proficiency..... 31

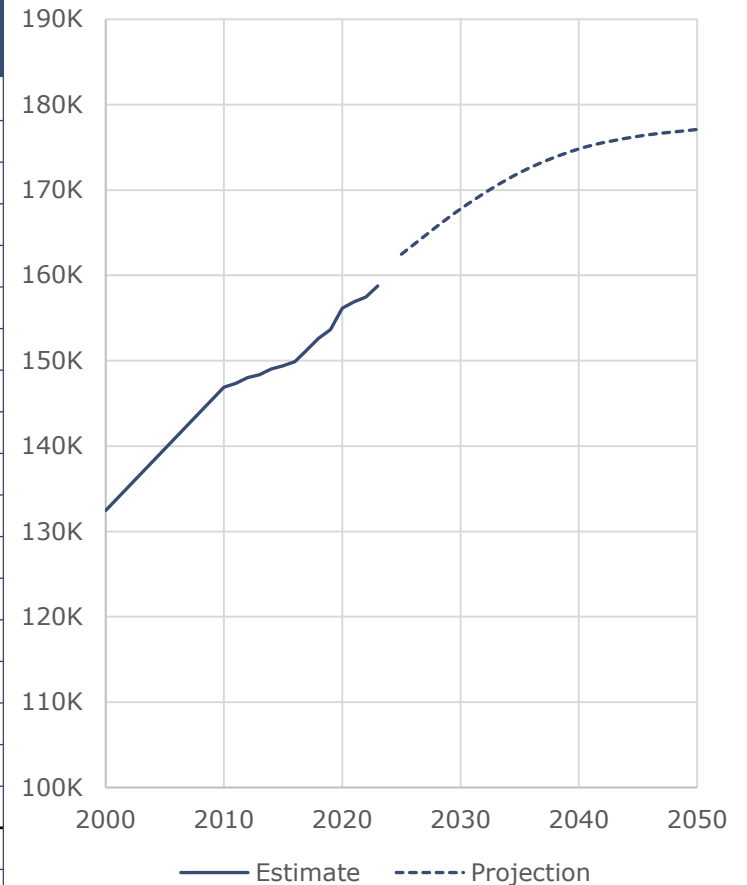
Veterans..... 32

Population Estimates and Projections

In the chart and table below, the data for 2000, 2010, and 2020 comes from the full decennial census conducted by the US Census Bureau. The estimates for non-Census years 2011-2024 are developed by the data center of the New Hampshire Office of Planning & Development (OPD) based on the US Census Bureau's

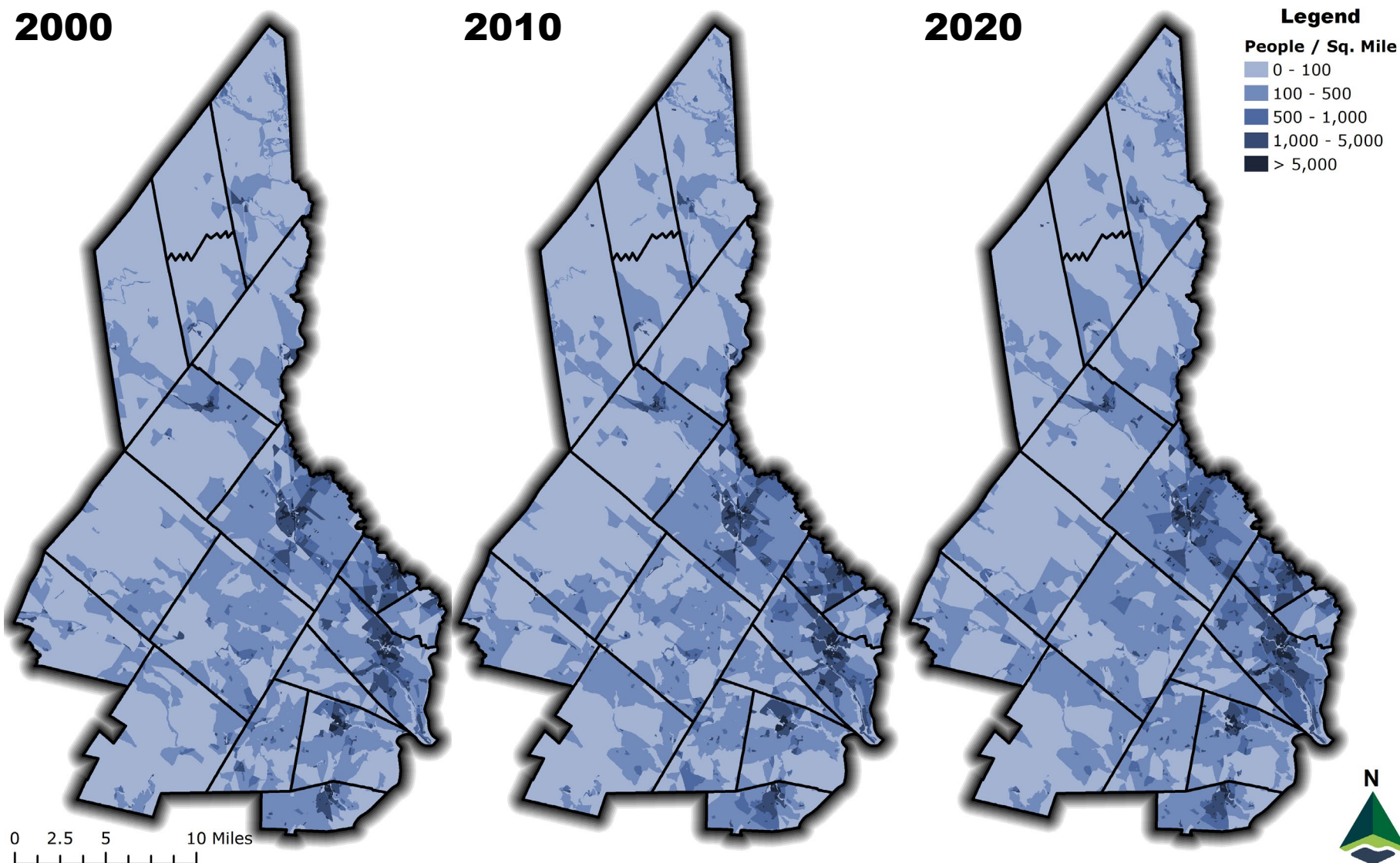
decennial data and its own statewide building permit records. The 2030 - 2050 data are projections developed by as part of the statewide housing needs assessment process in 2022. More information about building permits is available in the Livability section of the Data Snapshot.

Municipality	Census			OPD Projections		
	2000	2010	2020	2030	2040	2050
Barrington	7,475	8,576	9,326	10,015	10,461	10,647
Brookfield	604	712	755	814	828	803
Dover	26,884	29,987	32,741	35,190	36,772	37,436
Durham	12,664	14,638	15,490	16,635	17,375	17,685
Farmington	5,774	6,786	6,722	7,209	7,524	7,656
Lee	4,145	4,330	4,520	4,844	5,054	5,142
Madbury	1,509	1,771	1,918	2,060	2,151	2,190
Middleton	1,440	1,783	1,823	1,948	2,029	2,063
Milton	3,910	4,598	4,482	4,804	5,011	5,099
New Durham	2,220	2,638	2,693	2,882	3,005	3,056
Newmarket	8,027	8,936	9,430	10,183	10,522	10,448
Northwood	3,640	4,241	4,641	4,994	5,153	5,118
Nottingham	3,701	4,785	5,229	5,621	5,798	5,759
Rochester	28,461	29,752	32,492	34,894	36,445	37,096
Rollinsford	2,648	2,527	2,597	2,779	2,897	2,946
Somersworth	11,477	11,766	11,855	12,760	13,345	13,590
Strafford	3,626	3,991	4,230	4,543	4,745	4,829
Wakefield	4,252	5,078	5,201	5,607	5,702	5,532
Total RPC	132,457	146,895	156,145	167,784	174,816	177,094
Total EDD	117,089	128,933	136,845	146,986	153,342	155,769



Trends - Source: US Decennial Census. Year: 2000 - 2020. Granularity: Municipalities.
Projections - Source: NHOPD. Year: 2000 - 2050. Granularity: Municipalities.

Population Density



Source: US Decennial Census. Year: 2000 - 2020. Granularity: Census Blocks.

Net Migration

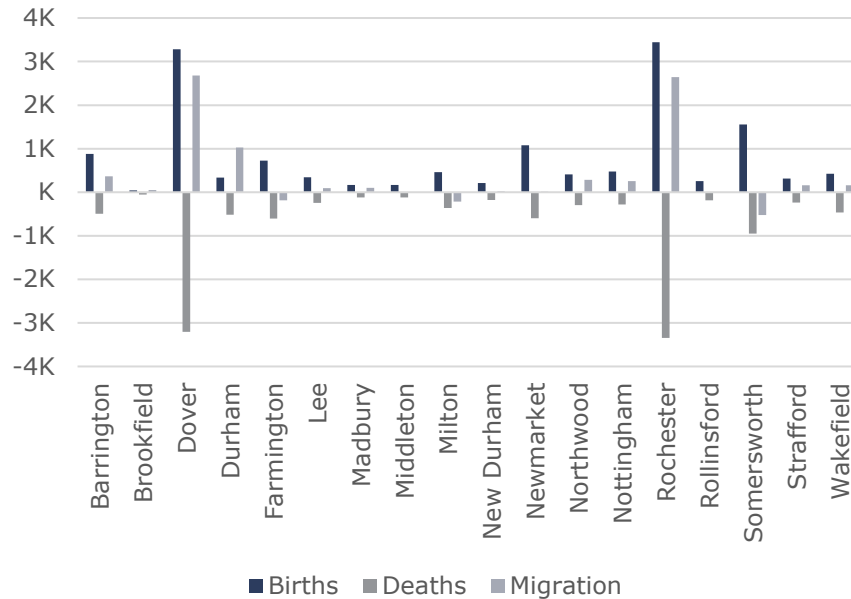
New Hampshire's overall birth rate is declining, and most new residents are moving from out of state. The Strafford Region is among only three regions that are experiencing natural population growth (more births than deaths from 2010-2019), and its population growth from migration is three times the natural population growth.

In Dover, migration growth is up to 35 times the natural population growth. Very few communities in the region have a negative net migration, where residents are moving out and any increased population is due to births. Somersworth and Rollinsford both have a negative net migration, but still saw population growth. Meanwhile, Farmington and Milton had negative net migration and their total population decreased.

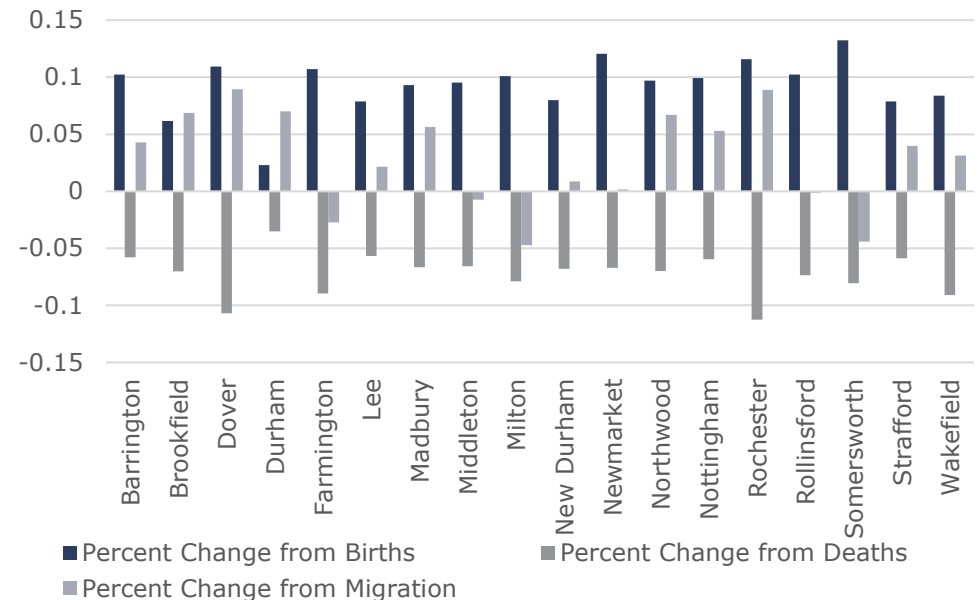
The math:

(Change in Population)	-	(Births - Deaths)	=	Net Migration 2010 to 2020
9,250	-	(14,581 - 12,250)	=	6,919 new residents to the SRPC region

Net Migration (People)



Net Migration (Percent)



Total Population: Source: US Decennial Census. Year: 2010 - 2020. Granularity: Municipality.
Births and Deaths: NH Secretary of State Vital Statistics. Year: 2010-2019. Granularity: Municipality.

Group Quarters Population

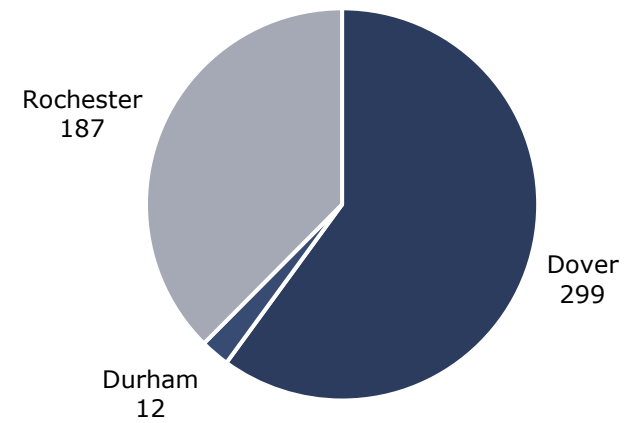
"Group quarters" refers to the population residing in institutional and other non-household living arrangements. This includes, but is not limited to, nursing homes, college dormitories, prisons, and group homes.

Nearly 80% of the group quarters population in the SRPC region resides in on-campus housing of the University of New Hampshire in Durham.

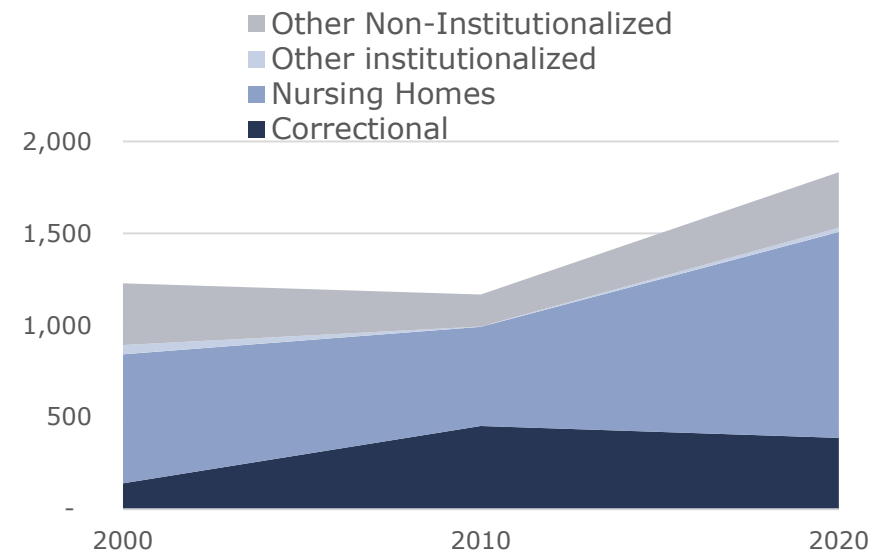
As part of the Regional Housing Needs Assessment (SRPC) completed in 2023, SRPC will be monitoring these and other special housing arrangements to make determinations about needed capacity for these groups.

Type	2010 SRPC Residents	2020 SRPC Residents	Location(s)
College/university student housing	7,265	6,794	Durham
Nursing facilities/dedicated residential care	539	1,120	Dover, Durham, Rochester
Correctional facilities for adults	410	333	Dover
All others	219	380	(various)
Total	8,433	8,627	

Registered Nursing Home Beds in the SRPC region



Non-UNH Group Quarters



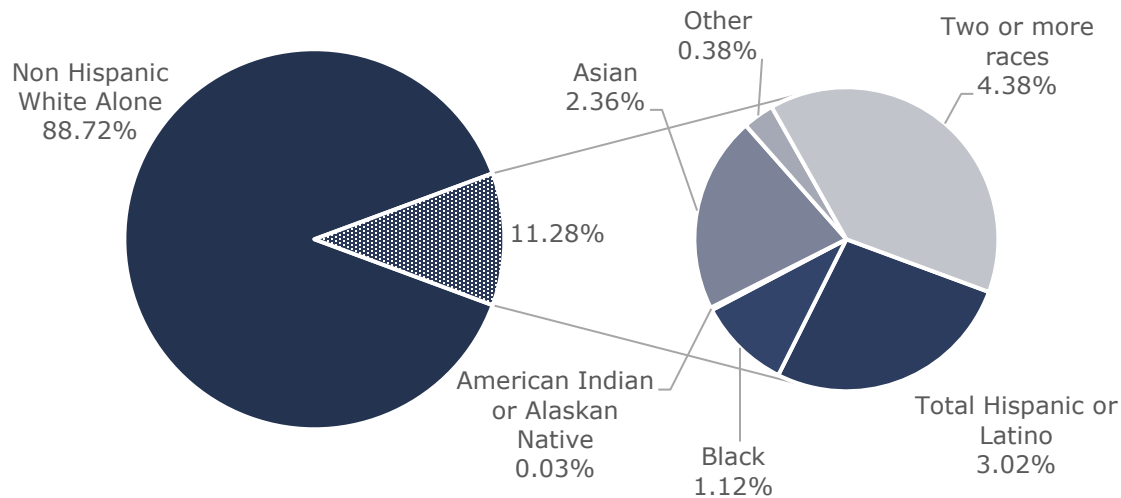
Source: US Decennial Census. Year: 2000 - 2020. Granularity: Census Blocks.

Race and Ethnicity

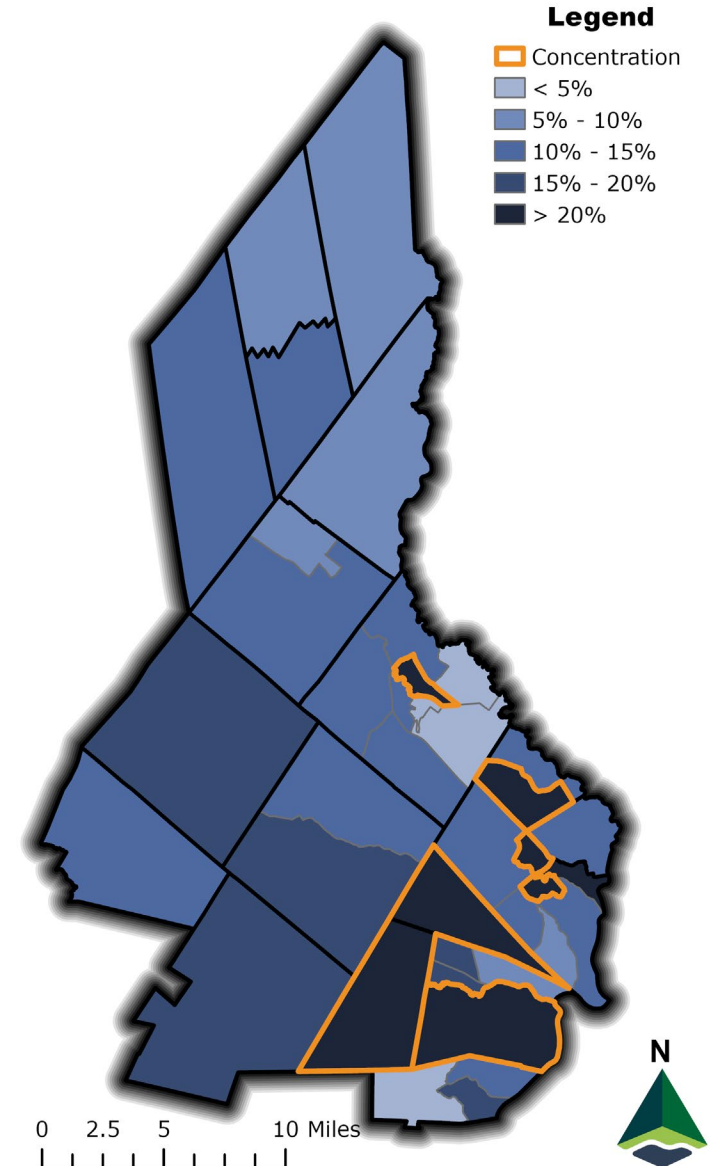
The most complete data available for race and ethnicity data in the United States comes from the US Census Bureau's Decennial Census and American Community Survey. Both surveys use the federal Office of Management and Budget's (OMB) definitions that were last updated in 1997. OMB's standards were updated in March 2024 and will shift the way that Census collects race and ethnicity data in the future. Among these changes will be an update to allow for multiple responses and include additional race and ethnicity categories. These revisions will allow the Census Bureau and all federal agencies to ask more descriptive questions moving forward. Due to outdated or incomplete language that is used in prior data collection, this metric can be quite generalizing and overlook many demographic nuances in New Hampshire.

New Hampshire and the Greater Seacoast have become more diverse in recent years. The Tri-Cities and Durham are among the more diverse communities in the region, as well as Barrington, Lee, and Madbury.

Population by Race and Ethnicity



Source: US Census Bureau ACS, 2013-2023, Municipalities, Census Tracts.



Population by Race and Ethnicity (2020 Decennial Census)

Geography	Total Population	Non-Hispanic White Alone	Total Racial and Ethnic Minority	Total Hispanic or Latino	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races
Barrington	9,326	8,567	759	175	39	8	106	0	24	407
Brookfield	755	723	32	7	0	1	0	0	0	24
Dover	32,741	27,783	4,958	1,047	520	39	1,793	5	134	1,420
Durham	15,490	13,046	2,444	653	207	51	825	10	14	684
Farmington	6,722	6,113	609	118	46	33	48	4	25	335
Lee	4,520	3,988	532	123	25	4	160	2	19	199
Madbury	1,918	1,738	180	26	6	2	71	1	11	63
Middleton	1,823	1,714	109	15	8	4	7	0	3	72
Milton	4,482	4,138	344	62	18	13	35	1	17	198
New Durham	2,693	2,533	160	31	8	5	11	0	6	99
Newmarket	9,430	8,309	1,121	301	84	8	339	13	21	355
Northwood	4,641	4,302	339	86	16	10	39	3	9	176
Nottingham	5,229	4,810	419	103	20	1	47	1	33	214
Rochester	32,492	29,004	3,488	1,016	327	57	518	10	70	1,490
Rollinsford	2,597	2,392	205	74	19	6	13	1	3	89
Somersworth	11,855	9,631	2,224	509	198	26	866	6	59	560
Strafford	4,230	3,952	278	65	13	3	20	2	18	157
Wakefield	5,201	4,881	320	65	19	11	27	1	21	176
SRPC	156,145	137,624	18,521	4,476	1,573	282	4,925	60	487	6,718
SEDD	136,845	120,203	16,642	3,986	1,453	263	4,500	43	424	5,973

Source: US Decennial Census. Year: 2020. Granularity: Municipalities.

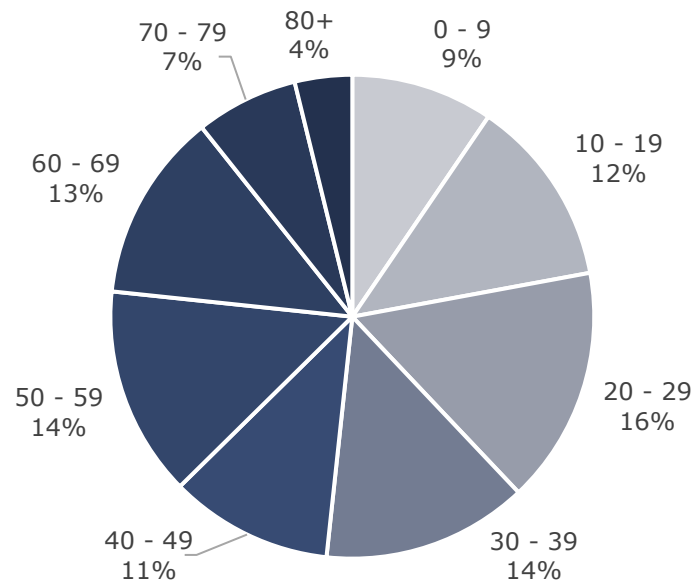
Age

Much like the majority of New Hampshire, the SRPC region is aging. Median ages are climbing in 15 of the 18 municipalities in the region (See Median Age page) as the number of children decreases and the number of people over 55 increases.

The 18-24 age group is historically the largest group in the region. UNH students are a major driver of this high number of young adults, with about 9,000 of them living in Durham.

The population over 60 is the fastest growing age group. This will continue as the remainder of the Baby Boomers (59+ in 2023) reach 65 over the next 7 years. There has been a recent spike in 30-39-year-olds as well, but the number of children continues to decline.

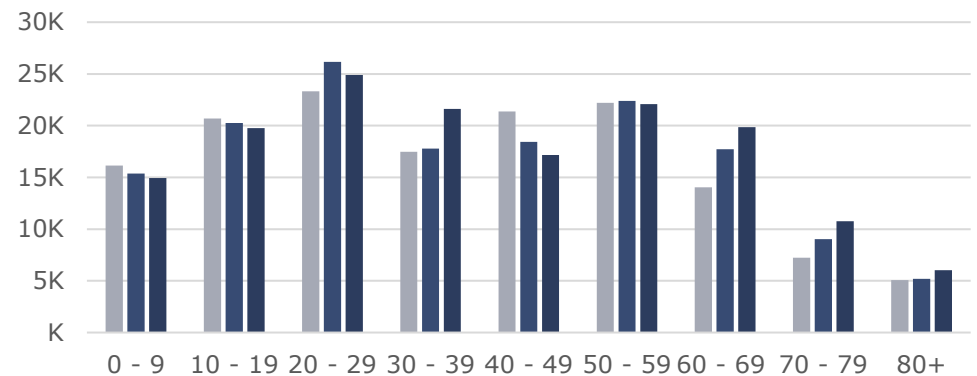
Population by Age, 2023



Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

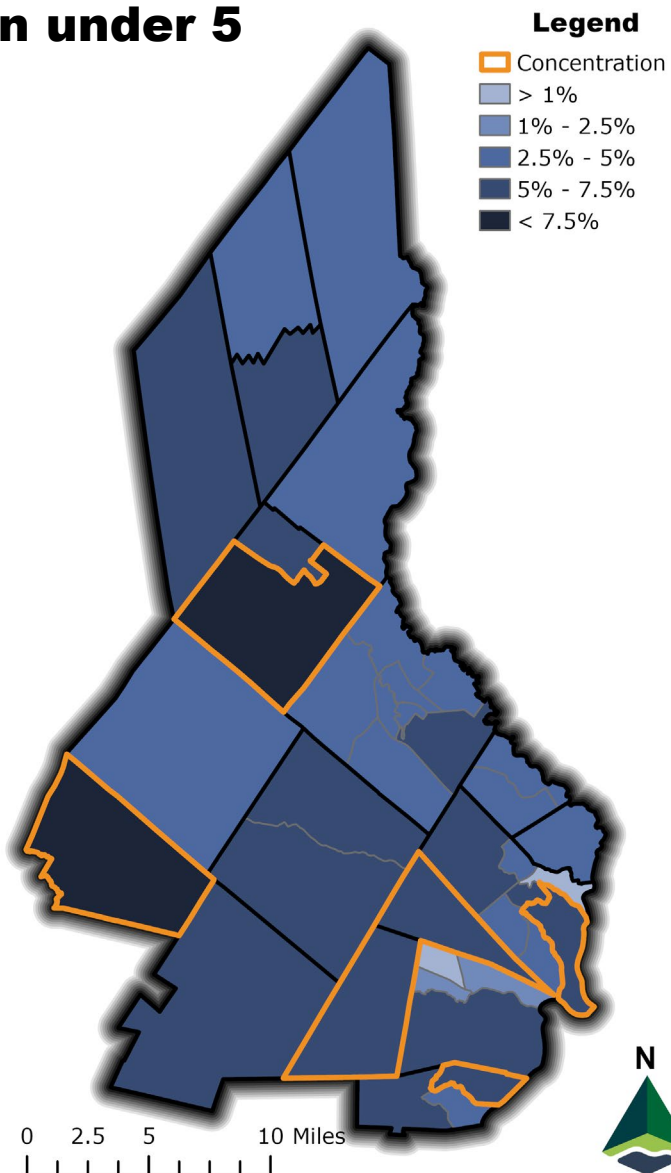
Town	Median Age (2023)	Life Expectancy (2015)	Under 18 (% 2023)	Over 65 (% 2023)
Barrington	38.7	83.9	23.1%	14.4%
Brookfield	51.5	83.0	13.0%	30.9%
Dover	37.6	75.5 - 80.9	16.7%	17.2%
Durham	20.7	83.6	10.6%	8.8%
Farmington	45.9	76.5	19.8%	15.5%
Lee	42.6	81.2	24.8%	23.3%
Madbury	38.5	81.2	28.6%	13.8%
Middleton	41.0	82.9	21.8%	17.7%
Milton	45.7	83.9	19.6%	15.8%
New Durham	43.7	82.9	17.3%	18.9%
Newmarket	39.3	79.4 - 80.2	16.3%	16.7%
Northwood	36.9	78.6	25.5%	18.3%
Nottingham	40.3	81.8	22.2%	19.4%
Rochester	43.4	75.6 - 79.3	18.5%	18.8%
Rollinsford	41.3	82.1	14.2%	20.6%
Somersworth	38.2	78.1 - 79.1	19.0%	15.1%
Strafford	47.8	81.2	17.7%	22.1%
Wakefield	51.4	83.0	15.3%	18.0%

Population by Age



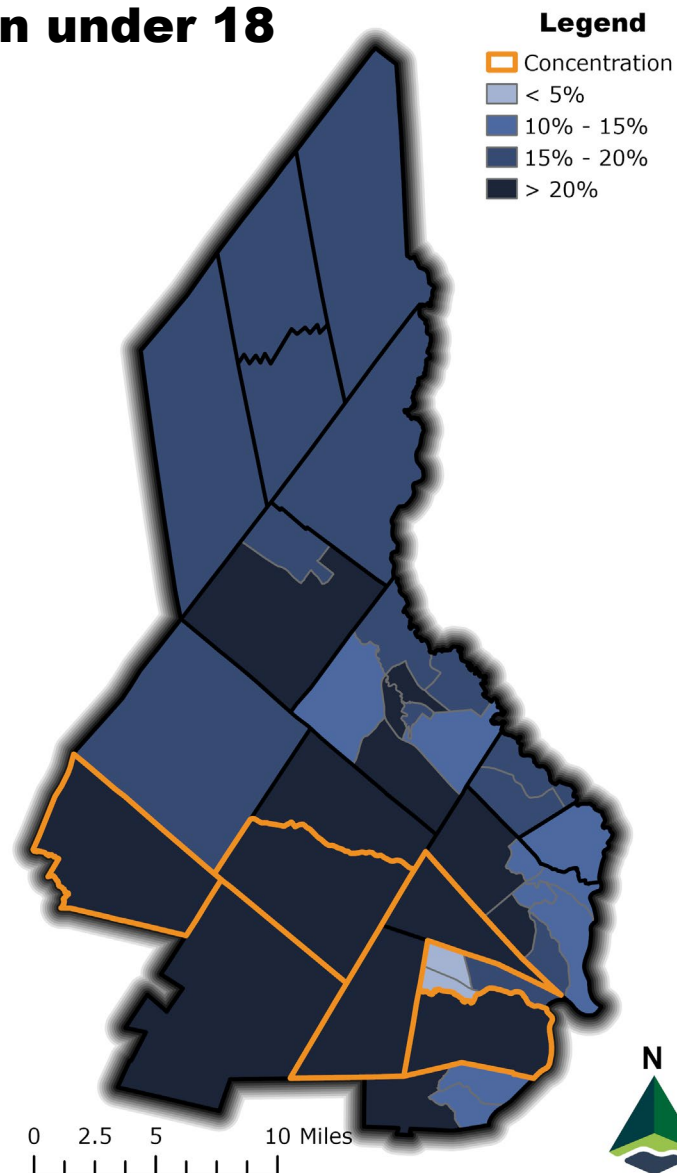
Age

Children under 5



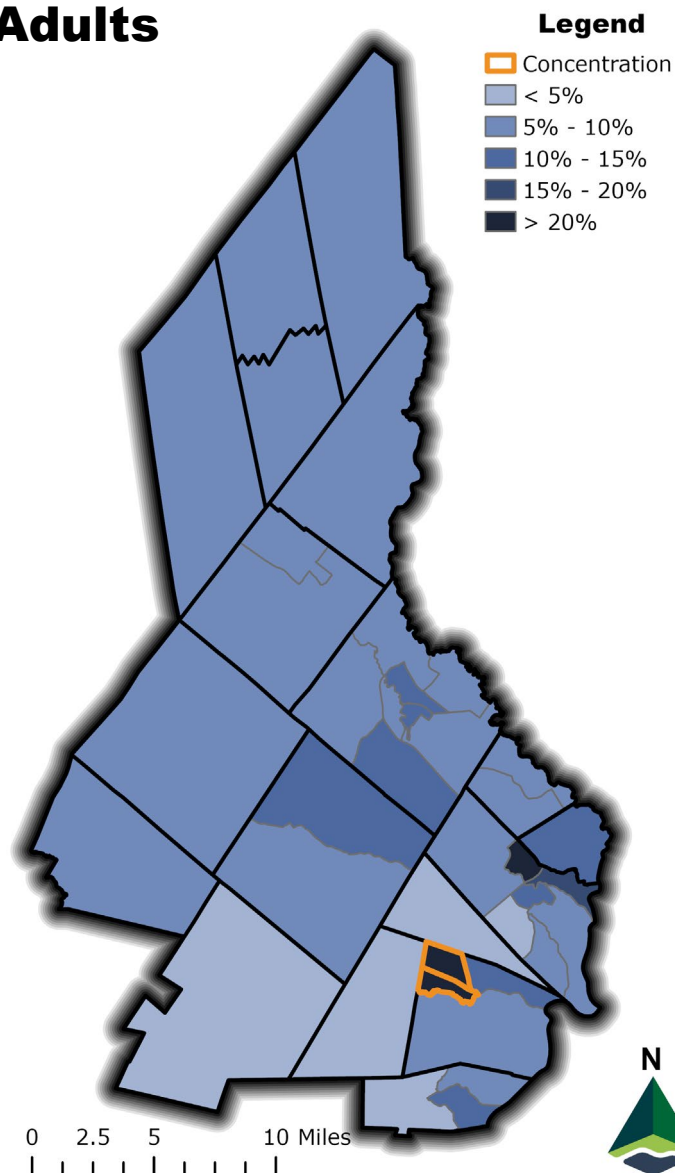
Source: US Census Bureau ACS. Year: 2023. Granularity: Census Tracts.

Children under 18



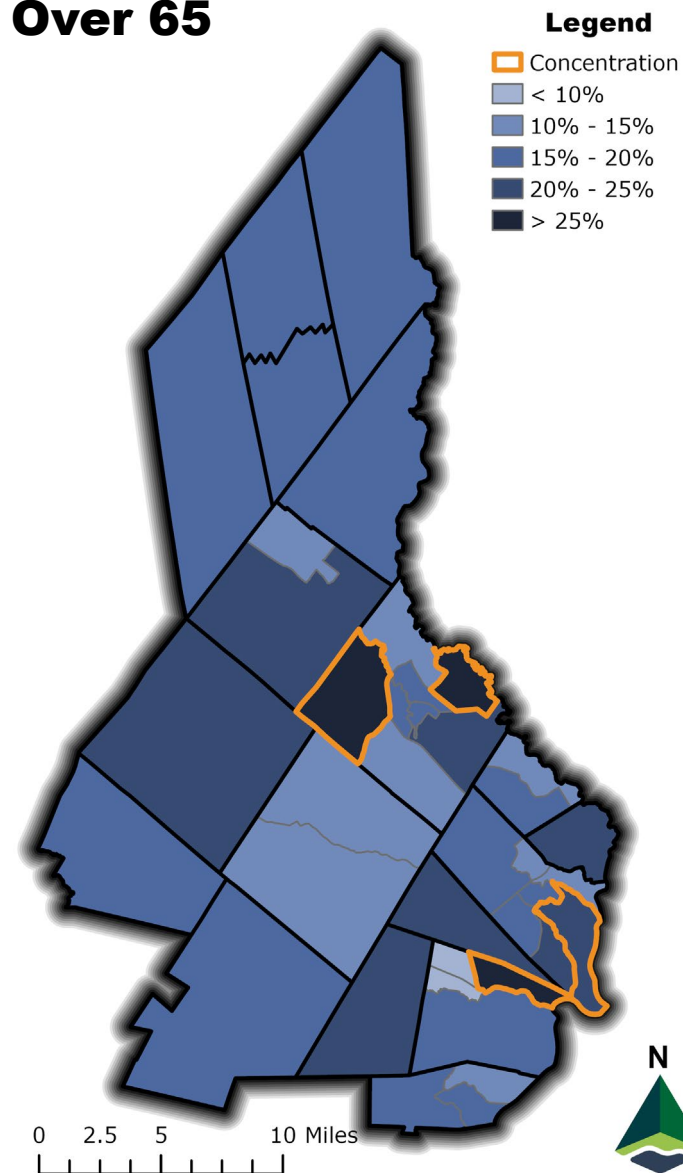
Age

Young Adults (18-25)



Source: US Census Bureau ACS. Year: 2023. Granularity: Census Tracts.

Adults Over 65

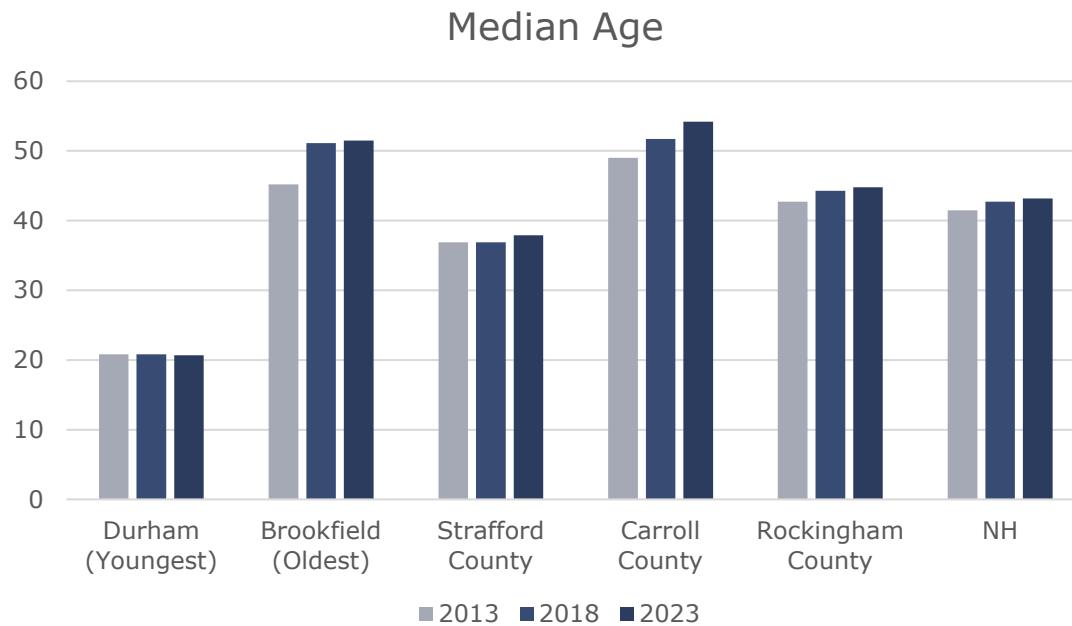


Median Age

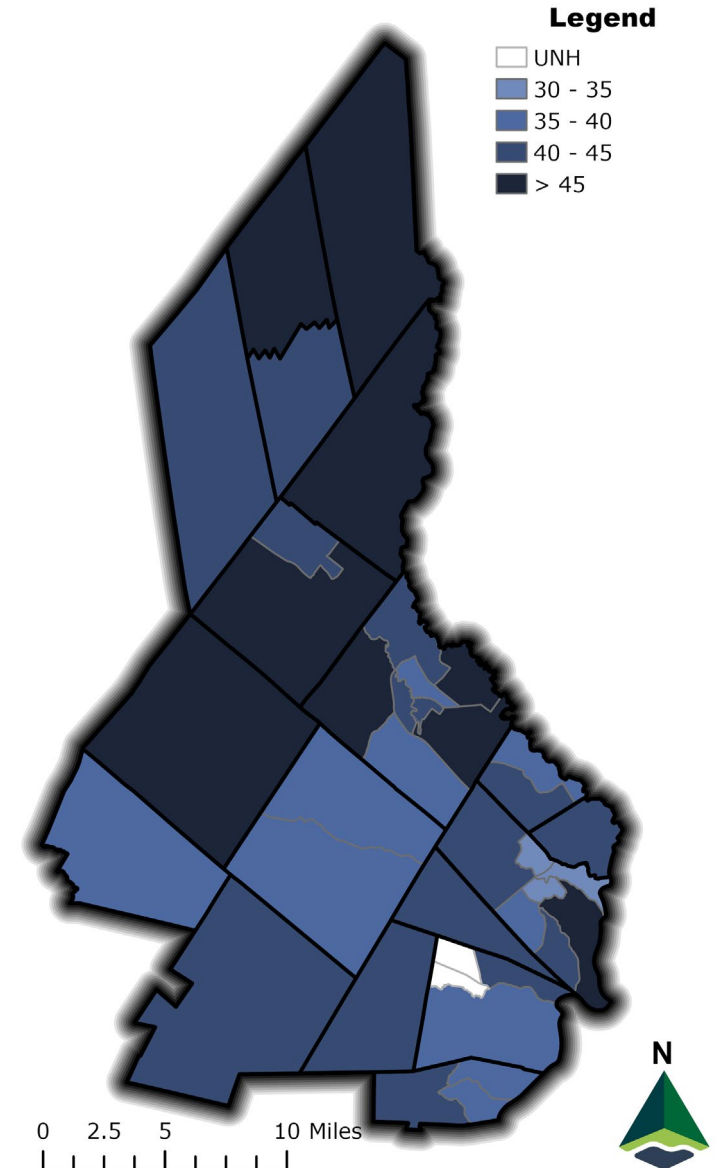
The median age is increasing in many of SRPC's communities. The most significant changes are increases of 6.3 in Brookfield and a decrease of 7.3 in Northwood.

The large student population in Durham skews the median age to 20.7 - the youngest in the region. The next youngest community is Dover at 37.6, likely due to a school district that is popular with young families and some overlap of the student rental market of UNH. Brookfield is the oldest community in the region with a median age of 51.5.

The median age in Strafford County remains constant, only increasing 1 year over a decade. Carroll and Rockingham counties have aged at more accelerated rates of 5.2 and 2.1 years, respectively.



Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

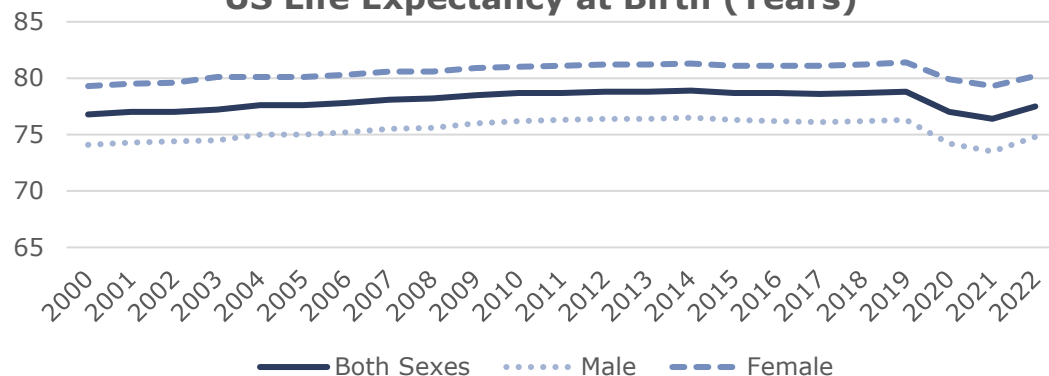


Life Expectancy at Birth

Life expectancy is the average number of years of life remaining at a given age and is an important indicator for assessing public health at the local and regional levels. Life expectancy has been increasing nationwide for at least 50 years. Projections published by the US Census Bureau in February 2020 predicted that the average life expectancy at birth would increase to 85.6 by 2060. The COVID-19 pandemic has caused the first significant drop in life expectancy in this 50-year period.

Local data is only available for 2015, therefore it may be difficult to realize the implications of life expectancy projections in the SRPC region. The map shown here displays these 2015 estimates. However, the United States saw a dip of 1.8 years to the average life expectancy in 2020 alone. Deaths increased 19% between 2019 and 2020, the largest spike in mortality in 100 years. See "Excess Deaths" for more information. Further study will be required when 2021 numbers and projections become available, as these will include the Delta and Omicron variant "spikes" in COVID-19 transmissions.

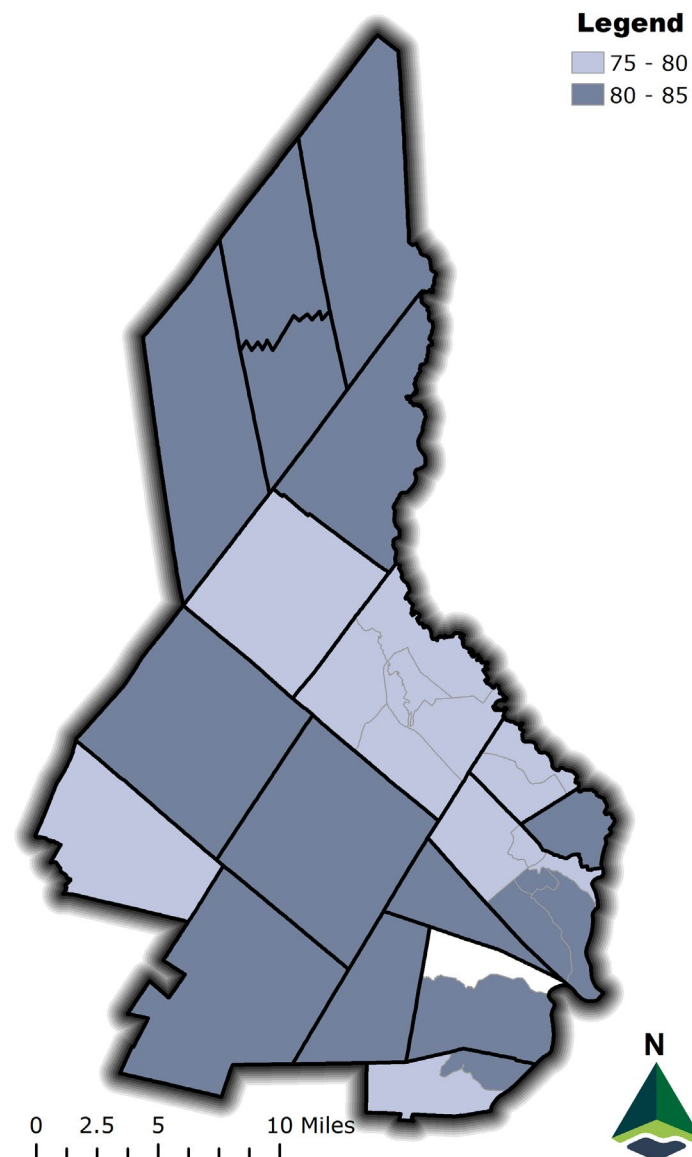
US Life Expectancy at Birth (Years)



2017 Projected Life Expectancy for 2021 by Sex	Men: 77.9	Women: 82.4
Actual Life Expectancy for 2021 by Sex	Men: 73.5	Women: 79.3
Life Expectancy has dropped in 2020 and 2021. The 2021 life expectancy rates haven't been this low for...	All people since	1996
	Men since	1996
	Women since	2000

Map - Source: CDC. Year: 2015. Granularity: Tracts.

Chart - Source: CDC. Year: 2023. Granularity: United States.



Sex

Disclaimer: The ACS survey only supplies two options for the choice of sex in its questionnaire. ACS data is reflective of sex as reported by respondents and not necessarily of gender identity.

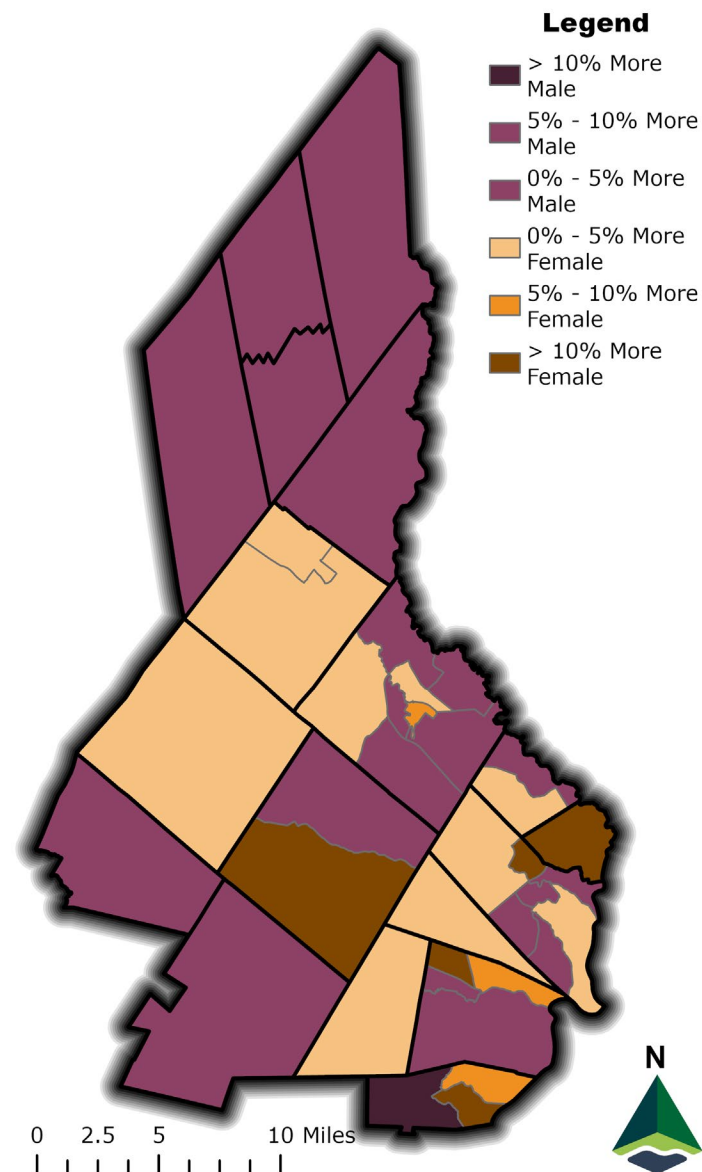
ACS only surveys a small sample of housing units each year. As a result, data may be skewed by the housing units selected. As expected, the vast majority of SRPC tracts cluster around 50% male and female and the variance in data is consistent with random population distribution or minor variation due to sample size.

There are a few municipalities where there are significantly more of one sex than the other that are somewhat unexpected. Rollinsford has a 20% gap with more females, and Milton and Brookfield both have gaps of approximately 7% with more males.

One of the four Census tracts in Durham is consistently an outlier from typical variation. The tract north of Main St and west of Madbury Rd is consistently >15% more female than male (i.e. 59% of tract residents are female and 41% are male). About 4,500 of the roughly 5,100 residents of that tract are between the ages of 18 and 24, and likely UNH students. The female lead in this tract's population fluctuates each year but remains fairly high. There are a few sorority houses in the tract that likely drive the higher female population, and the variation is likely a result of annual fluctuation in the other student housing options within the tract.

This trend is generally consistent with enrollment data reported by UNH for the total student body (approximately 1,000 more female undergraduate students than male undergraduates). For this reason, it may be reasonable to assume that this census tract does have more female residents than male. It could be true that over 60% of the students on this side of Main St and Madbury Rd are in fact female. Several dorms and sorority houses are present, so it is possible. It could also be that ACS sampling methods are artificially inflating the female population of this tract if a couple of sorority houses were surveyed. Once the Age and Sex data from the 2020 Decennial Census becomes available, it can be used to further analyze this trend.

Map - Source: US Census Bureau ACS. Year: 2023. Granularity: Census Tracts.
UNH Enrollment - Source: UNH. Year: 2020. Granularity: Durham.



Disability

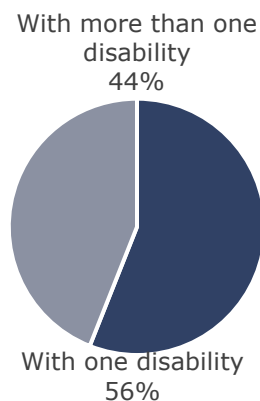
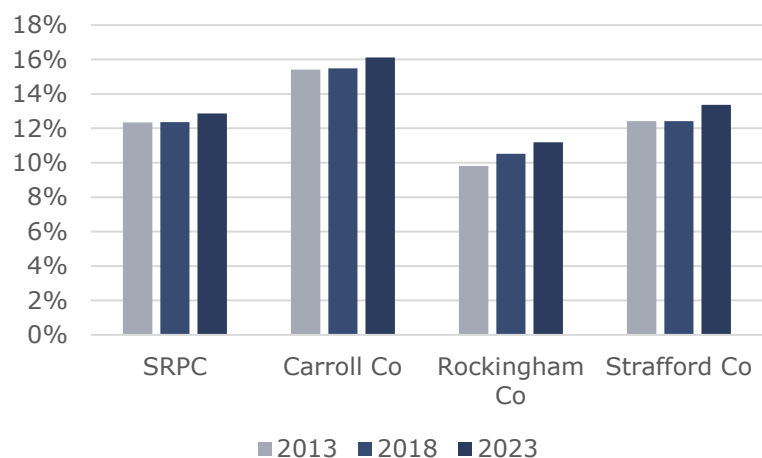
The percent of the population with a disability is calculated as the total population reporting any disability in a Census Bureau survey. While these rates are the same for 2013 and 2018 (12.35%) and only increased slightly in 2023 (12.86%), the number of people with disabilities is still expected to increase with the rising median age in the SRPC region, particularly in municipalities in the northern half of the region. This will also become apparent as the age-dependent population in both the SRPC region and all of New Hampshire is weighed more heavily by the 65+ population than minor populations.

The following types of disabilities are captured by the ACS:

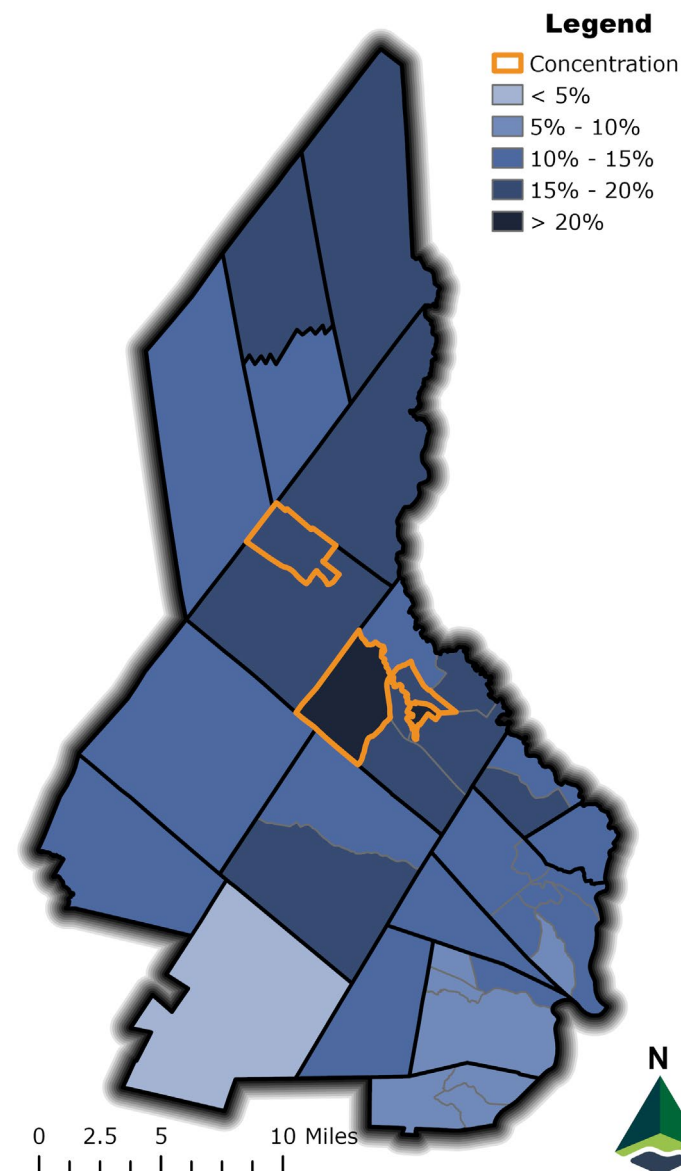
- Hearing difficulty
- Vision difficulty
- Cognitive difficulty
- Ambulatory
- Self-care difficulty
- Independent living difficulty

As the sample size in the ACS is very small, the chart and map reflect only the total population experiencing a disability, rather than breaking the data out by the types of disabilities experienced.

Population with Disabilities



Source: US Census Bureau ACS, 2013-2023.
Granularity: Counties, Municipalities, Census Tracts.



Childcare

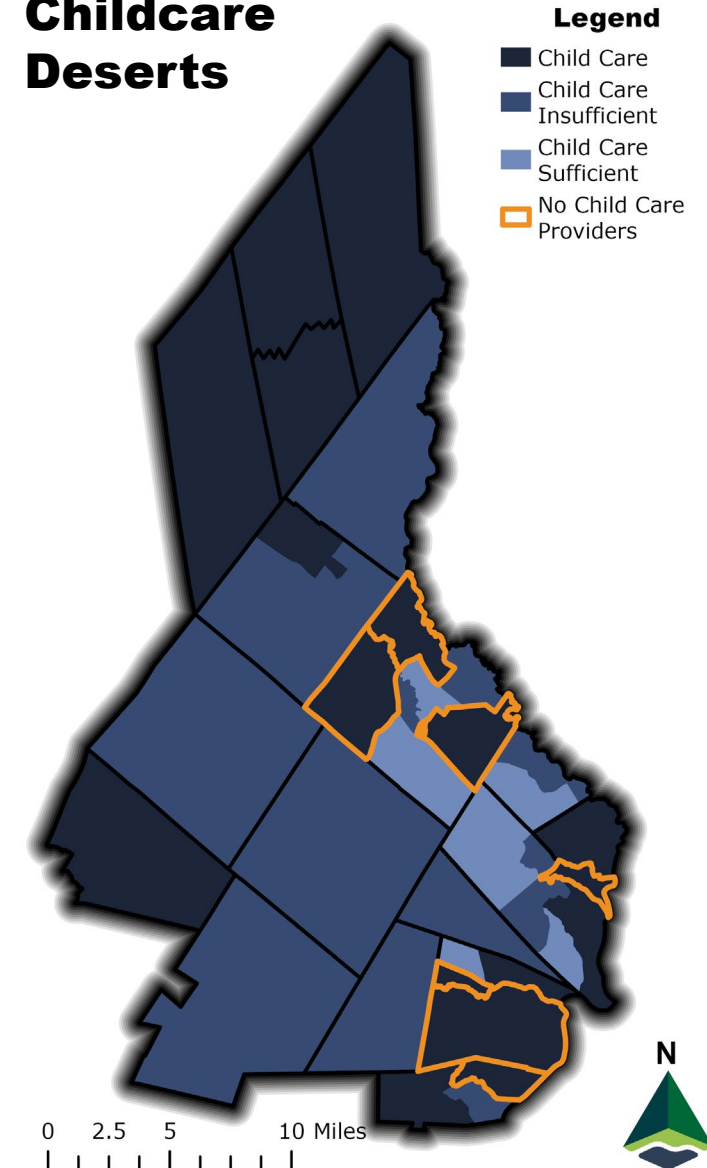
The SRPC region has 87 operating childcare programs of any type as of 2025. In 2019, out of the fifty states and the District of Columbia, New Hampshire ranked thirteenth for populations residing in “**child care deserts**,” census tracts with “more than 50 children under age five that [contain] either no childcare providers or so few options that there are more than three times as many children as licensed childcare slots.”

The map to the right looks at the capacity of the licensed childcare providers and divides this by the number of children under the age of 5 years old in each tract.

- **No Child Care Providers** indicates that there are no licensed child care providers.
- **Child Care Sufficient** indicates that the capacity is greater than or equal to the number of children residing in the area. This does not mean that there are any open spots available, as these “extra” spots are likely filled by children from other tracts.
- **Child Care Insufficient** indicates that the child care capacity is less than the number of children, but does not meet the threshold for child care deserts outlined above.
- **Child Care Deserts** are areas where the number of children under 5 is three times the capacity of the licensed providers.

This data was updated through the efforts of the research project conducted by students at NYU Wagner Graduate School of Public Policy. See the rest of their work at <https://straftford.org/projects/regional-childcare/>

Childcare Deserts



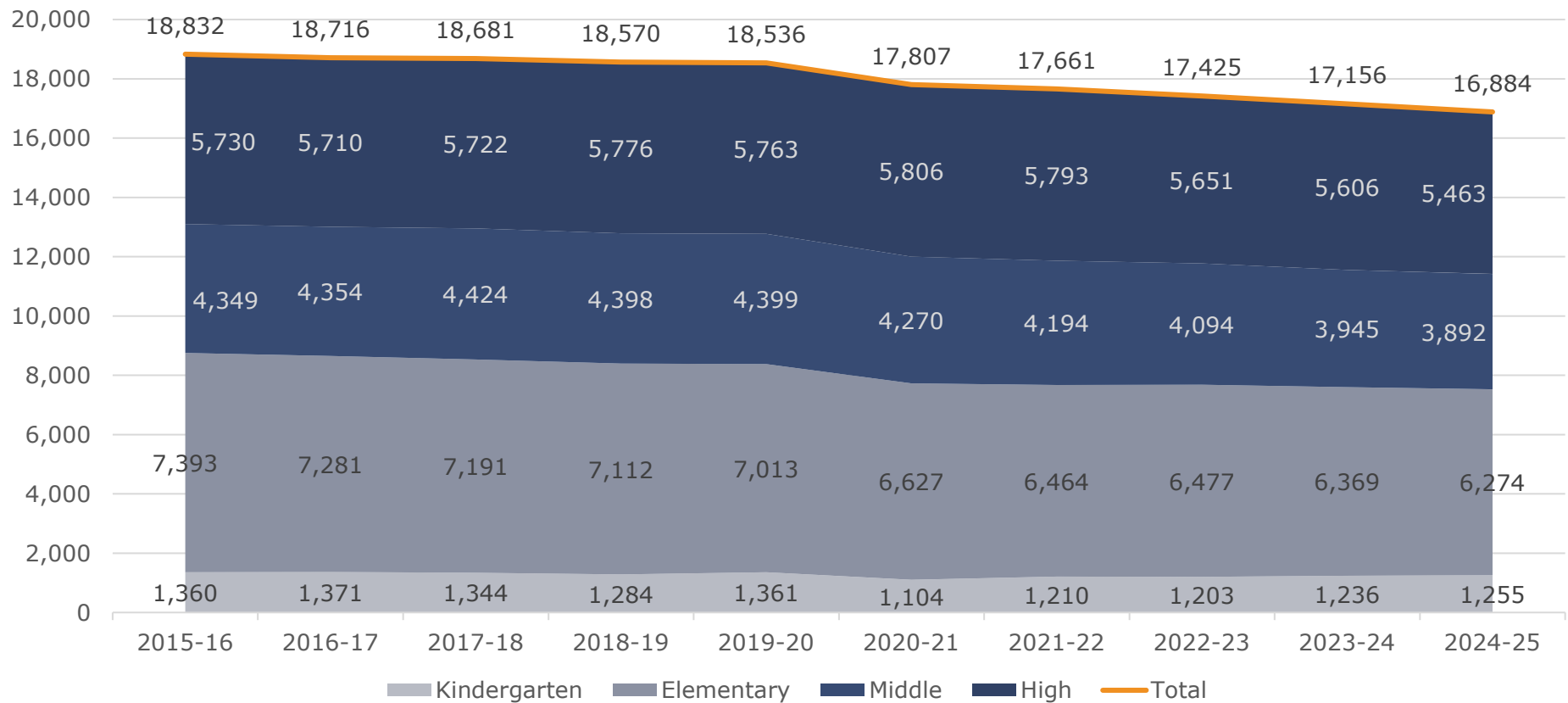
Source: SRPC, NYU Students, NH Connections. Year: 2025. Granularity: Census Tracts.

School Enrollment

Across the various school districts in the SRPC region, there are 16,884 students (K-12) enrolled in the 2023-24 school year. This figure has been declining for several years across all grade levels. Some SRPC school districts operate only elementary schools and may have agreements with neighboring school districts for grades 6 through 12, or with the private Coe Brown Academy in Northwood and the surrounding communities.

Enrollment in ninth grade spikes each year, and this is likely a result of K-8 home schoolers and private school attendees entering the public school system. This year's 9th grade class, or teens born in 2009-10, is the largest, followed by this year's 10th graders, or teens born in 2008-09. The enrollment of kindergarteners and first graders tends to be lower, and thus it is difficult to determine the grade with the true "lowest" enrollment.

Strafford Region School Enrollment By Grade Level



Source: NHDOE. Year: 2015-2024. Granularity: SRPC.

Educational Attainment for the Population Over 25

Educational attainment metrics are reported for populations over 25 years old. This captures the population that the Census Bureau has assumed to be old enough to have completed a four-year degree.

Each of these metrics represent the percent of the population by the **highest** level of educational attainment achieved.

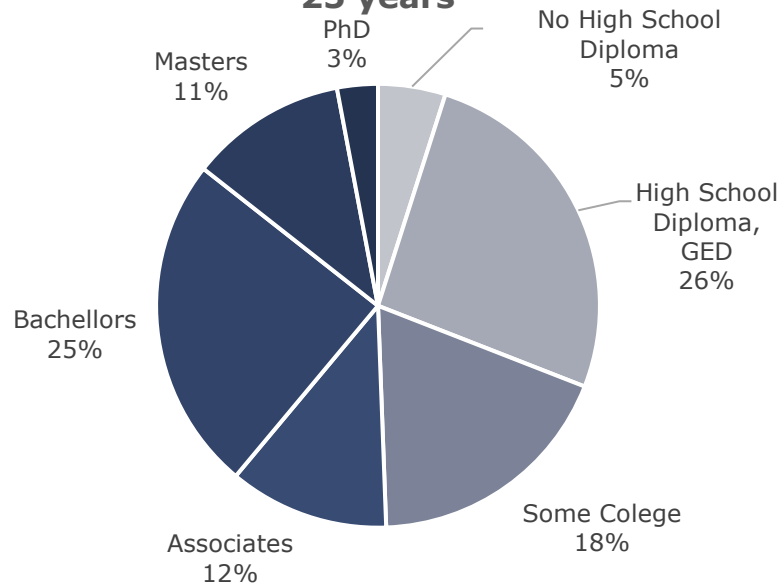
"No High School Diploma" includes all the education attainment categories from "no schooling completed" to "12th grade, no diploma."

"High School Diploma or GED" includes high school graduates or those who have obtained a GED or equivalent.

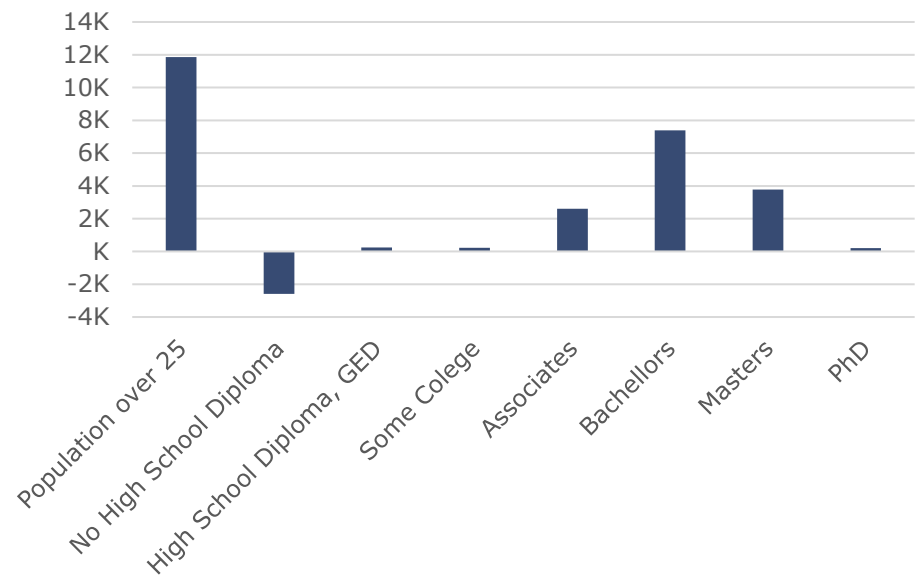
"Masters or Higher" includes all educational attainments beyond a Masters degree.

The following Educational Attainment chart and respective maps does not include all University of New Hampshire undergraduate students, as many are under the age of 25. While the majority of the 18–24-year-old population of Durham is pursuing a college degree, they are not captured in this section. In the Age section of this Snapshot, there is information about the high percentage of young adults aged 18-24, which highlights where most UNH undergraduate students live.

Educational Attainment of adults over 25 years



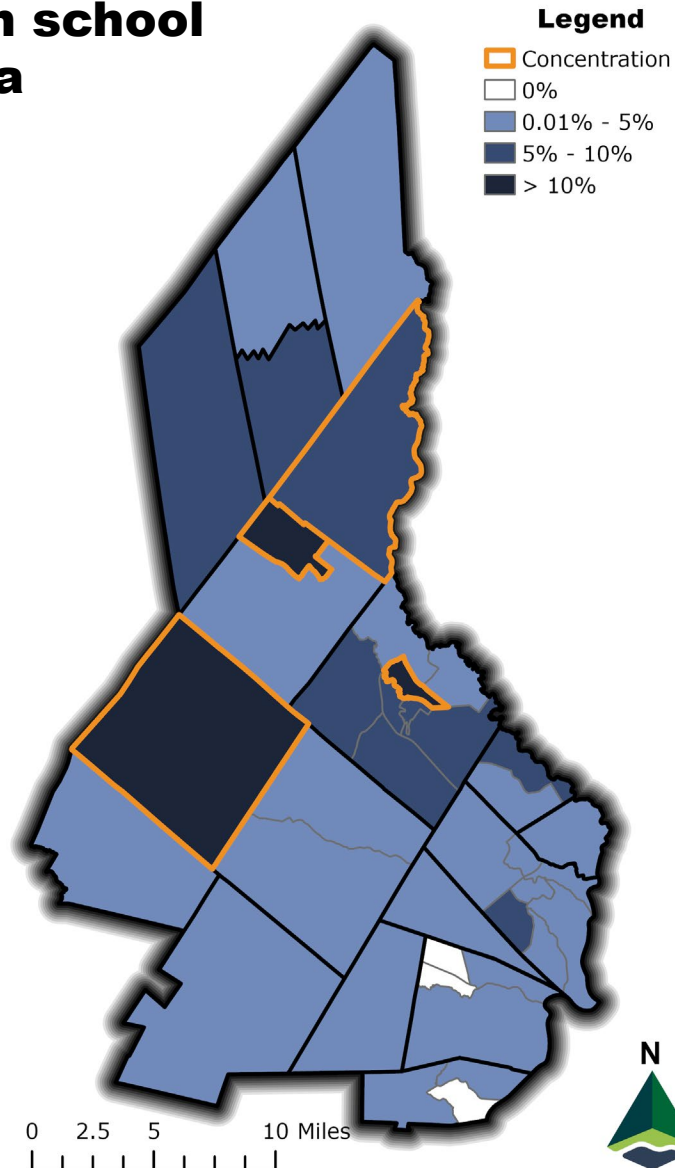
Change in Education Attainment from 2013 to 2023



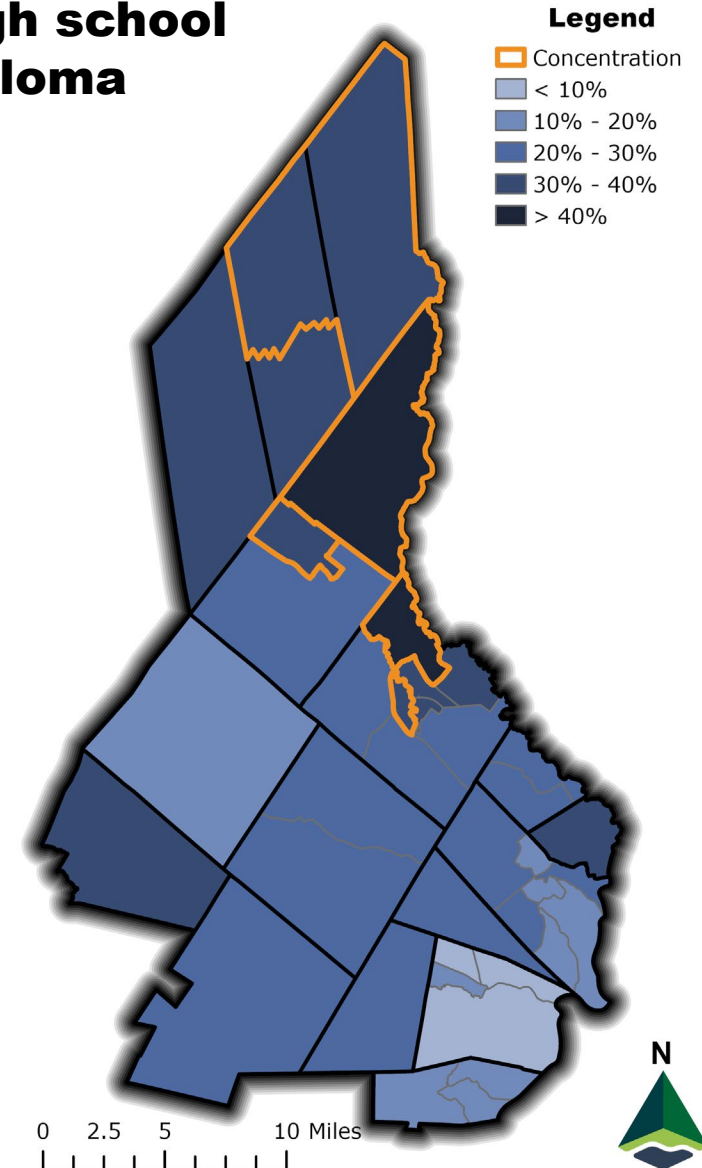
Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Educational Attainment of the Population Over 25 Years Old

No high school diploma



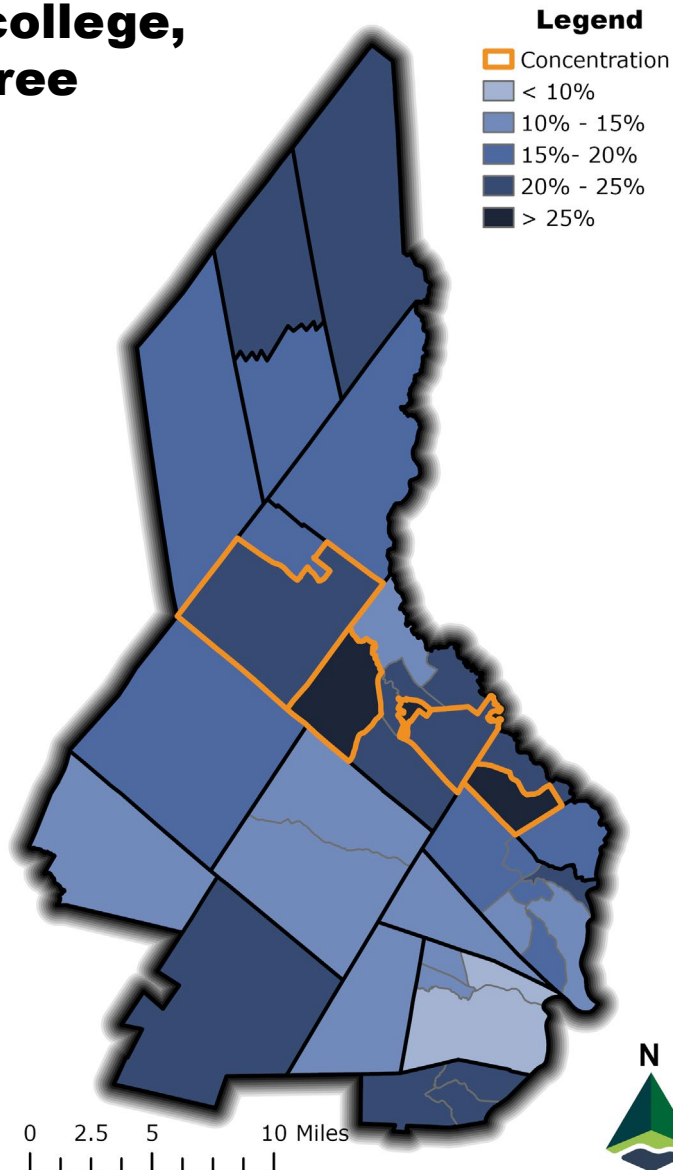
High school diploma



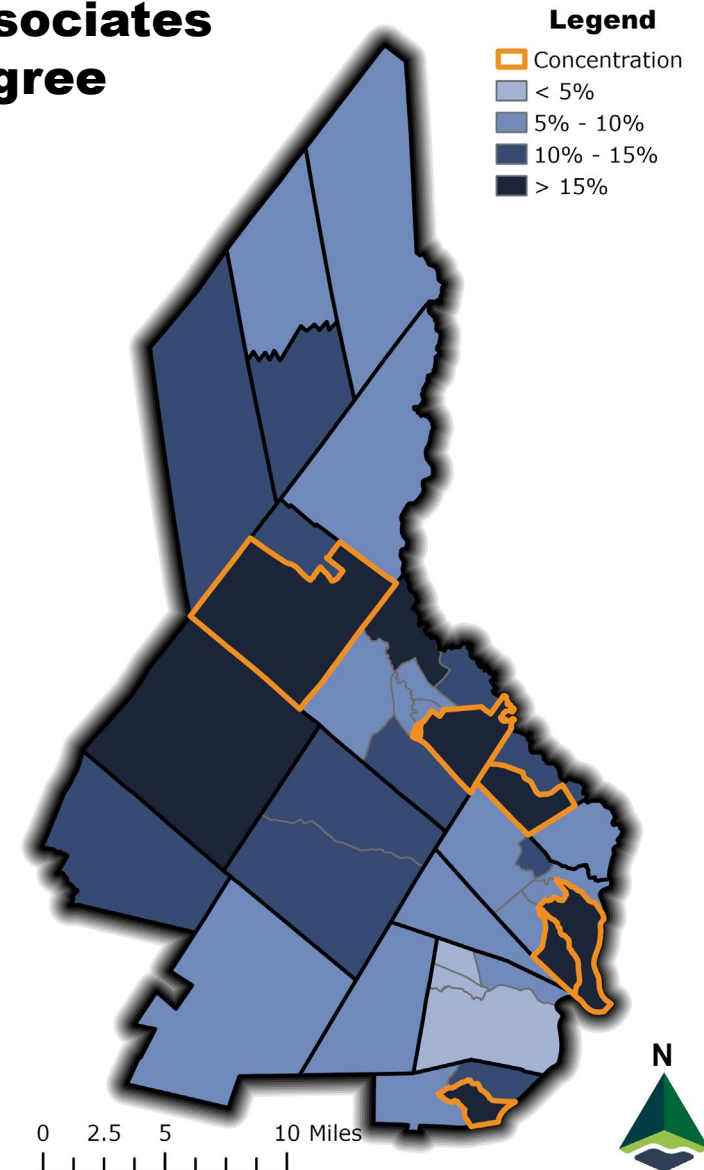
Source: US Census Bureau ACS. Year: 2023. Granularity: Municipalities, Census Tracts.

Educational Attainment of the Population Over 25 Years Old

Some college, no degree



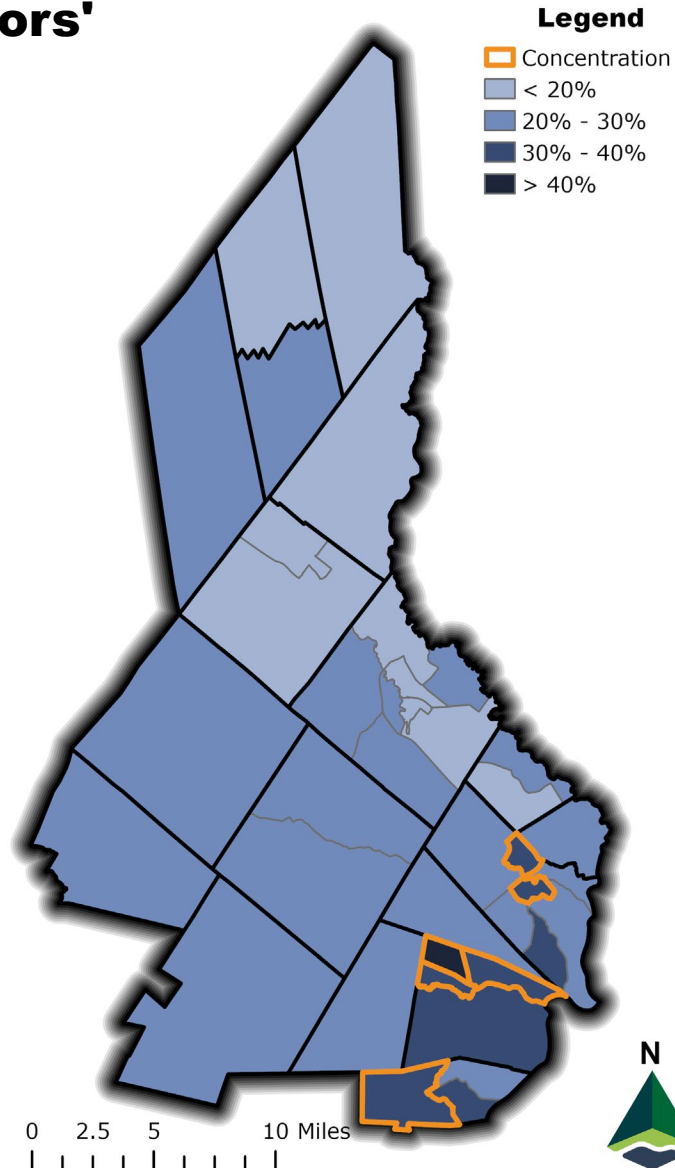
Associates degree



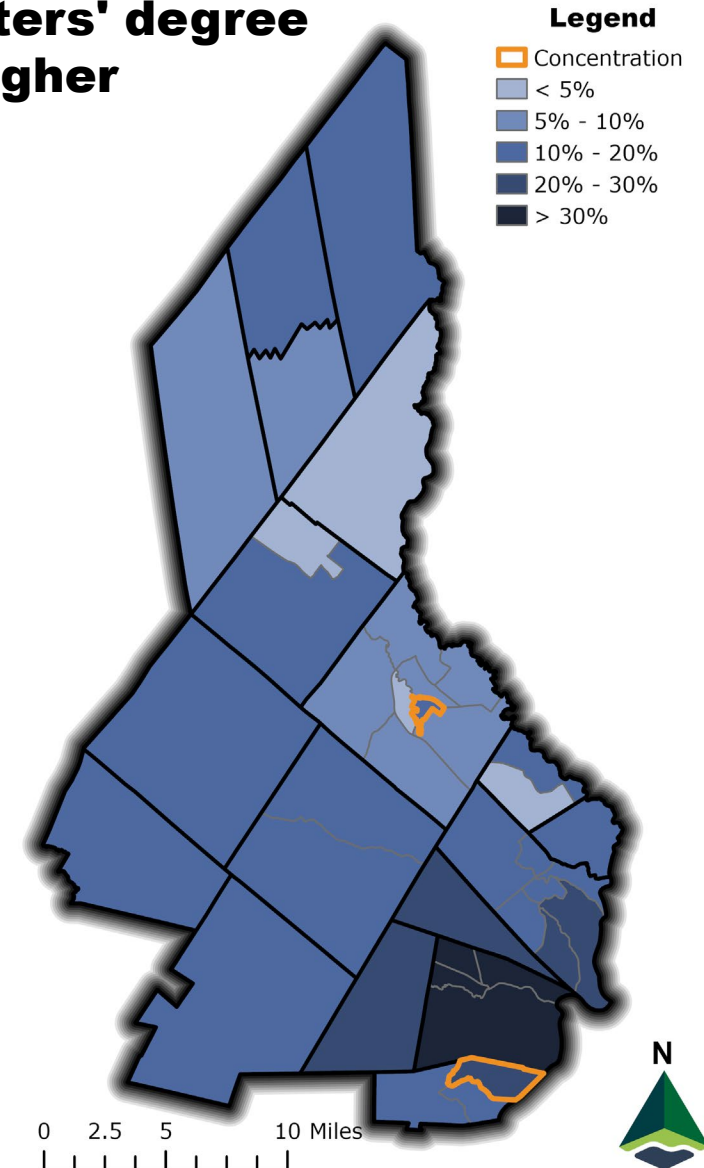
Source: US Census Bureau ACS. Year: 2023. Granularity: Municipalities, Census Tracts.

Educational Attainment of the Population Over 25 Years Old

Bachelors' degree



Masters' degree or higher



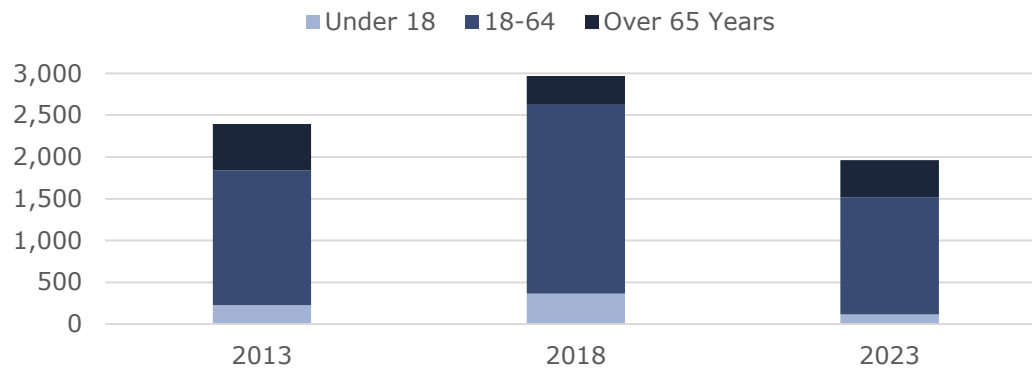
Source: US Census Bureau ACS. Year: 2023. Granularity: Municipalities, Census Tracts.

Individuals with Limited English Proficiency

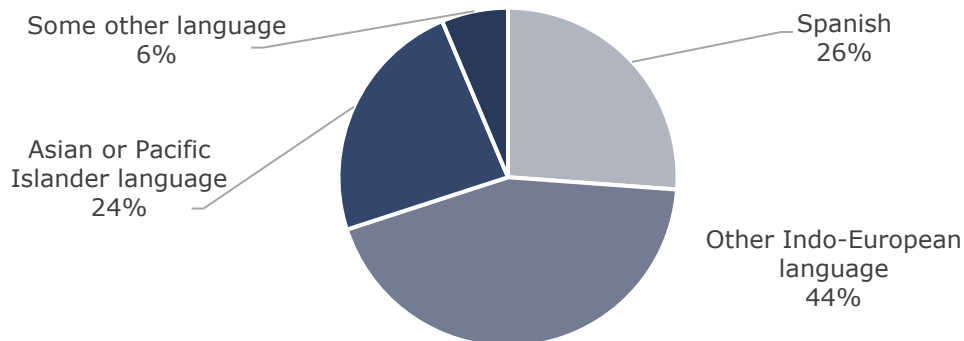
Individuals with Limited English Proficiency (LEP) are people over the age of 5 who **do not speak English at least "Very Well."**

In 2023, about 1.4% of the region's population did not speak English at least Very Well.

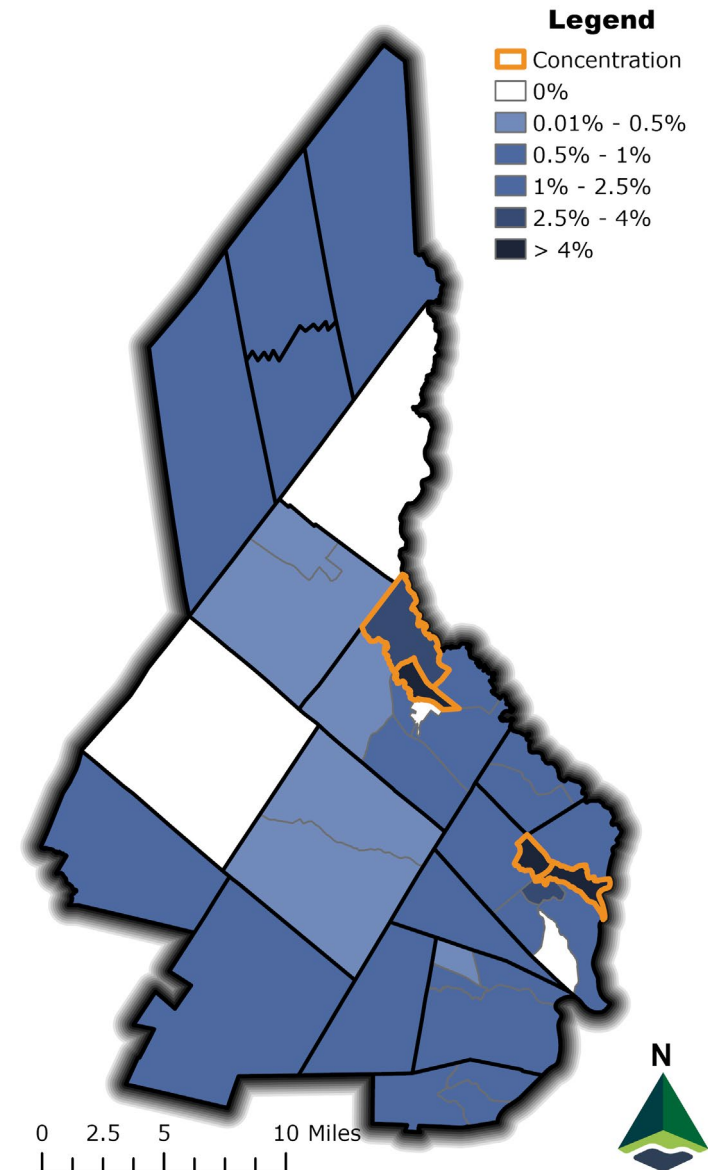
LEP Population by Age



Languages Spoken at Home (excluding English)



Source: US Census Bureau ACS, 2013-2023.
Granularity: Counties, Municipalities, Census Tracts.



Veterans

The number of living veterans is decreasing as the age of current veterans is increasing. Many veterans find themselves in vulnerable positions due to physical disabilities, mental illness, old age, or other socioeconomic factors. The military is becoming more diverse; the U.S. has more veterans who are people of color and women than prior generations.

The VA tracks veteran demographics by county and state each year. The table below breaks down the demographics of veterans from the VA at the county level, while the table to the right uses the municipal estimates from the ACS to show the distribution of the region's veterans across the region.

	New Hampshire	Carroll County	Rockingham County	Strafford County
Total Veterans	92,892	4,012	20,617	9,058
Male	84,071	3,725	18,741	8,075
Female	8,821	288	1,876	983
17-44	16,672	438	3,496	1,910
45-64	30,044	1,131	6,284	3,111
65-84	39,379	2,050	9,128	3,516
85+	6,797	392	1,709	521

Municipality	Veterans (as % of Region total)
Barrington	7.5%
Brookfield	0.8%
Dover	16.0%
Durham	3.6%
Farmington	5.1%
Lee	2.3%
Madbury	0.9%
Middleton	1.6%
Milton	4.0%
New Durham	1.7%
Newmarket	5.8%
Northwood	4.7%
Nottingham	4.2%
Rochester	25.6%
Rollinsford	2.0%
Somersworth	9.5%
Strafford	2.4%
Wakefield	2.5%

Source: US Census Bureau ACS, Veterans Affairs; 2023

ECONOMIC VITALITY

Table of Contents

Employment and the Labor Force.....	34
Employment Projections to 2045.....	35
Employment by Industry.....	36
In-Area Labor Force Efficiency.....	37
Labor Force Participation.....	39
Percent of Employees Under Age 18.....	40
Percent of Employees Over Age 65.....	41
Workforce Numbers by Age.....	42
Marginally Attached Workers.....	44
Income.....	45
Median Household Income.....	46
HUD Income Limits/CDBG Eligibility.....	48
Poverty.....	49
Income Inequality.....	51
Households in Defined Income Brackets.....	52
Social Security, Disability, and Retirement.....	54
Cost of Living.....	55
Minimum Wages.....	56
Interest Rates.....	57
Inflation (Consumer Price Index).....	58
Inflation Expectations.....	59
Household Debt.....	60
Household Spending.....	61
Business Loans.....	62
Meals and Rooms Tax Receipts.....	63

Employment and the Labor Force

The SRPC region has a civilian labor force of about 89,000 people, but fewer than 55,000 jobs. This section will look at the jobs available and the labor force that seeks to fill those jobs.

Over the past four years of this document, the COVID-19 pandemic had been causing significant fluctuations in most of this data. Now in 2024, many of the metrics in this section have recovered to at least 2018-2019 conditions. The employment projection data that is presented in this chapter was developed prior to the pandemic.

This section has information about:

- Employment trends and projections by industry and municipality.
- Top Employers by number of employees.
- In-area labor force efficiency (i.e. where do jobholders live and work).
- Labor force participation (i.e. unemployment rates).
- Employees by age, including employees under 18 or over 65.

Throughout this section, there are some metrics that are based on the location of the job and some that are based on the people with the job.



This icon means that the metric is based on the number of jobs held. One person can have more than one job, so this will be greater than the number of employed people.



This icon means that the metric is based on the number of employed people. One person can have more than one job, so this will be less than the number as the number of jobs held.

Employment Projections to 2045



New Hampshire Employment Security (NHES) projects employment for ten years biennially. SRPC's Travel Demand Model relies on population and employment projections for each scenario year. The current scenario years are 2015, 2025, 2035, and 2045. Projections from NHES and the New Hampshire Office of Planning & Development (OPD) are used for the model and extended out as needed for the scenario years. See the Demographics section for Population Projections that are also used in the model.

These projections show an increase in the number of jobs in all the municipalities in the region. Additionally, the region is projected to grow or stay level in all industries except agriculture and communications.

Please note that these estimates and projections were developed prior to the COVID-19 pandemic and may not reflect current employment trends. These figures are still valuable, as they show regional pre-pandemic trends and may be indicative of the region's labor force skillset.

Industry (NAICS Sector)	2015	2025	2035	2045
Agriculture, Forestry, & Fishing (11)	136	133	129	126
Business, Legal, & Personal (54, 55, 56)	3,844	4,351	4,931	5,595
Communications (51)	997	963	932	906
Construction (23)	1,703	1,836	1,985	2,143
Eating & Drinking Establishments (72)	364	404	431	462
Educational Services (6)	8,331	8,718	9,124	9,551
Finance, Insurance, & Real Estate (52, 53)	4,298	4,569	4,861	5,170
Government (92)	2,218	2,314	2,416	2,524
Health Services (62)	2,923	3,351	3,851	4,424
Hotels & Lodging (72)	4,122	4,161	4,446	4,748
Manufacturing (31)	5,498	5,548	5,606	5,667
Mining (21)	32	33	33	37
Non-Classifiable (99)	3,046	3,270	3,516	3,776
Retail Trade (44)	6,952	7,338	7,743	8,174
Service (general) (71)	642	710	782	864
Social Services (62)	4,527	5,212	5,988	6,881
Transportation (48)	1,216	1,237	1,260	1,285
Utilities (22)	72	72	71	71
Wholesale Trade (42, 81)	2,832	3,034	3,249	3,478
Total (SRPC)	53,753	57,254	61,354	65,882

Source: NHES. Year: 2015. Granularity: Municipalities.

Municipality	2015	2025	2035	2045
Barrington	1,911	2,017	2,140	2,272
Brookfield	14	15	16	17
Dover	18,192	19,581	21,212	23,029
Durham	6,728	7,069	7,462	7,883
Farmington	1,041	1,100	1,166	1,239
Lee	1,302	1,381	1,476	1,581
Madbury	275	296	321	348
Middleton	140	148	156	165
Milton	651	680	714	753
New Durham	238	251	266	283
Newmarket	1,468	1,570	1,690	1,824
Northwood	1,055	1,123	1,198	1,281
Nottingham	343	361	385	411
Rochester	12,373	13,183	14,140	15,198
Rollinsford	527	546	573	599
Somersworth	6,150	6,515	6,935	7,400
Strafford	372	392	415	441
Wakefield	973	1,026	1,089	1,158
Total (EDD)	50,887	54,200	58,081	62,366
Total (SRPC)	53,753	57,254	61,354	65,882

EDD denotes the Strafford Economic Development District, which excludes municipalities in Rockingham County.

Employment by Industry



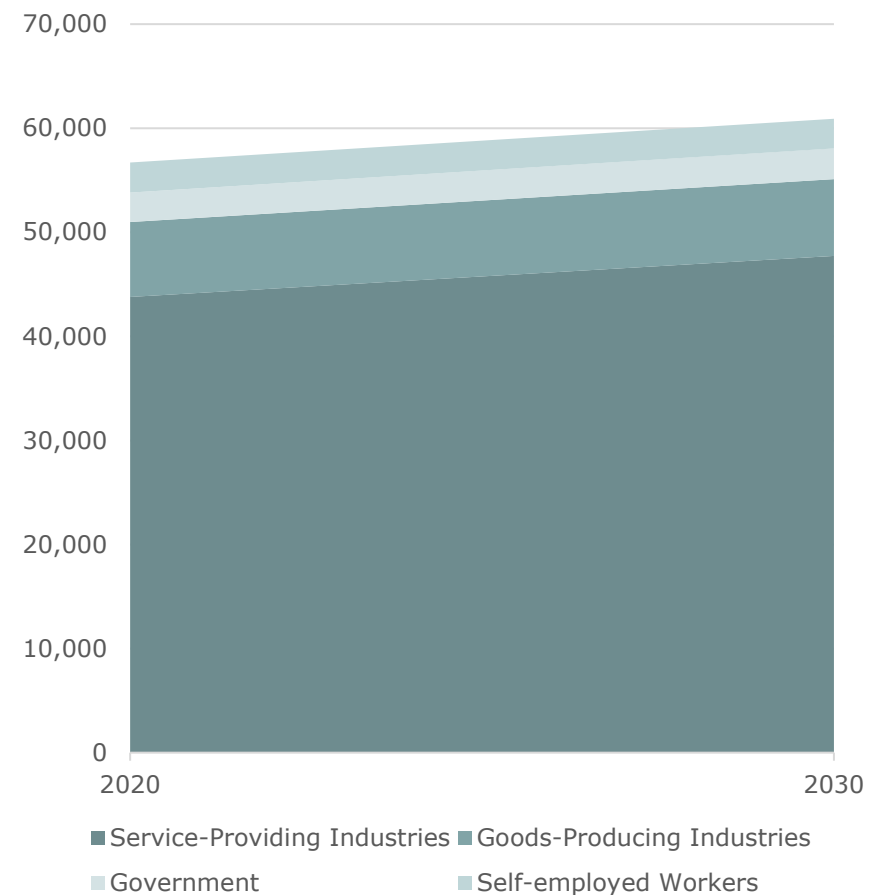
New Hampshire Employment Security provides ten-year employment forecasts by industry. The latest projections are based on 2018 estimated employment.

These estimates and projections were developed prior to the COVID-19 pandemic and may not reflect current employment trends.

Long-term Industry Projections Industry	2020 Estimated	2030 Projected
Total Employment	53,874	57,945
Goods-Producing Industries	7,207	7,377
Agriculture, Forestry, Fishing and Hunting	417	454
Mining	16	16
Construction	1,881	2,060
Manufacturing	4,893	4,847
Service-Providing Industries	43,784	47,730
Utilities	n	n
Wholesale Trade	1,189	1,269
Retail Trade	7,211	7,049
Transportation and Warehousing	1,056	1,133
Information	688	663
Finance and Insurance	2,826	2,943
Real Estate and Rental and Leasing	395	414
Professional, Scientific, and Technical Services	2,869	3,358
Management of Companies and Enterprises	127	121
Administrative and Support and Waste Management Services	2,194	2,367
Educational Services	7,892	8,342
Health Care and Social Assistance	7,427	8,423
Arts, Entertainment, and Recreation	562	669
Accommodation and Food Services	4,129	5,360
Other Services (Except Government)	2,337	2,592
Government	2,823	2,962
Self-employed Workers	2,883	2,838

Source: NHES. Year: 2020. Granularity: SRPC.

**Employment Projections By Industry
2020-2030**



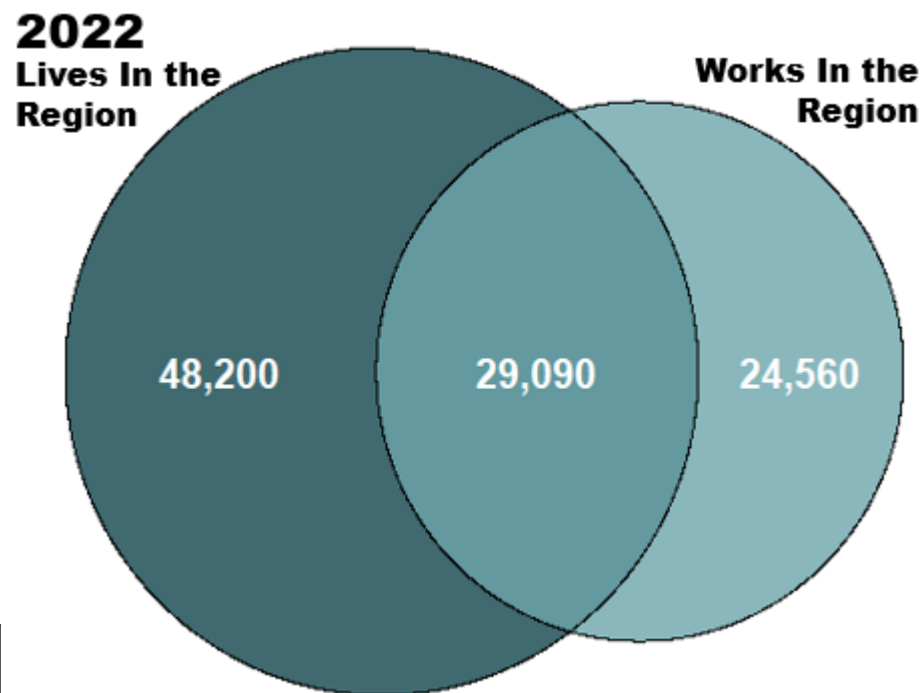
In-Area Labor Force Efficiency



The Longitudinal Employer-Household Dynamics (LEHD) dataset is maintained by the US Census Bureau. LEHD is known for its origin-destination employment statistics data (LODES).

This data is based on jobs rather than workers, so the total labor force represented in this data may be larger than the labor force referenced in other metrics. One worker may hold multiple jobs at a time or within a reporting period such that the individual would be represented here more than once.

Many of the job holders who live in the region work outside of the region. This may be people who lived and worked to the south of the region in Portsmouth or Boston moving here for lower housing costs, or it could be people living in the region who found better paying jobs outside of the region.



		Lives:	Here	Here	Not Here
		Works:	Not Here	Here	Here
Worker Age	Under 29		10,954	6,497	5,801
	30 - 54		25,210	14,392	12,005
	Over 55		12,036	8,201	6,754
Monthly Income	< \$1,250		7,607	5,850	5,242
	\$1,250 - \$3,333		9,344	7,168	5,507
	> \$3,333		31,249	16,072	13,811
Sector	Goods Producing		8,007	5,055	2,853
	Trade, Transportation, and Utilities		10,391	4,292	6,026
	All Other Services		29,802	19,743	15,681

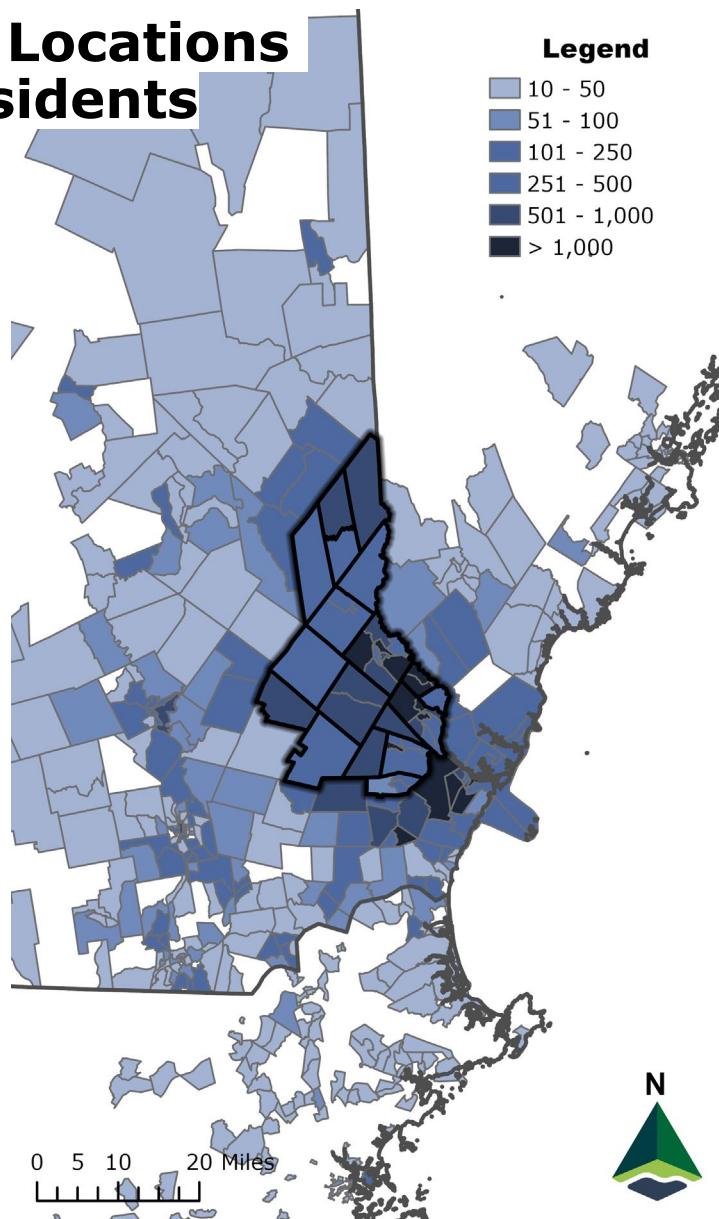
	2019	2020	2021	2022
Living in the Region but Employed Outside	45,868	43,820	45,546	48,200
Living and Employed in the Region	30,925	28,544	28,966	29,090
Employed in the Region but Living Outside	24,244	22,712	23,956	24,560

Source: US Census Bureau LEHD. Year: 2022. Granularity: SRPC.

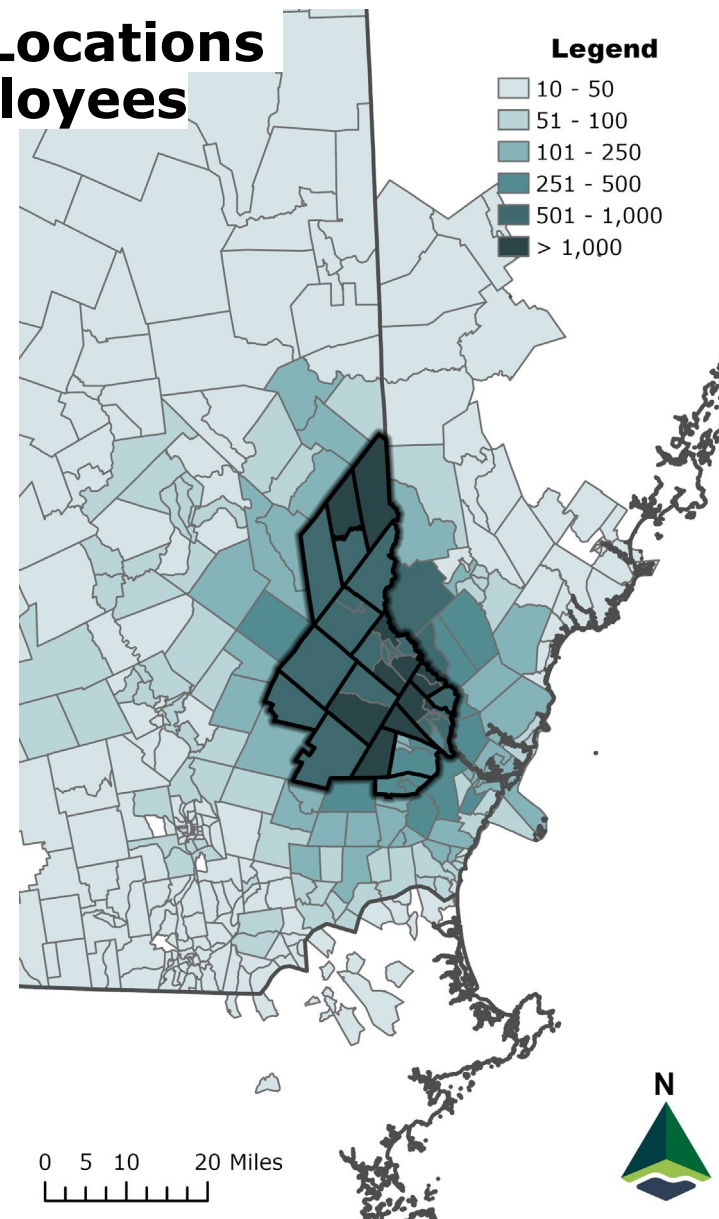
In-Area Labor Force Efficiency



Work Locations of Residents



Home Locations of Employees



Source: US Census Bureau LEHD. Year: 2022. Granularity: SRPC.

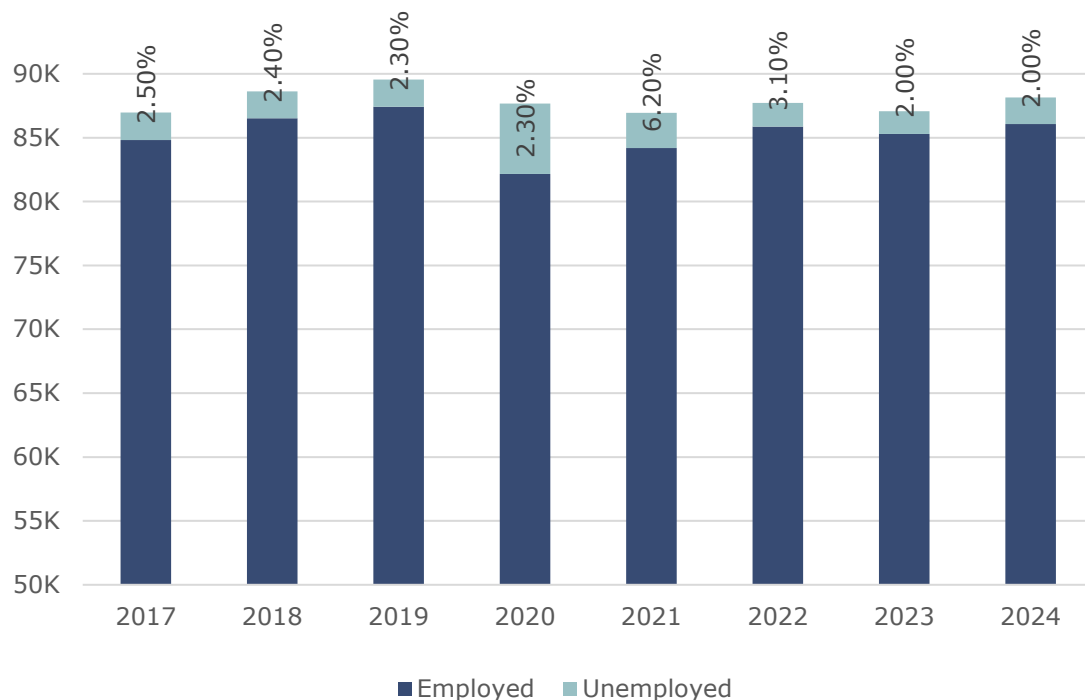
Labor Force Participation



This chart below consists of people who are actively employed and those who are unemployed but actively looking for work. The chart does not include discouraged workers (i.e., people who are not employed and not actively looking for work) as unemployed. Labor force participation is used directly to determine the unemployment rate of the region.

Below, it is apparent that unemployment was decreasing annually prior to the COVID-19 pandemic. Up to 2019, the labor force and the employed population grew at similar rates. There was an initial drop in employment in 2020 due to COVID-19, however the region's unemployment rate recovered by 2023. Some towns have not been so fortunate and continue to experience higher unemployment rates today.

Unemployment by Year



Source: NHES. Year: 2009 - 2024. Granularity: SRPC.

COVID-19 Recovery Status

The civilian labor force and unemployment rates vary monthly. To determine whether communities have recovered from the pandemic's initial disruptions, the lists below compare **Sep 2019-Dec 2019 averages** and **Sep 2024-Dec 2024 averages**.

Higher Total Labor Force (Recovered)

Newmarket
Northwood
Nottingham
Somersworth

Higher Unemployment Rate (Not Recovered)

Farmington, Lee,
New Durham, Rochester, Rollinsford,
Somersworth, Wakefield

Percent of Employees Under Age 18

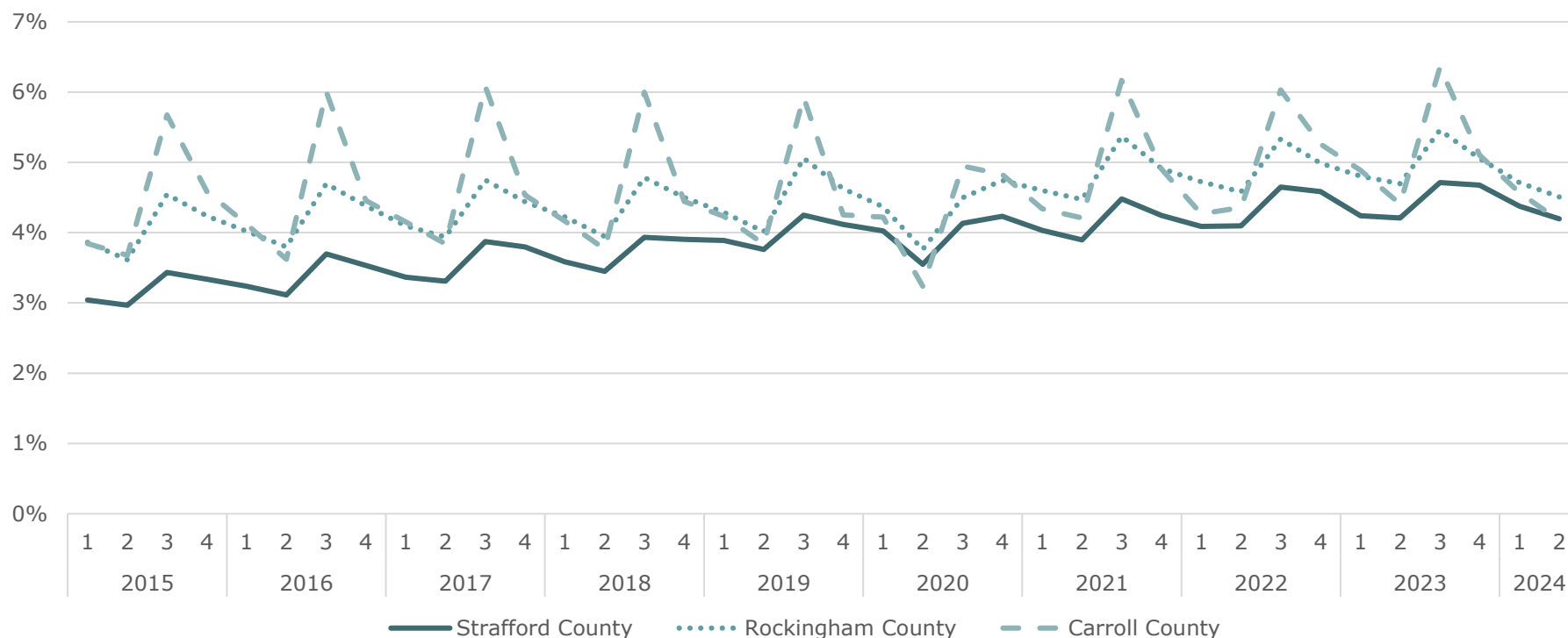


This data summarizes the percent of employed people who are under the age of 18 who earned a paycheck at the beginning of each quarter. For employees working between April and June (Q2), they would have to earn a paycheck at the beginning of April. Employees hired through the spring and early summer will not be counted until they receive a paycheck at the beginning of July. As a result, the workforce under the age of 18 spikes yearly in Q3 (July-September) due to summer break and seasonal positions becoming available.

This trend is most noticeable in Carroll County due to the tourism demand of the summer, especially around the lakes. Rockingham County has a similar, though less pronounced spike in young employees in the summer months.

COVID-19 caused a major drop in Q2 and Q3 of 2020 as many tourist destinations were closed in response to the pandemic.

Percent of Employees Under 18



Source: US Census Bureau LEHD QWI. Year: 2015 – 2024. Granularity: New Hampshire, Counties.

Percent of Employees Over Age 65



This data summarizes the percent of employed people who are over the age of 65 who were employed and earned a paycheck at the beginning of each quarter. For employees working between April and June (Q2), they would have to earn a paycheck at the beginning of April. Employees hired through the spring will not be counted until they receive a paycheck at the beginning of July.

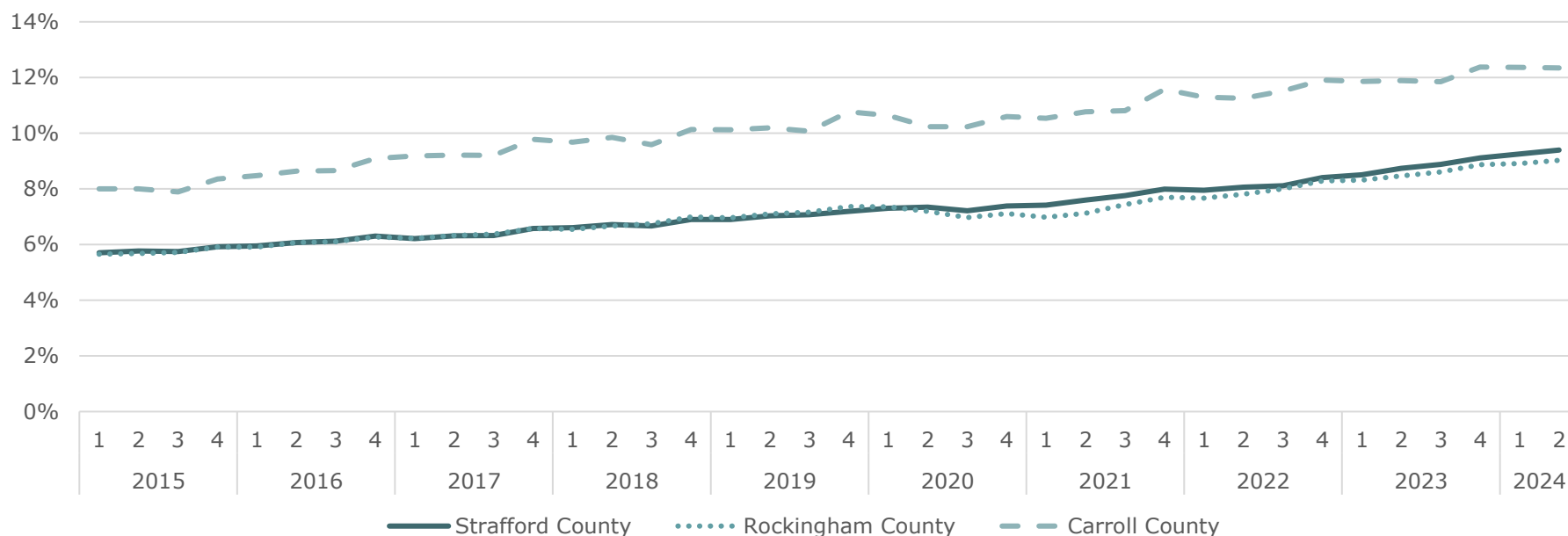
The percent of the workforce over the age of 65 is increasing statewide. Strafford and Rockingham Counties follow the state trend very closely, while Carroll county has a much higher percent of the workforce over the age of 65. This follows the trends in the age of the residents in the counties as well.

Carroll County has a larger percent of residents over 65 (29.2%) than the rest of the state (19%) and employment trends reflect this. See Demographics for more information.

An increasing retirement age has also influenced the employment of adults over 65 nationwide. The Social Security Administration is raising the retirement age to 67 for those born 1960 and later. For more information see the SSA's website:

<https://www.ssa.gov/pressoffice/IncRetAge.html>

Percent of Employees Over 65



Source: US Census Bureau LEHD QWI. Year: 2015 – 2024. Granularity: New Hampshire, Counties.

Workforce Numbers by Age



The number of workers in the high-school-age and retirement-age brackets shows similar trends to those displayed by their share of the total workforce.

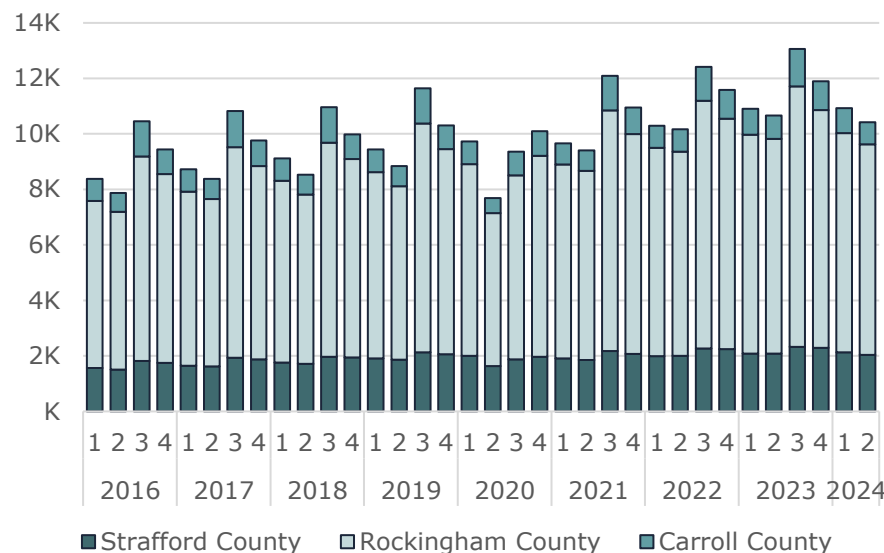
The workforce under 18 shows strong seasonal variability, with large spikes in Q2 summer jobs each year. Year-over-year comparisons of Q2 show steady growth from 2016-2019. Trends for workers over 65 show less seasonal variability and prior to 2020 showed continual growth, especially in Q3 and Q4 of each year, punctuated by small losses or stagnation in Q1 of the following year.

Both the workforce under 18 and the workforce over 65

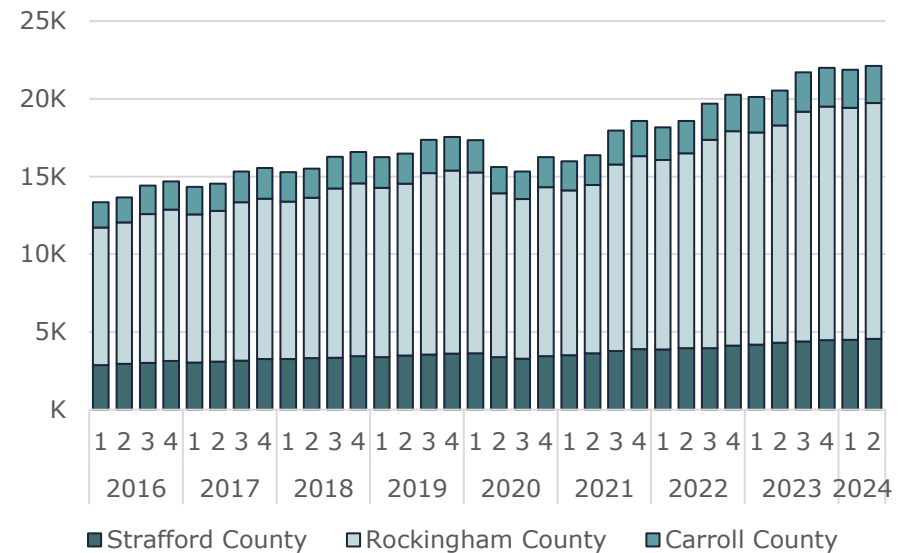
suffered initial drops in 2020 Q2, but quickly recovered to 2019 numbers by the end of 2021. Furthermore, both age cohorts are continuing to grow in 2022 and 2023 indicating that they are both recovered from the pandemic.

Declining elementary school enrollment and lower birth rates across New Hampshire suggest that teen workers under 18 may plateau or even decline in the years to come. In contrast, we expect the number of senior workers over 65 to continue to grow as this age cohort grapples with higher costs of living or seeks “retirement gigs” in the service industry.

Number of Employees Under 18



Number of Employees Over 65



Source: US Census Bureau LEHD QWI. Year: 2016 – 2024. Granularity: New Hampshire, Counties.

Workforce Numbers by Age

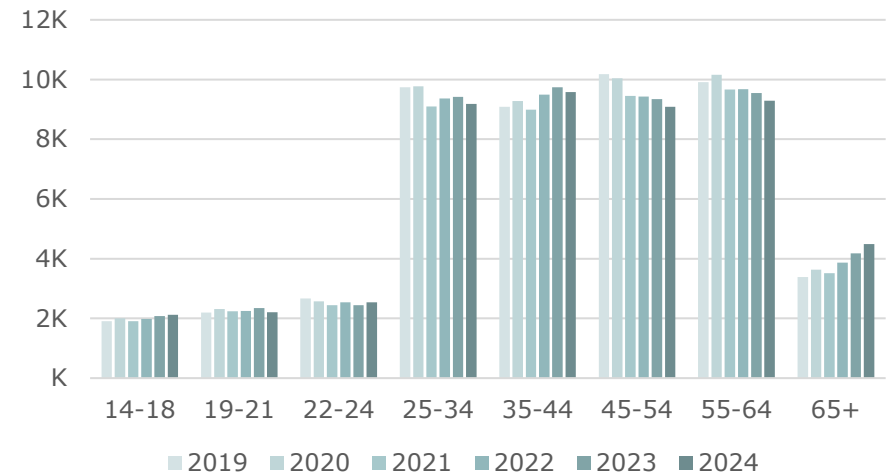


Strafford and Rockingham Counties have shown marked recovery even two years after the start of the COVID-19 pandemic, while Carroll County struggles somewhat.

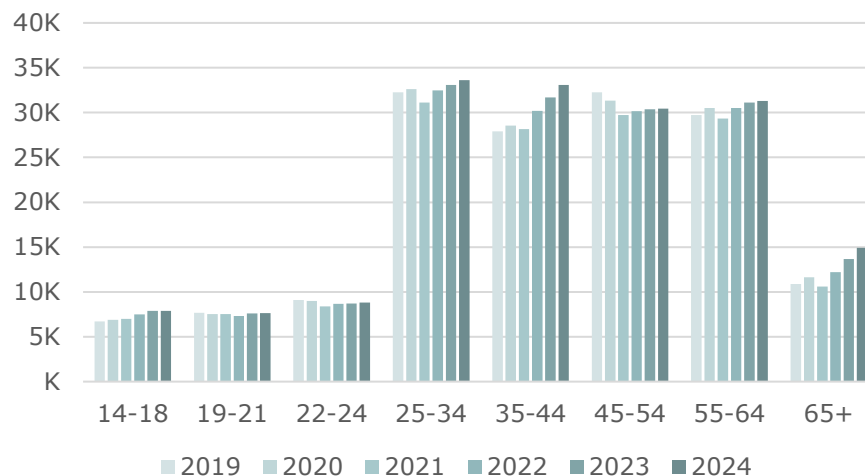
In all three counties, the number of high-school-age and retirement-age employees recovered the fastest. These two age groups were trending up even before the onset of the pandemic.

The 22-24 and 45-54 age groups of workers were declining prior to the pandemic and are experiencing a slow recovery.

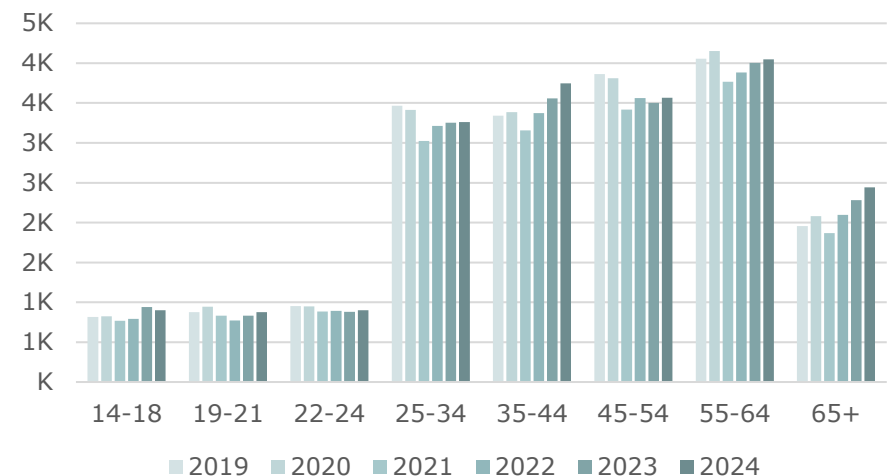
Strafford County



Rockingham County



Carroll County



Source: US Census Bureau LEHD QWI. Year: 2019 – 2024. Granularity: New Hampshire, Counties.

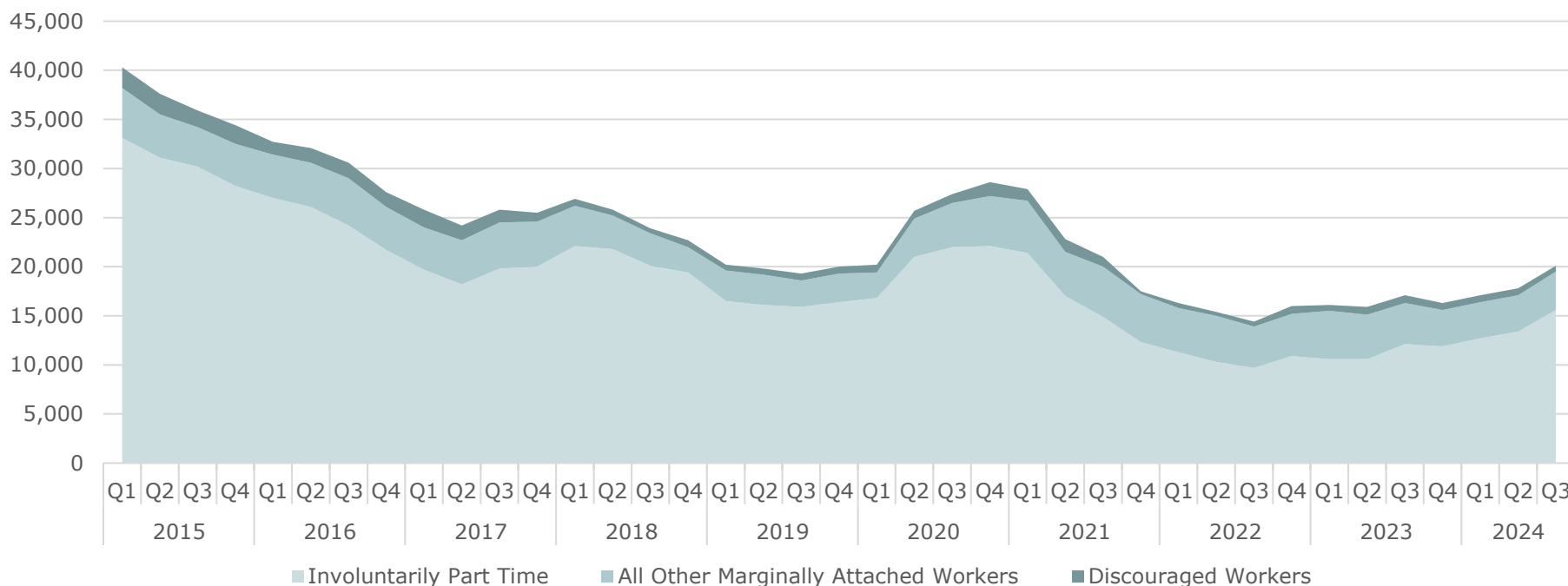
Marginally Attached Workers



“Marginally attached workers” is a label used to describe workers who have stopped or taken a pause from searching for work for a number of reasons, including becoming “discouraged.” These are distinct from “involuntarily part-time” workers, though there is overlap in many of the circumstances that lead a worker to fall

under one of these categories. The skills workers possess, their preferences for work, and other factors may not be completely aligned with the types of jobs that are available, leading to individuals being marginally attached or discouraged.

New Hampshire Marginally Attached Workers & Workers Working Part-Time Involuntarily



Source: Federal Reserve Bank of St. Louis (FRED); BLS. Year: 2015-2024. Granularity: New Hampshire.

Income

While many of the trends for things like jobs and workforce in this chapter and expenses like cost of living, housing prices, interest, inflation, and taxes have been increasing rapidly over the last few decades, income has not kept up.

Today the living wage in Strafford County is more than 3 times the minimum wage, and the median home price is nearly 5 times the median household income.

Metrics regarding income in this section include:

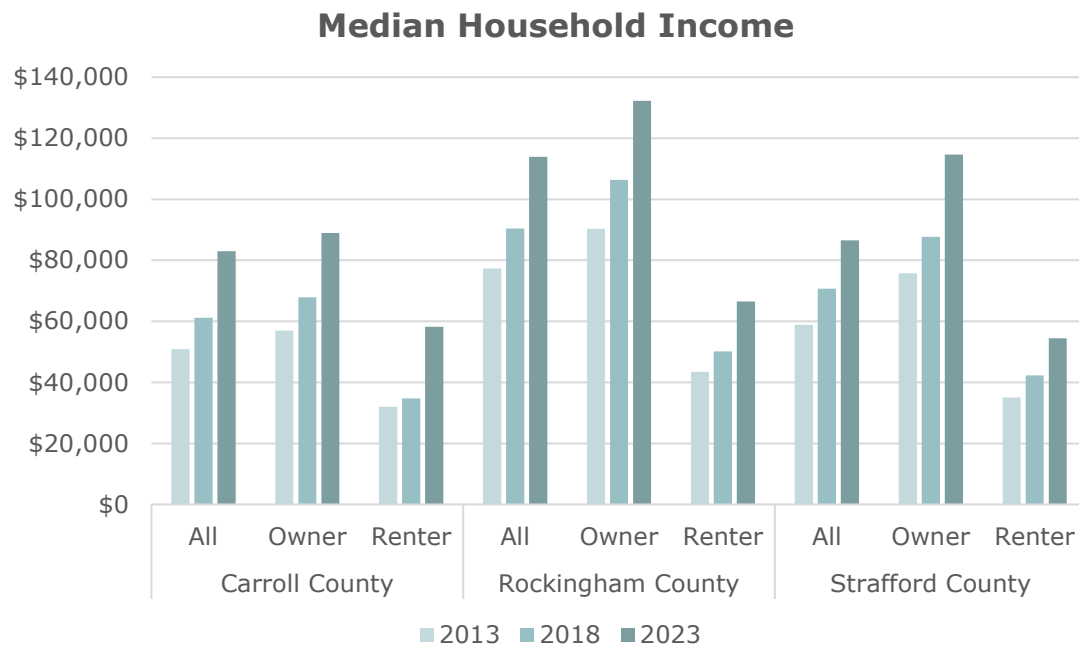
- Median household income.
- Poverty and Low-Income Households.
- Income inequality via the Gini Index and select income metrics.
- Percentage of households in defined income brackets.
- Income by Household Tenure.
- Social Security, Disability, and Retirement income

The next section “Cost of Living” will add context about how inadequate these incomes are.

Median Household Income

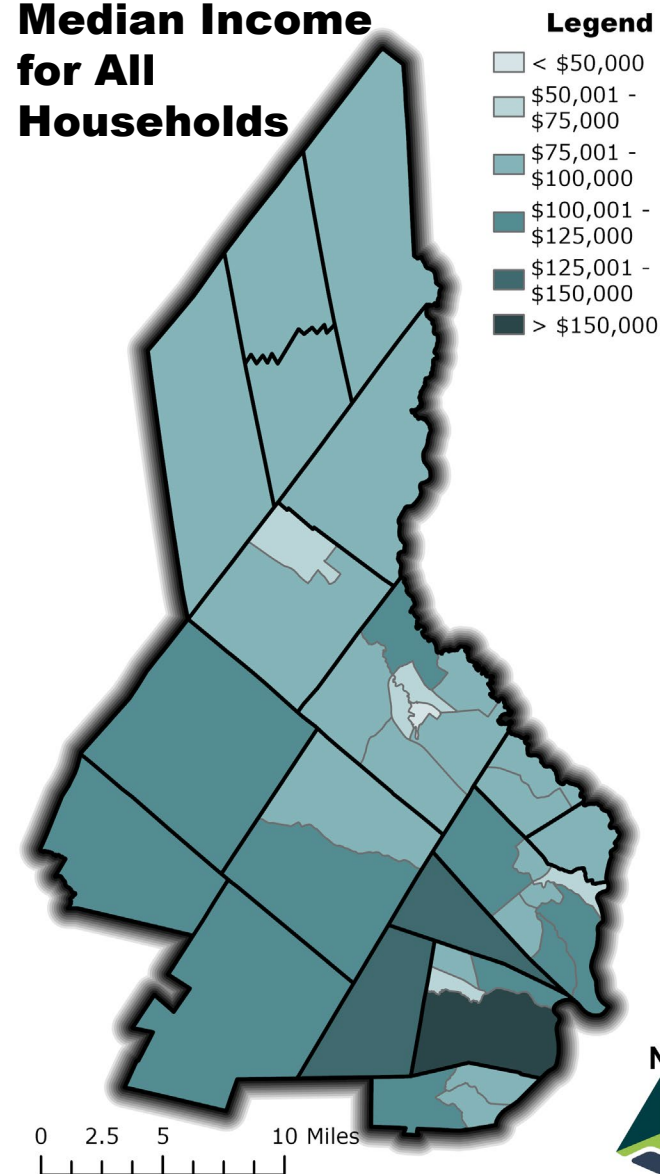
The median household incomes for the state of New Hampshire and all three counties with SRPC communities are increasing. The median income in Strafford County is increasing at a rate higher than the state. The median income in Rockingham County is over \$16K more than the state median and is also increasing at a higher rate. Carroll County's median income is about \$11K less than the state, although increasing at about the same rate.

While the median income for all households has been increasing, the median income of homeowners is roughly double the median income of households who rent their homes. This inequity makes it harder for those who rent to afford to purchase homes and keeps them locked into a rental market. Homeowners benefit from stable housing costs (30-year mortgages) while renters are subject to rents that can increase annually.



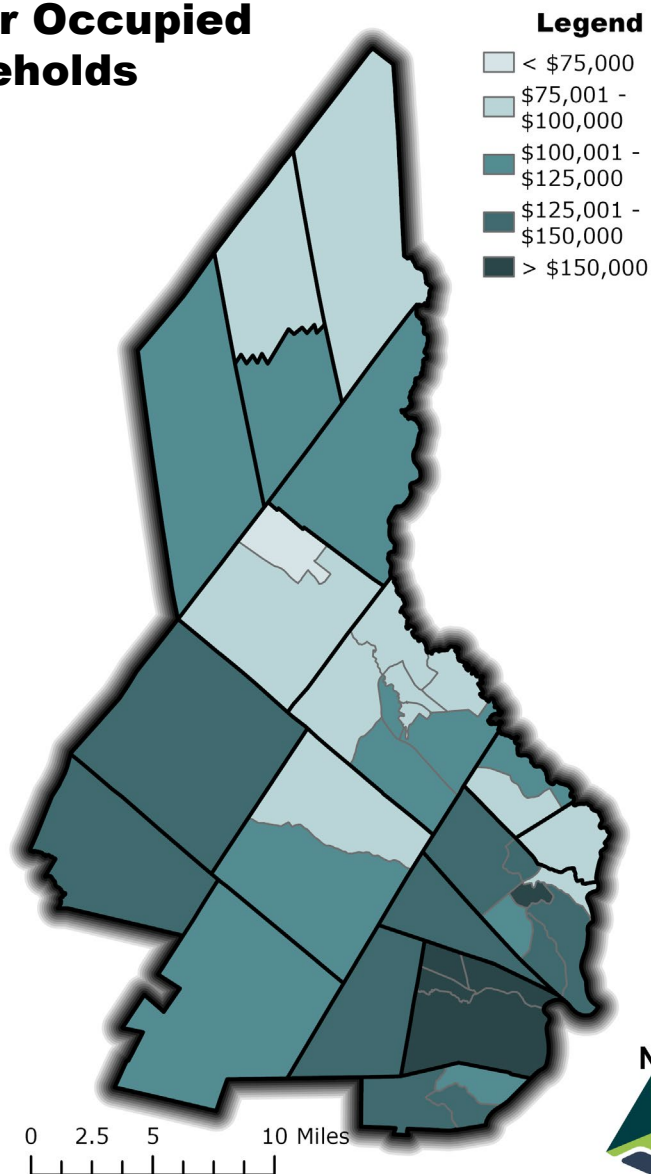
Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Median Income for All Households

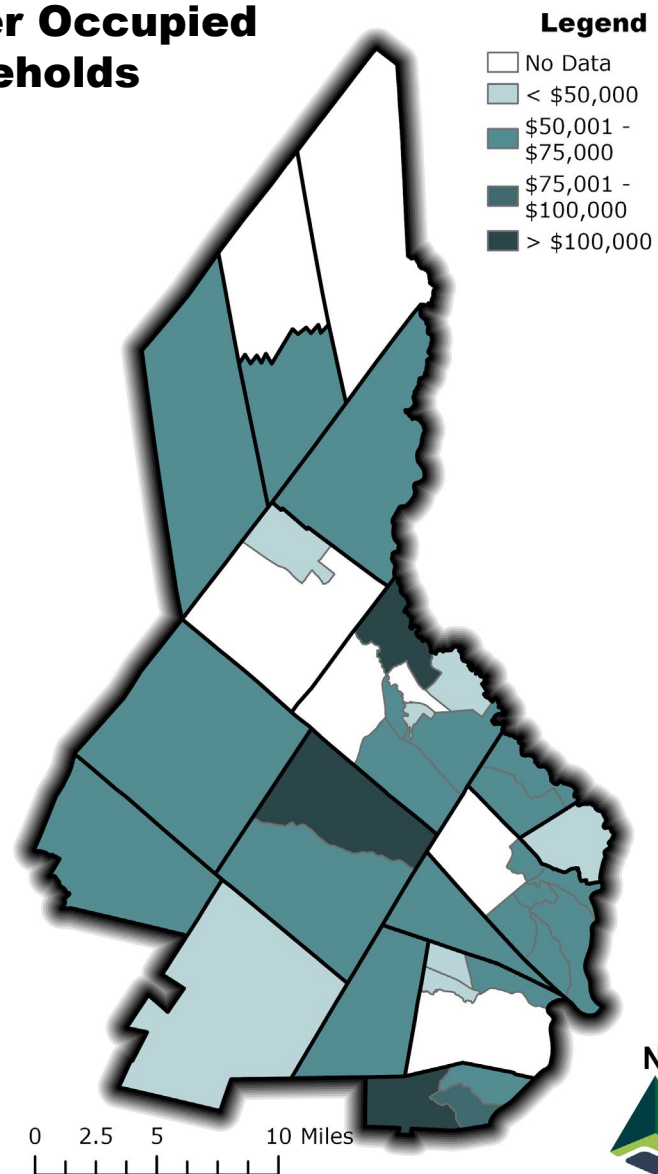


Median Household Incomes

Owner Occupied Households



Renter Occupied Households



Source: US Census Bureau ACS, 2013-2023. Granularity: Census Tracts.

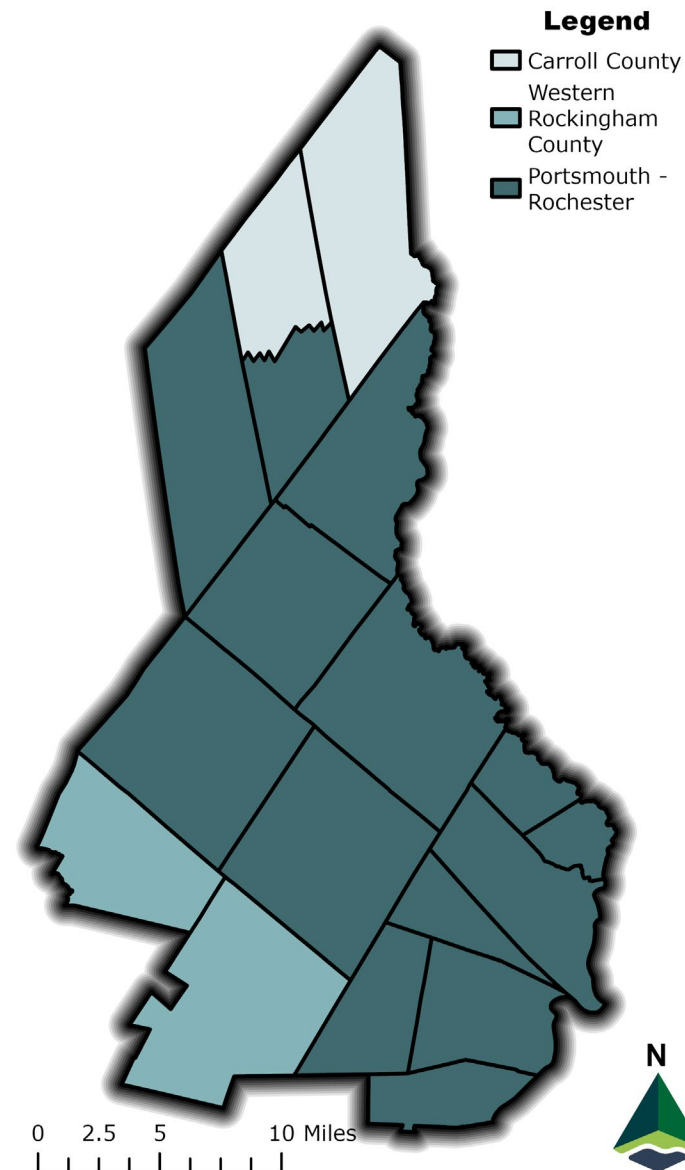
HUD Income Limits/CDBG Eligibility

The HUD income limits are used to determine eligibility for a variety of federal funding programs. The HUD Income Limits are set for Fair Market Rent areas (delineated in the map) and are based on the Median Family Income¹ for the fair market rent areas. The Fair Market Rent limits are compared to the actual rental costs in the region in the Livability chapter of this document.

Fair Market Rent Area	Household Size	Moderate (80% of MFI)	Low (50% of MFI)	Very Low (30% of MFI)
Portsmouth-Rochester, NH HMFA MFI = \$131,200	1 Person	\$72,950	\$45,950	\$27,550
	2 Person	\$83,400	\$52,500	\$31,500
	3 Person	\$93,800	\$59,050	\$35,450
	4 Person	\$104,200	\$65,600	\$39,350
	5 Person	\$112,550	\$70,850	\$42,500
	6 Person	\$120,900	\$76,100	\$45,650
	7 Person	\$129,250	\$81,350	\$48,800
	8 Person	\$137,550	\$86,600	\$52,720
Carroll County, NH MFI = \$99,900	1 Person	\$58,550	\$36,600	\$21,950
	2 Person	\$66,900	\$41,800	\$25,100
	3 Person	\$75,250	\$47,050	\$28,250
	4 Person	\$83,600	\$52,250	\$31,350
	5 Person	\$90,300	\$56,450	\$36,580
	6 Person	\$97,000	\$60,650	\$41,960
	7 Person	\$103,700	\$64,800	\$47,340
	8 Person	\$110,400	\$69,000	\$52,720
Western Rockingham Co., NH HMFA MFI = \$143,700	1 Person	\$68,500	\$50,300	\$30,200
	2 Person	\$78,250	\$57,500	\$34,500
	3 Person	\$88,050	\$64,700	\$38,800
	4 Person	\$97,800	\$71,850	\$43,100
	5 Person	\$105,650	\$77,600	\$46,550
	6 Person	\$113,450	\$83,350	\$50,000
	7 Person	\$121,300	\$89,100	\$53,450
	8 Person	\$129,100	\$94,850	\$56,900

¹ Median Family Income and Median Household Income are not the same value. The MFI is based on the incomes of households where the residents are a family and excludes households with only one person. The MHI includes all households.

Source: US Department of Housing and Urban Development, 2024.
Granularity: HUD Fair Market Rent Areas



Poverty

Each year the US Census Bureau calculates poverty thresholds based on a selection of household configurations and determines the poverty status for each household. These assumptions are based on the age of the head of household and the presence of children. In addition to thresholds for each of the household configurations, they also develop a weighted threshold. The table on this page contains the weighted poverty thresholds for different household sizes. More information about these thresholds is available here:

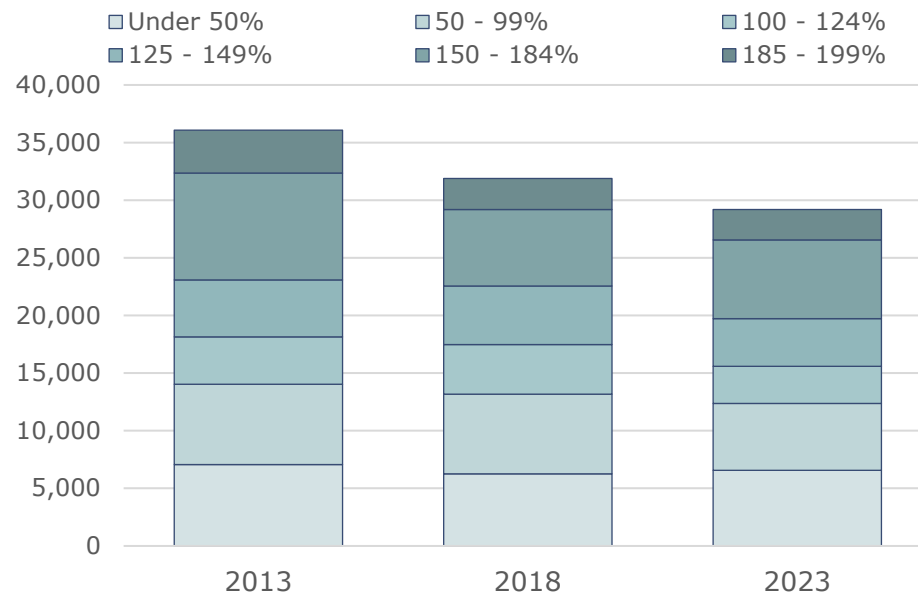
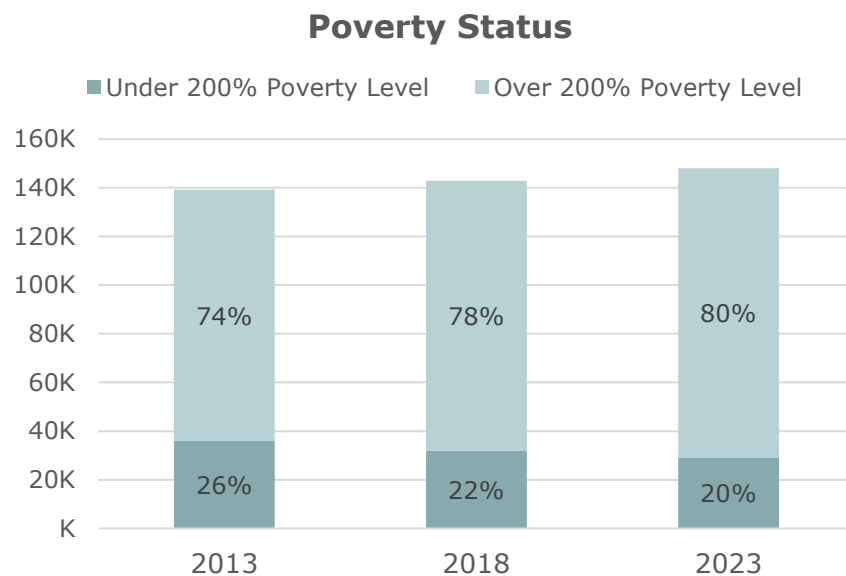
<https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html>

The charts below look specifically at people who are living in households that earn less than 2x (200%) of the poverty level, as these households are considered low income.

The maps on the next page are based on each households' configurations and household income. The table to the right shows the federal weighted average poverty threshold for the specified household size.

Persons in household	2020 Threshold	2021 Threshold	2022 Threshold	2022 Threshold
1	\$13,171	\$14,097	\$14,880	\$15,480
2	\$16,733	\$18,145	\$18,900	\$19,680
3	\$20,591	\$21,196	\$23,280	\$24,230
4	\$26,496	\$27,949	\$29,950	\$31,200
5	\$31,417	\$33,705	\$35,510	\$36,990
6	\$35,499	\$38,767	\$40,160	\$41,860
7	\$40,406	\$44,606	\$45,690	\$47,670
8	\$44,755	\$49,888	\$51,010	\$52,850
9+	\$53,905	\$60,012	\$60,300	\$62,900

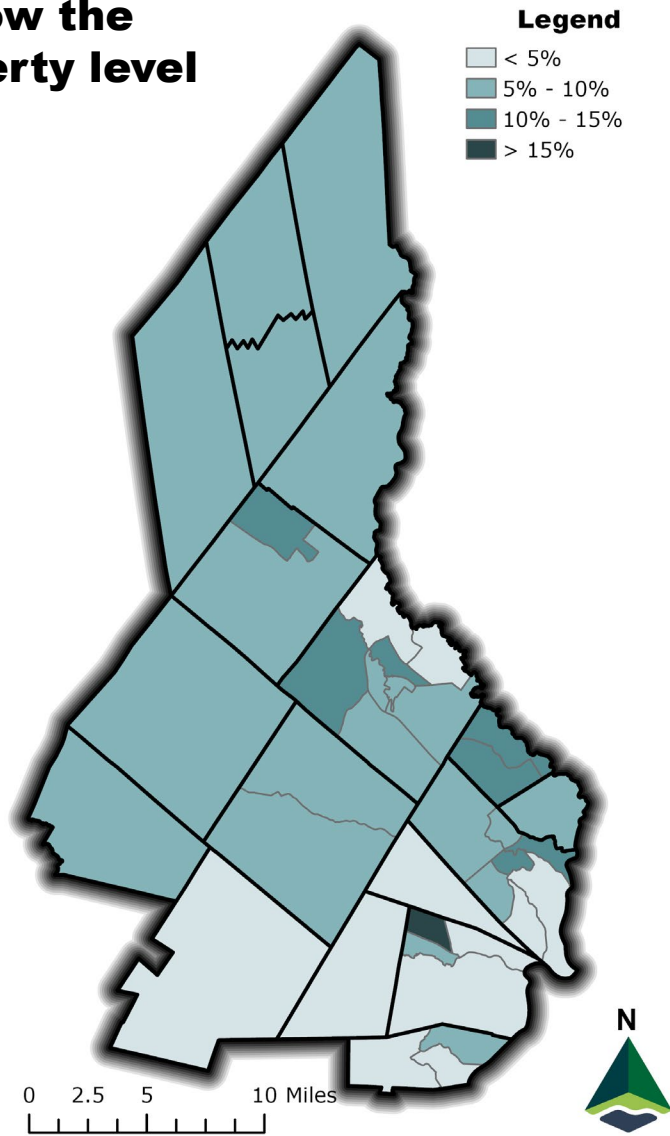
Population Under 200% of the Poverty Threshold



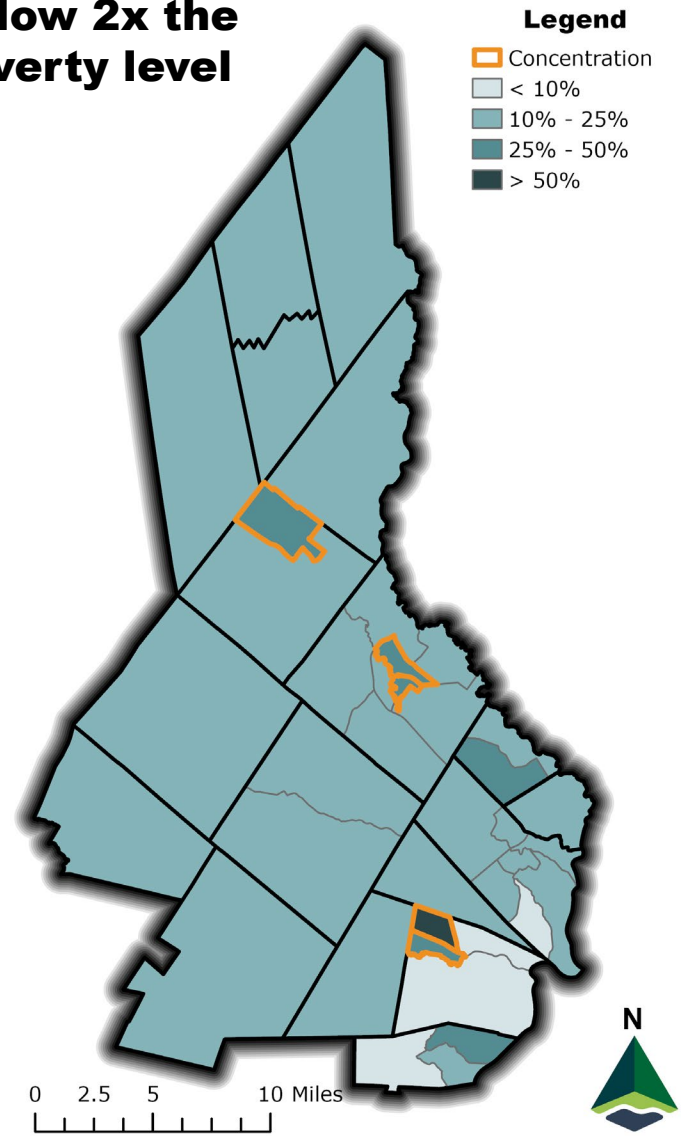
Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Poverty Status

Below the poverty level



Below 2x the poverty level



Source: US Census Bureau ACS, 2013-2023. Granularity: Census Tracts.

Income Inequality

The Gini Index is a measure of income inequality. It ranges from 0.0 to 1.0, where 0.0 is perfect equality and 1 is complete inequality. The map to the right shows low to high income inequality.

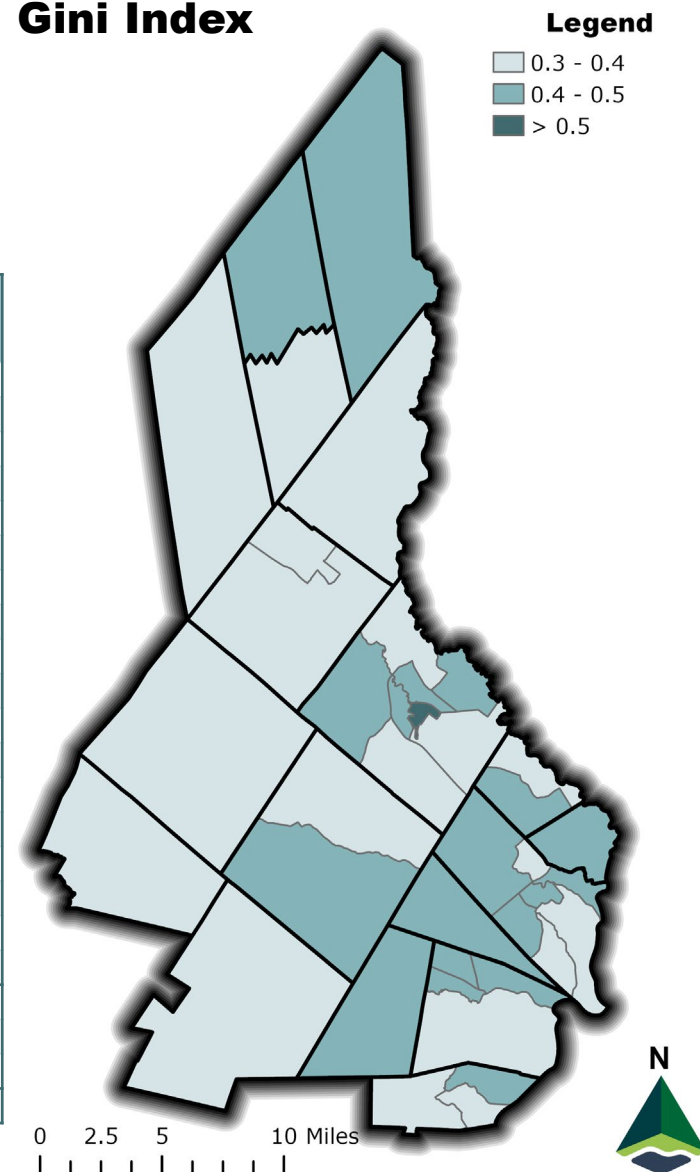
A low Gini Index alone does not have positive or negative connotations for a community. A community could have a low Gini index (high income equality), but the entire community could have low incomes that places many residents in financial strain. Similarly, a community could have high income equality and high incomes. The Gini Index is an indicator of income inequality, not a performance measure.

Location	Gini Index	Median Household Income			Below Min. Wage	Under 200% of Poverty Level	Over \$150K
		All	Owner	Renter			
Barrington	0.406	\$99,706	\$106,821	\$67,171	5%	19%	29%
Brookfield	0.457	\$95,625	\$96,250		1%	12%	23%
Dover	0.416	\$92,748	\$133,054	\$61,733	5%	17%	27%
Durham	0.422	\$126,658	\$168,640	\$44,792	8%	23%	44%
Farmington	0.399	\$63,712	\$75,577	\$31,667	12%	30%	15%
Lee	0.438	\$140,321	\$140,987	\$50,060	0%	14%	37%
Madbury	0.367	\$144,635	\$173,636	\$76,250	2%	11%	49%
Middleton	0.330	\$101,375	\$107,813		2%	16%	20%
Milton	0.374	\$99,750	\$113,347	\$50,833	4%	21%	26%
New Durham	0.356	\$99,122	\$106,458	\$62,404	6%	11%	30%
Newmarket	0.390	\$94,345	\$123,750	\$77,541	3%	16%	23%
Northwood	0.315	\$117,841	\$126,638	\$65,203	6%	18%	26%
Nottingham	0.364	\$108,459	\$115,341	\$35,478	3%	15%	33%
Rochester	0.415	\$79,388	\$95,208	\$50,516	8%	22%	19%
Rollinsford	0.445	\$83,153	\$86,250	\$48,875	6%	15%	26%
Somersworth	0.388	\$79,677	\$93,111	\$60,780	8%	25%	16%
Strafford	0.328	\$122,083	\$126,494	\$63,024	5%	17%	38%
Wakefield	0.397	\$84,709	\$95,096		8%	26%	12%
County Carroll	0.460	\$82,961	\$88,975	\$58,253	6%	20%	25%
Rockingham	0.429	\$113,927	\$132,238	\$66,480	7%	20%	25%
Strafford	0.418	\$86,564	\$114,593	\$54,447	7%	21%	20%
NH	0.441	\$95,628	\$115,080	\$56,305	4%	12%	36%

¹ <https://www.census.gov/topics/income-poverty/income-inequality/about/metrics/gini-index.html>

Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Gini Index

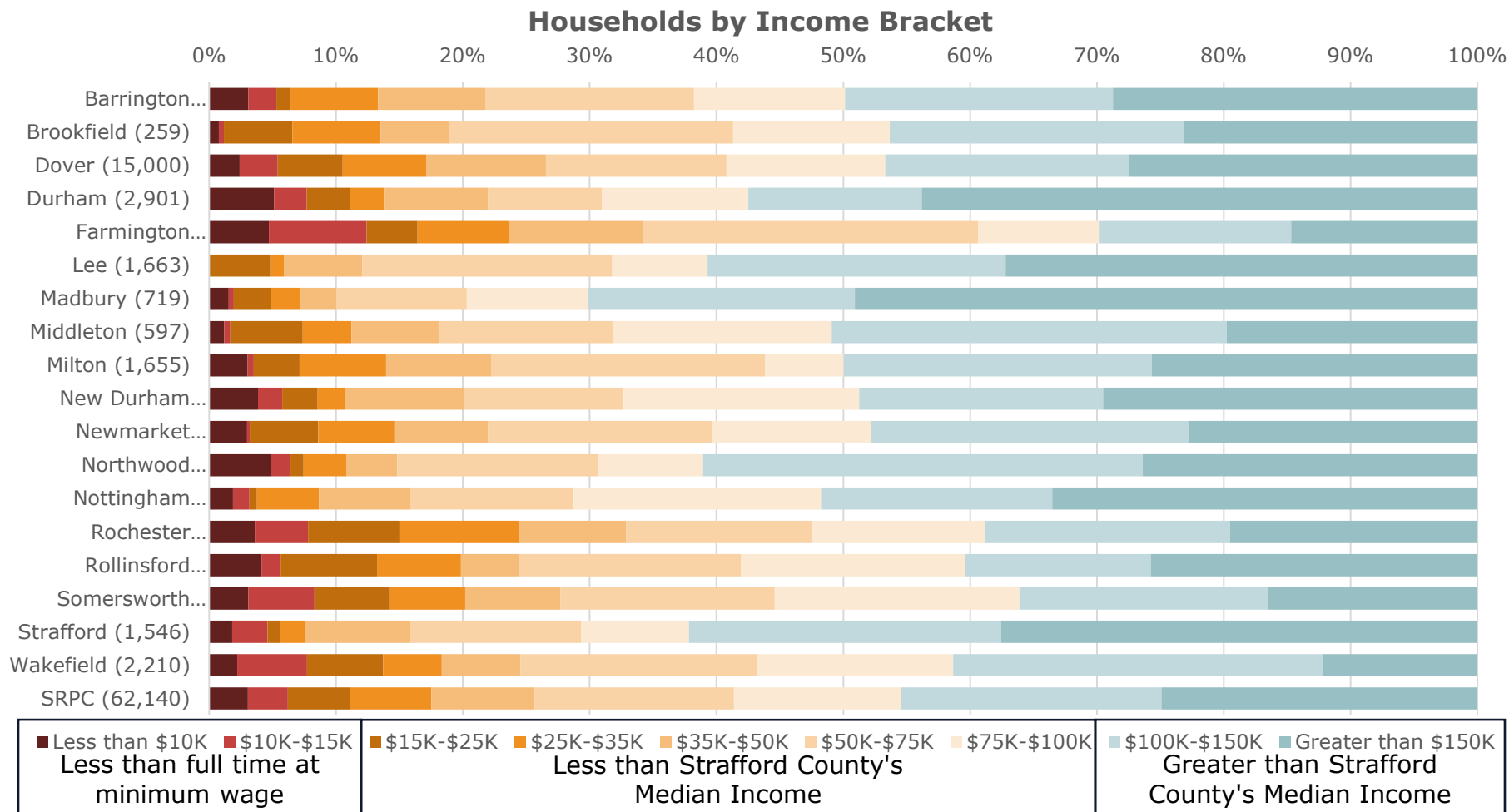


Households in Defined Income Brackets

The chart below displays the percent of households within each income bracket for each municipality. The colors are grouped by relation to the state and federal minimum wage and Strafford County's median household income.

Minimum Wage: \$7.25/Hour or \$15,080/Year full time

Strafford County Median Household Income: \$86,564

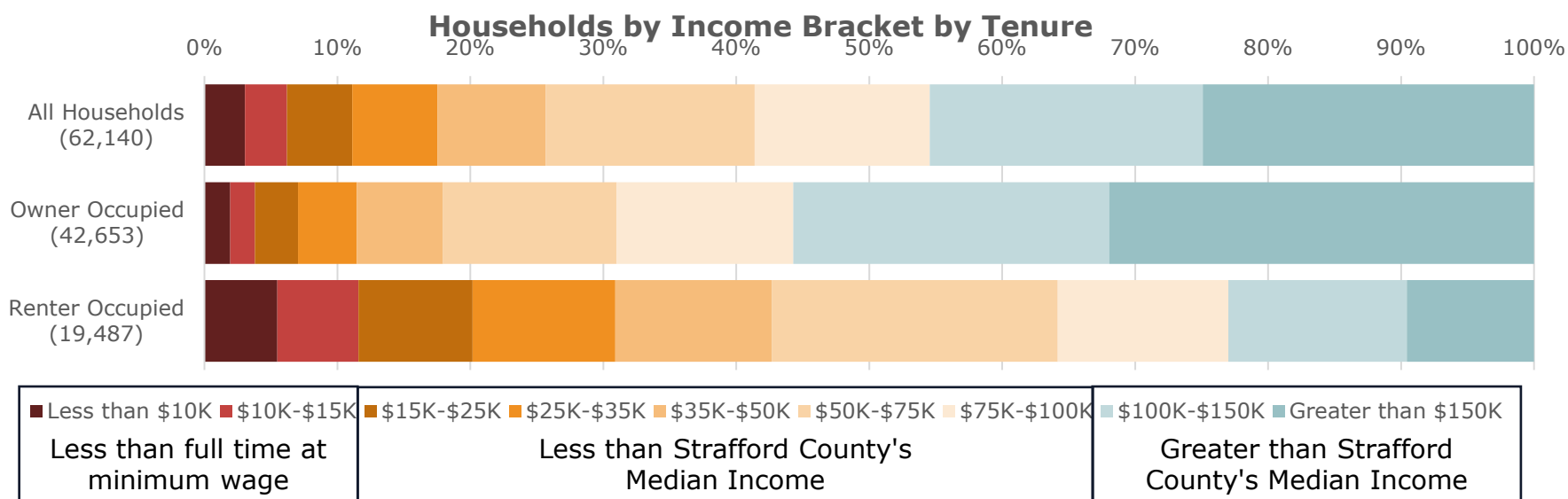


Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Household Income Brackets by Tenure

Around 7% of the households in the region have a household income that is less than a full-time minimum wage salary. This is worse for renters at around 13%. Renter occupied households make up 31% of the region. Renters often have lower household incomes than owner occupied households, and these lower incomes make it difficult to purchase a home or even to move from one apartment to another.

Furthermore, over half of homeowners make more than the Strafford County median wage, while just over 20% of renters make over the median wage.



Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Social Security, Disability, and Retirement

Social security benefits have provided a “safety net” for vulnerable populations for decades in the United States. However, there are two distinct benefit types that are commonly confused. Supplemental Security Income (SSI) is intended for the elderly and those experiencing disabilities who are unable to work, including children. This program was initiated in the 1970s and recipients of these benefits may be colloquially referred to as “collecting disability.” OASDI, or Old Age, Survivors, and Disability Insurance, is the traditional income-calculated benefit colloquially referred to as “retirement” or “social security.” Its inception has roots in the New Deal of the second Roosevelt administration.

It is possible for an individual to receive both types of assistance.

In 2024, monthly payments in New Hampshire increased 2.8% since last year, comparable to neighboring Maine and Massachusetts but much less pronounced than the 6.9% increase in Vermont. Nonetheless, New Hampshire had significantly lower average payments than its neighbors.

In 2023, OASDI benefits in the SRPC region continued to account for about 10% of all New Hampshire beneficiaries across all categories.

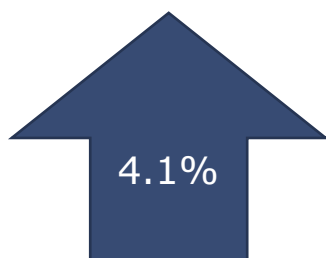
**2024 Average Monthly SSI
Payment in New Hampshire**

\$644.19

Social Security Changes 2022-2023



Disability



Retirement

OASDI (Old Age, Survivors, and Disability)	SRPC Recipients 12/31/23	1-year Change	SRPC % of NH Claims
Total	34,405	2.1%	10.3%
Retired workers	25,535	4.1%	10.0%
Disabled workers	4,835	-2.7%	11.8%
Other recipients	4,035	-4.7%	10.6%

Source: SSA. Year: 2019-2024. Granularity: New Hampshire, SRPC.

Cost of Living

“Cost of living” refers to a wide range of expenses including, but not limited to, transportation costs, housing costs, childcare, and healthcare that make up a typical household budget.

Cost of living calculations have been known to factor essential services and frequently exclude discretionary spending. However, a household’s ability to afford some “discretionary” expenses, such as accumulating savings or access to affordable credit, can have material impacts on the cost of living. Low- and lower-income families may not be able to afford higher quality housing, which results in higher costs for heating and cooling. Inability to purchase a newer-model vehicle frequently means driving a car that is less fuel-efficient and more likely to require repairs.

Choices that reduce costs within a single category can often have an inverse impact on other categories. For example, employment is often concentrated in urbanized areas where housing is more expensive, especially in New England. This often necessitates that low-income families live a greater distance from employment, increasing the cost of transportation. The long-term impacts of COVID-19 on childcare, housing, and other household costs are still being realized.

This subsection analyzes wages and consumer expectations and expenses. As of April 2025, this section includes

- Minimum Wages across New England,
- Interest Rates,
- Inflation,
- Consumer Expectations of Inflation,
- Household Debts, and
- Household Spending.

This section will be updated over the summer with an itemized assessment of household expenses and the wages needed to afford them. The data was not available in April for this analysis, but it is important to many planning discussions.

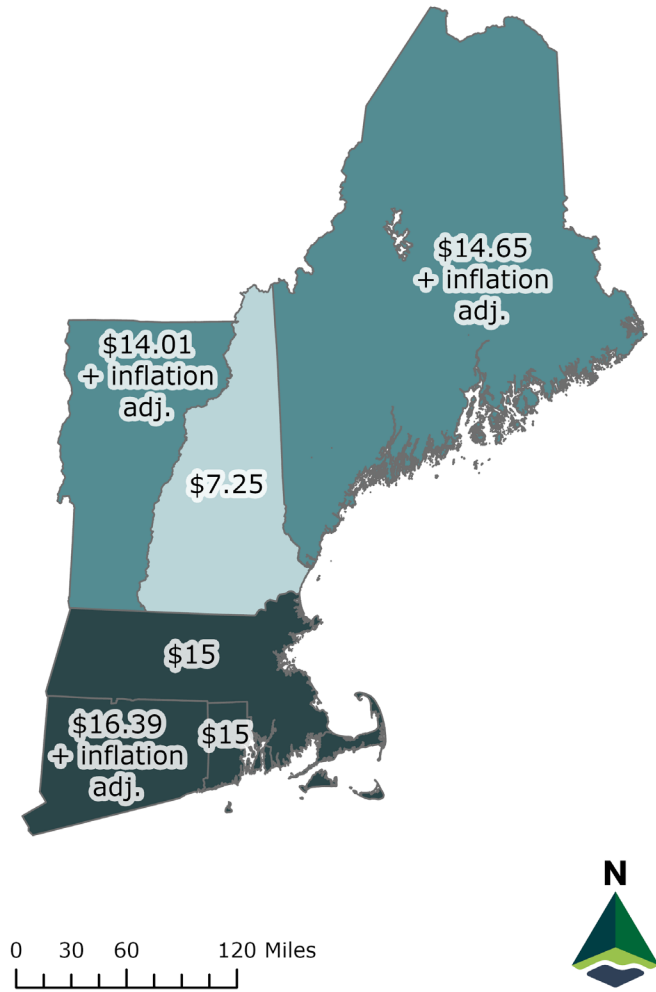
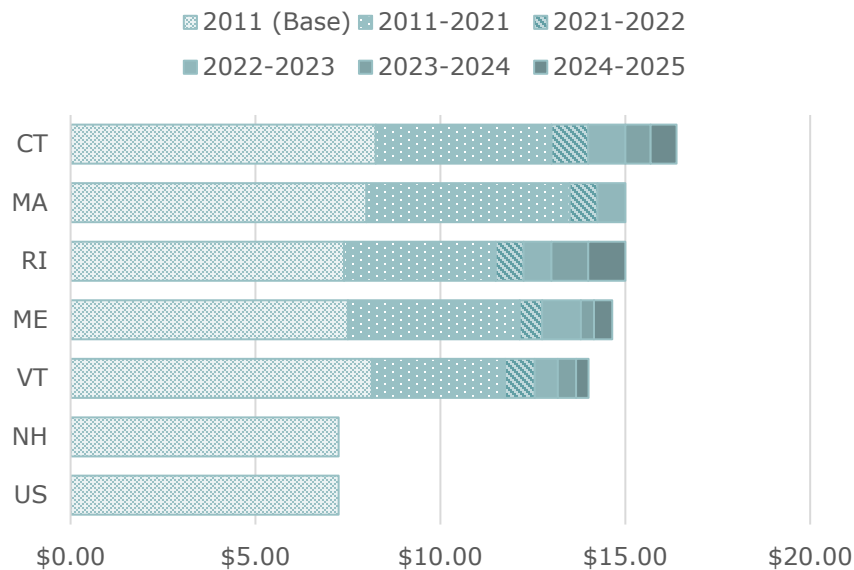
Minimum Wages

Minimum wage in New Hampshire remains at the federal rate of \$7.25 per hour. The last increase to the minimum wage was in 2008. Massachusetts and Rhode Island have minimum wages of \$15, both at the end of phased increases, while the other three New England states have inflation adjustments for their minimum wages in state law.

No counties or municipalities in New Hampshire impose a local minimum wage, however, the City of Manchester and its school district instituted a minimum wage of \$15 per hour for their employees in 2022.

The following pages have more information about the difference between minimum and “living” wages in New Hampshire and the Strafford region.

Change in Minimum Wage in New England



Source: Departments of Labor in each state shown; WMUR; NHPR. Year: 2024. Granularity: New England.

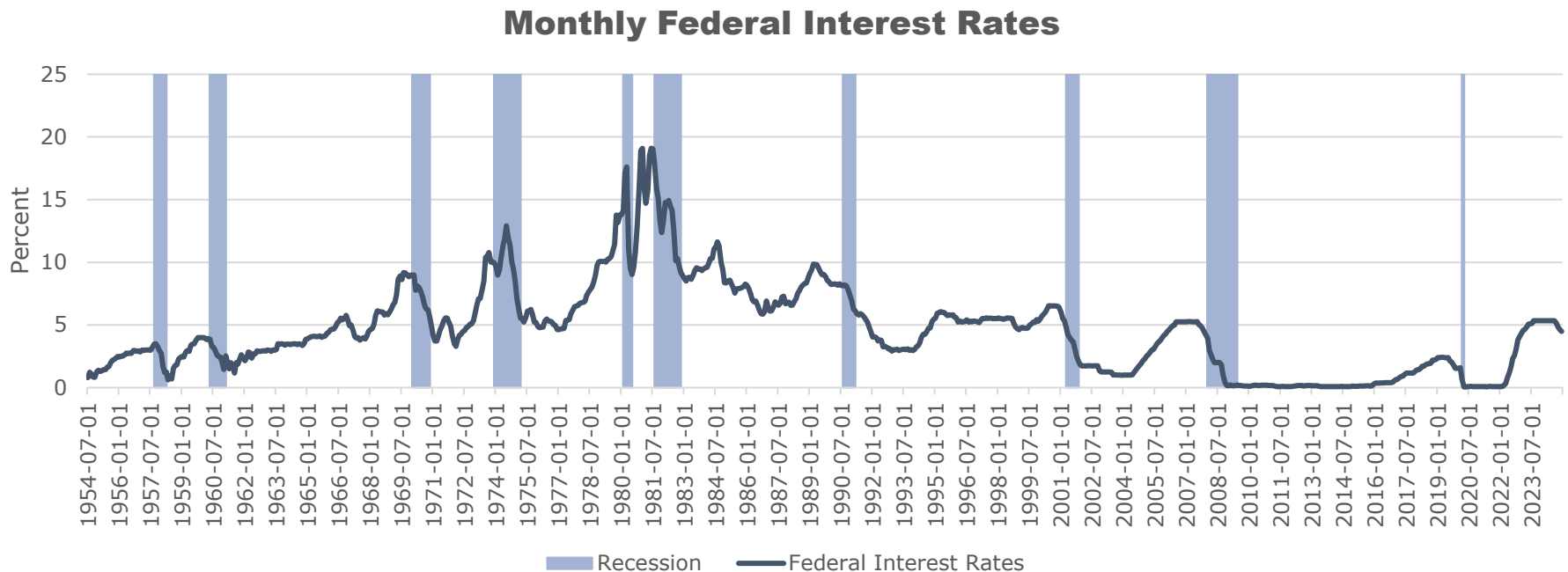
Interest Rates

The Federal Funds Effective Rate is the interest at which banks and credit unions lend money overnight. The Federal Open Market Committee is the policy making body that controls this rate. They meet and change the benchmark rate 8 times each year. These changes drive the interest that is paid on all lines of credit.

The Federal Funds Rate is the central interest rate for the US. Changes to this rate are reflected in other rates, including loans that many individuals carry as debt like mortgages, auto loans, and personal loans. The changes in this rate impact consumer behavior and are an important

indicator of overall well-being of the nation's economy. Adjustments to the Federal Funds Rate are a key lever that the Federal Open Market Committee has to respond to changing economic conditions and recessions.

The impacts that these interest rates have on the economy are discussed in more detail the Comprehensive Economic Development Strategy.



Source: FRED – Economic Data. Year: 2024. Granularity: United States

Inflation (Consumer Price Index)

Inflation is the rate at which overall price of goods and services increases. A common measurement of inflation is the consumer price index (CPI). The CPI is a weighted average of the price of a range of consumer goods and services purchased by households.

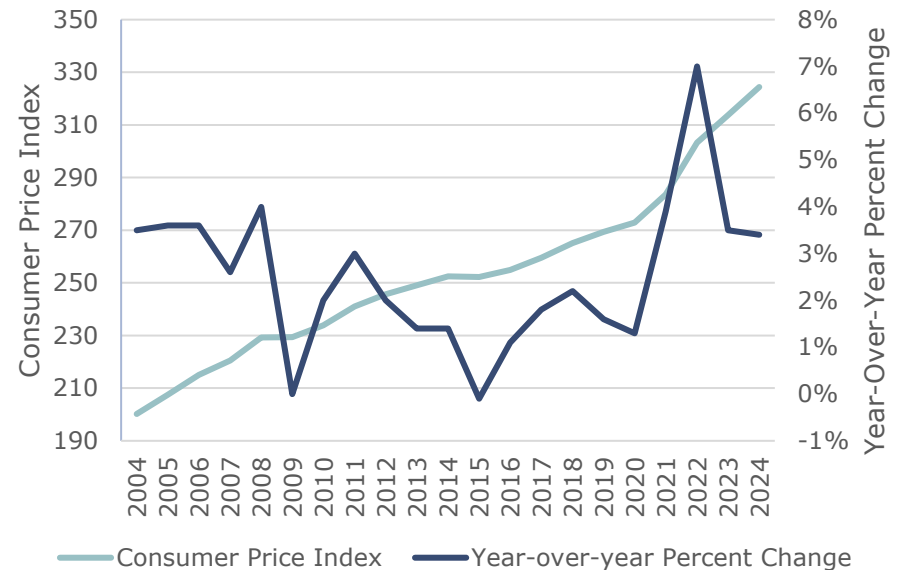
Inflation has risen dramatically over the past few years. May 2022 was understood to have the largest month to month increase since 2005 and the largest 12-month increase since the 1980s. This is in part understood to be as a result of increased demand from supply chain backlogs caused by the COVID-19 pandemic.

While the monthly increase of year-over-year CPI fell since 2022, inflation is still increasing at a historic rate. The Northeast still has a 3.5-4% inflation rate, similar to the rate years prior to the 2008 housing crisis. While increased interest rates have clearly leveled off the price index year-over-year in 2024, the CPI has risen as more points between 2020 and 2024 (51) as it did between 2007 and 2019(46), pointing to the rapid inflation comparatively since 2007.

**Northeast Urban Year-Over-Year
CPI Percent Change (2019-2024)**



**Average Year-over-year Northeast
Urban CPI**



Data in the past 20 years shows this level of inflation is unprecedented for a duration of time this short. In no period in the last 30 years has average year-over-year inflation increased over 6 percent. Many precautions will need to be taken by the federal reserve to balance growth and inflation in 2025/2026.

Source: US Bureau of Labor Statistics. Year: 2004-2024. Granularity: Northeast Urban Labor Market Region.

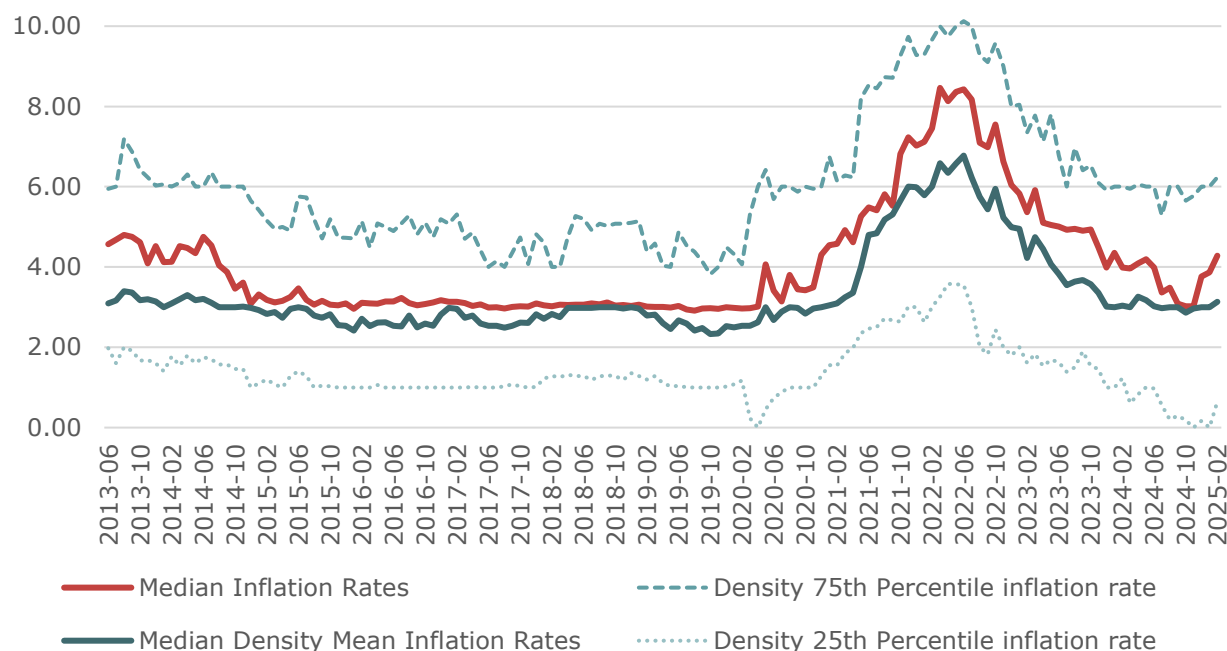
Inflation Expectations

The Survey of Consumer Expectations, conducted monthly by the Federal Reserve Bank of New York asks participants if they expect inflation or deflation over the next 12 months. Participants are also asked to estimate the probability that, over the next twelve months, the rate of inflation (or deflation) will change by various rates. Expectations about inflation and other economic factors heavily influence the choices that individuals make regarding spending, saving, and making any major decisions that could impact their economic well-being.

The Federal Reserve Bank of New York considers the **Median Density Mean** based Inflation rate to be the expected inflation rate for 12 months from taking the survey.

The chart below shows the trends of the **median expected inflation rates** for one year ahead based on the numeric estimated rate and the median of the probabilistic rates. Generally, the rates follow similar trends, but the probability-based rate is higher.

Median One-Year Ahead Inflation Rates



Median inflation rates – each participant submits an inflation rate that they expect for one year ahead of completing the survey. These are simply aggregated as a median.

Median density mean inflation rates – each participant assigns a percent change that inflation falls within a series of ranges. Then each of these responses has a “density mean” calculated. These density means are aggregated as a median inflation rate.

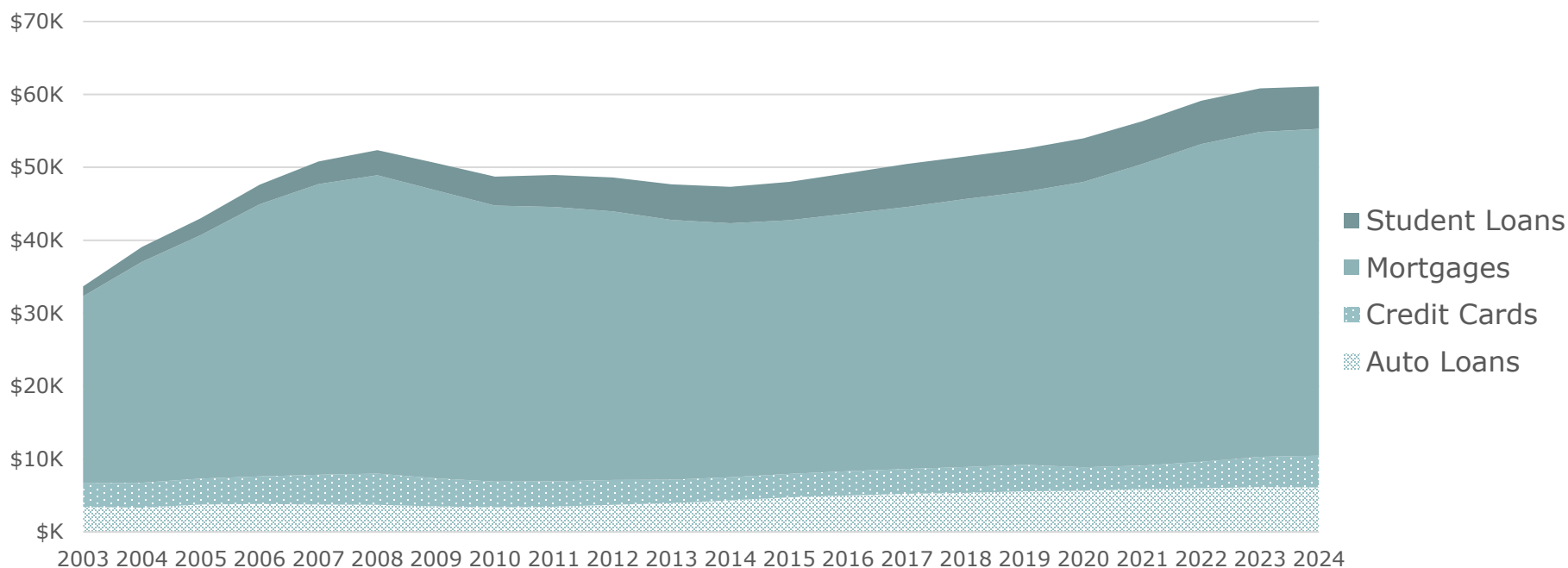
Source: Survey of Consumer Expectations, © 2013-25 Federal Reserve Bank of New York (FRBNY). The SCE data are available without charge at www.newyorkfed.org and may be used subject to license terms posted there. FRBNY disclaims any responsibility or legal liability for this analysis and interpretation of Survey of Consumer Expectations data.

Household Debt

The Quarterly Report on Household Debt and Credit, produced quarterly by the Federal Reserve Bank of New York, assesses the per capita debts by state for the population over 18 years old with credit history via Equifax.

There are several sources of household debt captured by this data, including auto loans, credit card debt, mortgages, and student loans. In New Hampshire, a significant majority of the debt held by Granite Staters comprised of student loans, making up xx% of total debt per capita. All debt has been increasing over the last decade, indicating that more individuals across the state are likely facing higher costs in these categories, accruing interest, or both.

New Hampshire Debts Per Capita



Source: State Level Household Debt Statistics 2003-2024, Federal Reserve Bank of New York, April 2025, https://www.newyorkfed.org/medialibrary/Interactives/householdcredit/data/xls/area_report_by_year

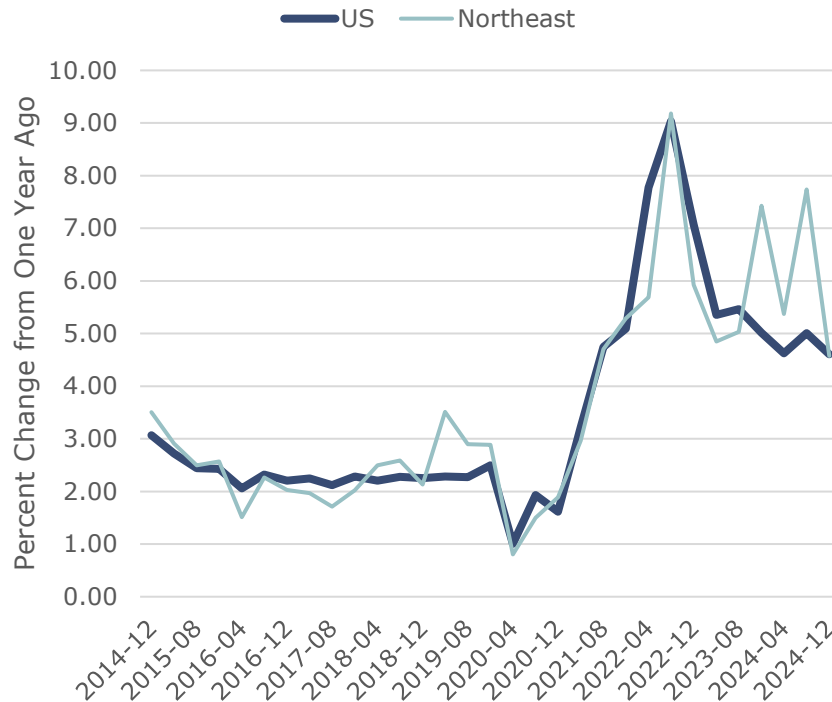
Household Spending

The Survey of Consumer Expectations, conducted monthly by the Federal Reserve Bank of New York asks participants to reflect on their household's current monthly household spending, and to compare it to one year ago.

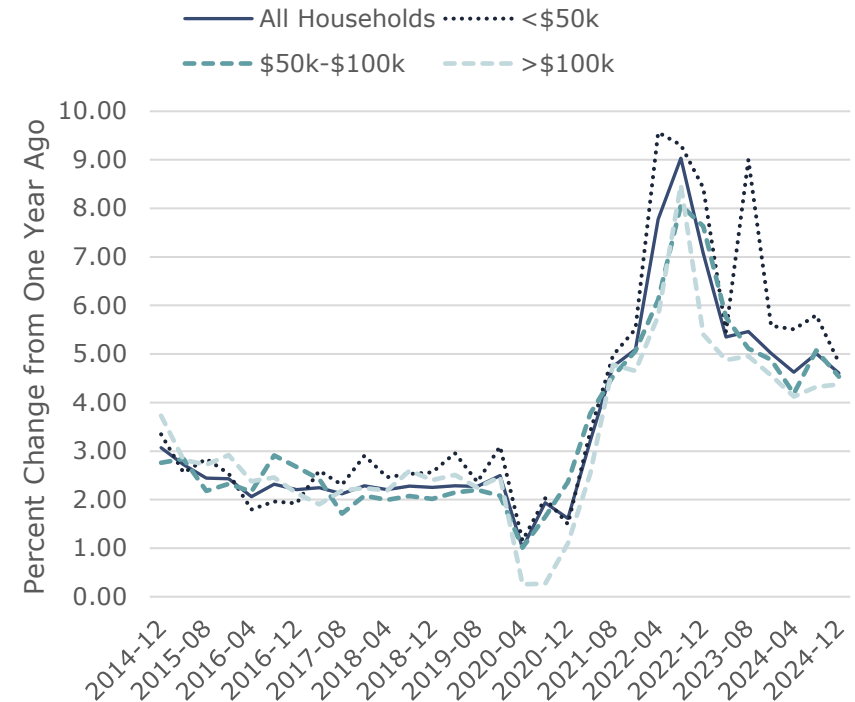
The charts below show the trends for the US vs the Northeast, and for households in the US by household income.

The Northeast region has experienced more volatility than the US in the last few years. Nationally, households with income under \$50K/year saw sharper and more frequent increases, while households earning over \$100K/year have experienced less impactful increases in monthly spending.

Median Change In Monthly Spending for the US vs the Northeast



Median Change In Monthly Spending by Household Income (US)



Source: Survey of Consumer Expectations, © 2013-25 Federal Reserve Bank of New York (FRBNY)

Business Loans

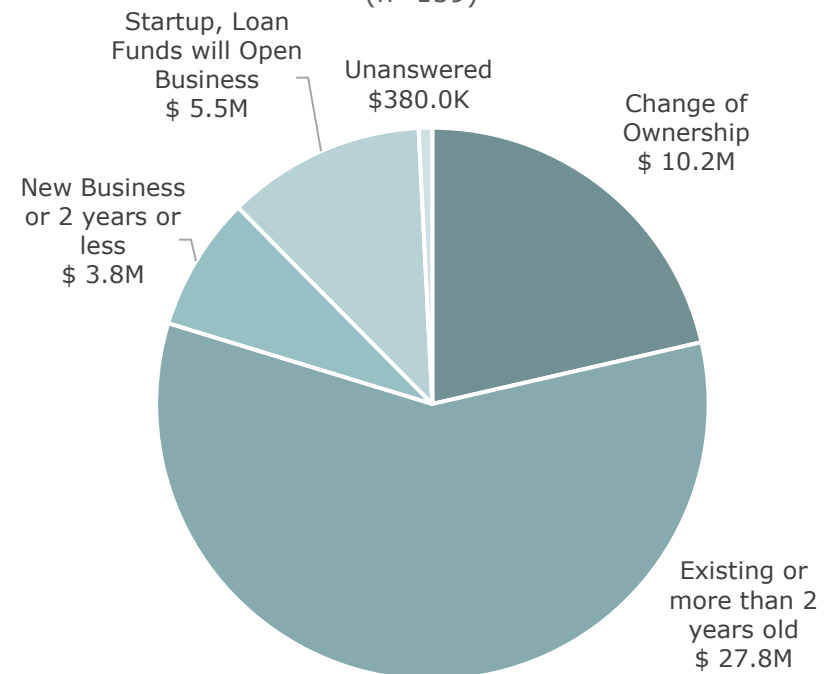
The 7(a) loan program through the US Small Business Administration disperses loans of up to \$5 million to small businesses. The SBA publishes data that is frequently requested through Freedom of Information Act (FOIA) quarterly. The charts below show loan values for any 7(a) loans issued to borrowers in the SRPC region that are either committed or have been disbursed but have not been cancelled, paid in full, or charged off.

These values are for federal fiscal years, which run from October 1st to September 30th each year.

7(a) Business Loan Value by Federal Fiscal Year



**7(a) Business Loan Value by Business Age
FY2020-2025YTD
(n=159)**



Source: SBA 7(a) & 504 FOIA Report, as of December 31, 2024. Granularity: SRPC.

Meals and Rooms Tax Receipts

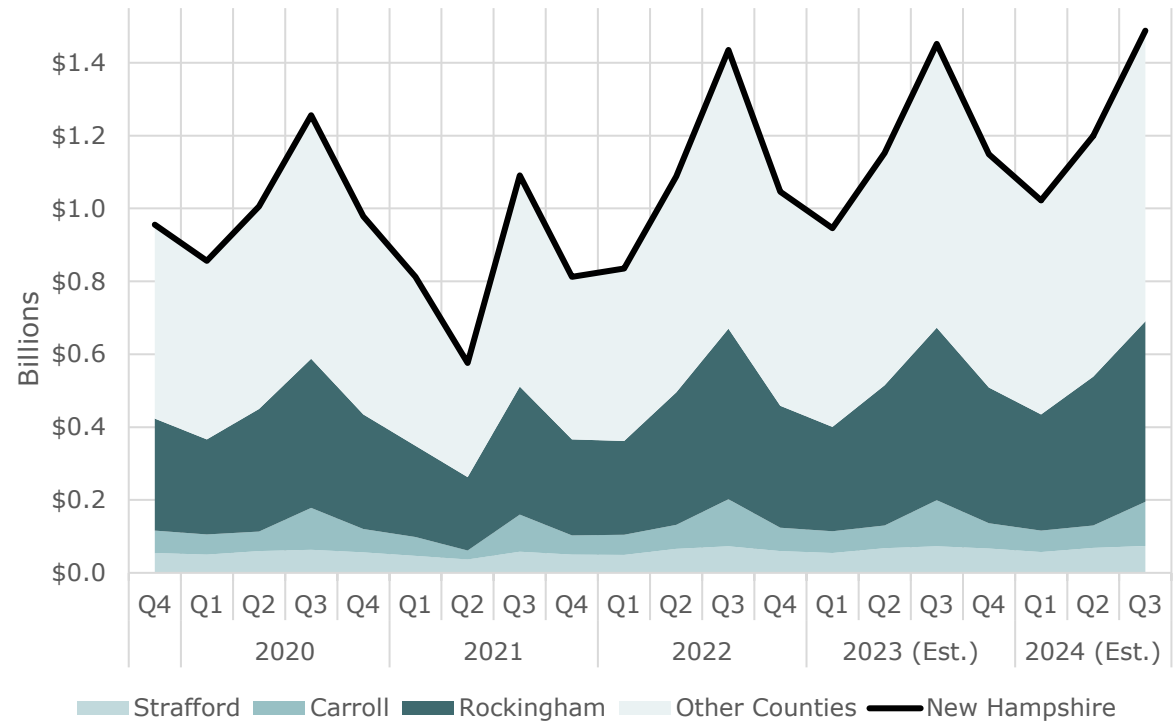
The Meals and Rooms (M&R) tax is an 8.5% tax on rooms and meals paid by the consumer and collected by operators of hotels, restaurants, food service, room rental, and motor vehicle rentals.

The State of New Hampshire compiles tax data from the Department of Revenue Administration's monthly M&R tax report. This data is an important indicator of the hospitality industry.

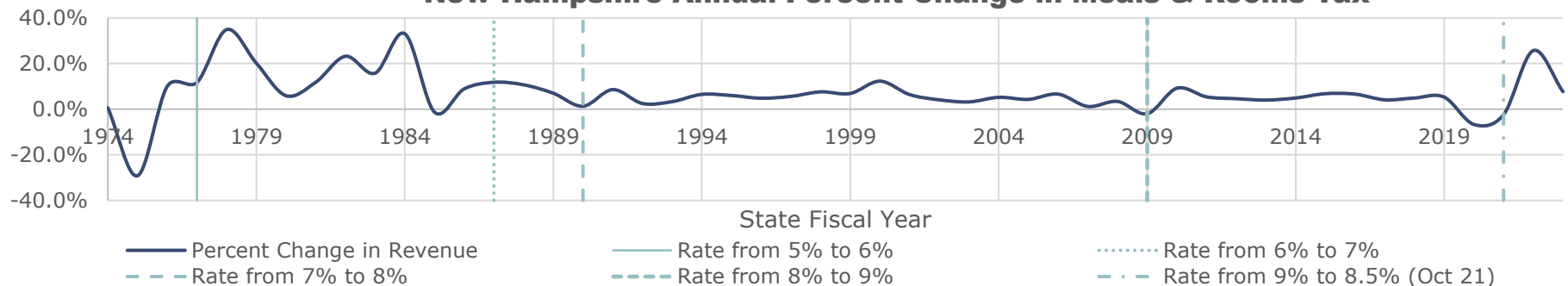
M&R tax revenues refer to the funds generated from taxation for use by the state. These fluctuate annually due to variation in total receipts and changes in the tax rate, which has been adjusted several times since the tax was first instituted in 1974.

As areas with more tourist activity, Rockingham and Carroll counties experience greater variation throughout the year than Strafford County.

Total Meals and Rooms Receipts by Quarter



New Hampshire Annual Percent Change in Meals & Rooms Tax



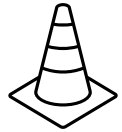
Source: NHDRA. Year: 1974-2024. Granularity: New Hampshire, Counties.

LIVABILITY AND QUALITY OF LIFE

Table of Contents

Traffic Safety.....	65
Transit Safety Performance Measures.....	72
Housing Market.....	73
Housing Density.....	74
Vacant Housing.....	77
Geographic Mobility.....	78
Homes Sales.....	79
Building Permits.....	84
Types of Housing Stock.....	85
Age of Housing Stock.....	86
Property Tax Rates.....	87
Households.....	88
Voting.....	96
Natural and Built Environment.....	97
Conservation Lands.....	98
Coastal Conservation Plan Focus Areas.....	99
Wildlife Action Plan - Habitats.....	100
Wildlife Action Plan – Habitat Tiers.....	101
Recreation Sites.....	102
Water Resources.....	104
Agricultural Land.....	108
Forestry Resources.....	109
Land Use Changes.....	110
Remediation Sites.....	112

Traffic Safety



The Federal Highway Administration (FHWA) implemented a final ruling on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by state DOTs by August 31st and metropolitan planning organizations (MPO) like SRPC within 180 days after the state targets are established. The federally required targets assess and report five factors related to highway safety are:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** A subset of the above where the killed or injured party was not using a motor vehicle (pedestrians, bicyclists, skateboarders, etc.) during a calendar year.

In addition to these five measures, SRPC also records the **number of motorcycle fatalities**.

Data Sources

Data for these measures is provided by three sources:

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

NHDOT's Year-To-Date Fatality map can be found here:

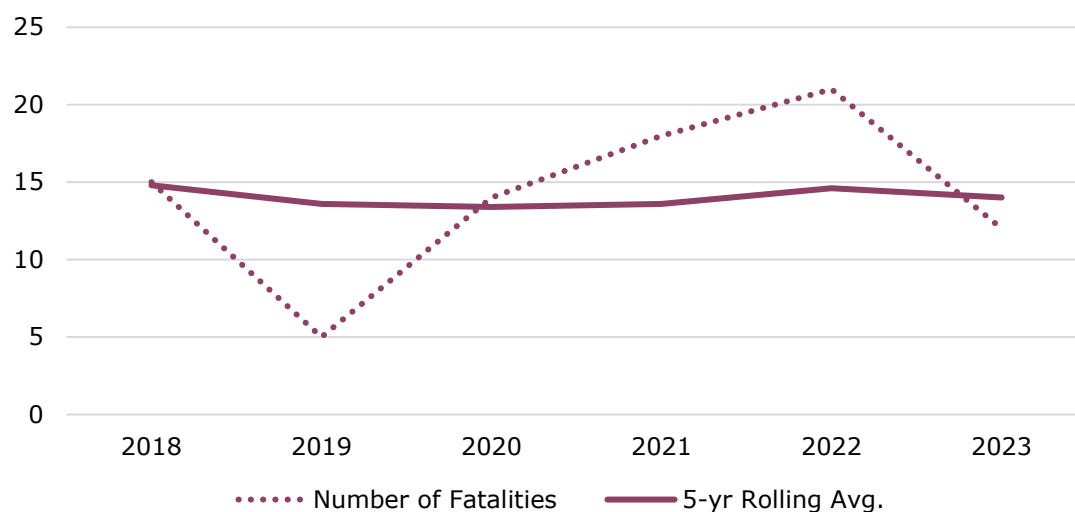
<https://www.nhtmc.com/Dashboard/Safety/>

Traffic Fatalities

The number of fatalities is one of the FHWA-mandated performance measures defined in 23 CFR 490. SRPC is required to set annual targets by the end of February each year. SRPC has assumed the state targets set by NHDOT each year for the region.

The table and chart show the number of deaths as a result of fatal crashes. The map shows the location of the crashes. Multiple deaths may occur in a single crash, so a point on the map may represent more than one lost life.

Number of Fatalities in the Strafford Region



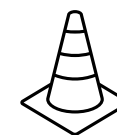
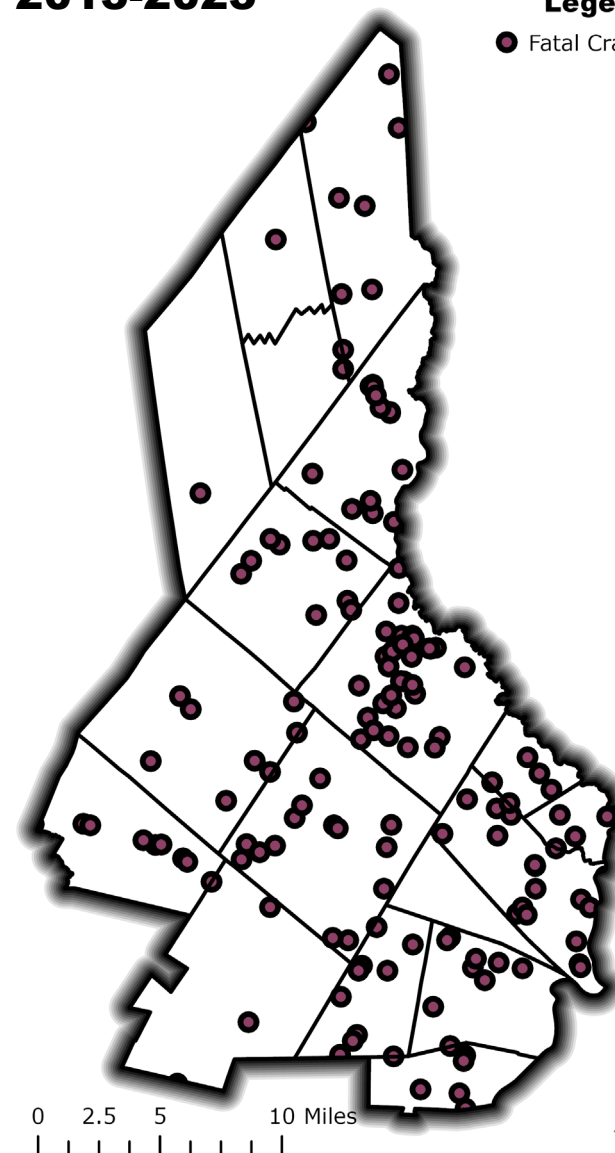
Fatality Trends and Targets Summary		2019	2020	2021	2022	2023	2024	2025
NH	Target	116.4	118.8	120	117.8	111.6	120.0	121.1
	5-yr Avg	120.0	118.0	114.4	123.2	119.2	---	---
SRPC	Target	15	14	13.2	13	13	12.4	12.3
	5-yr Avg	13.6	13.4	13.6	14.6	14	---	---

Source: National Highway Traffic Safety Administration. Year: 2012-2022.
Granularity: New Hampshire, SRPC.

2013-2023

Legend

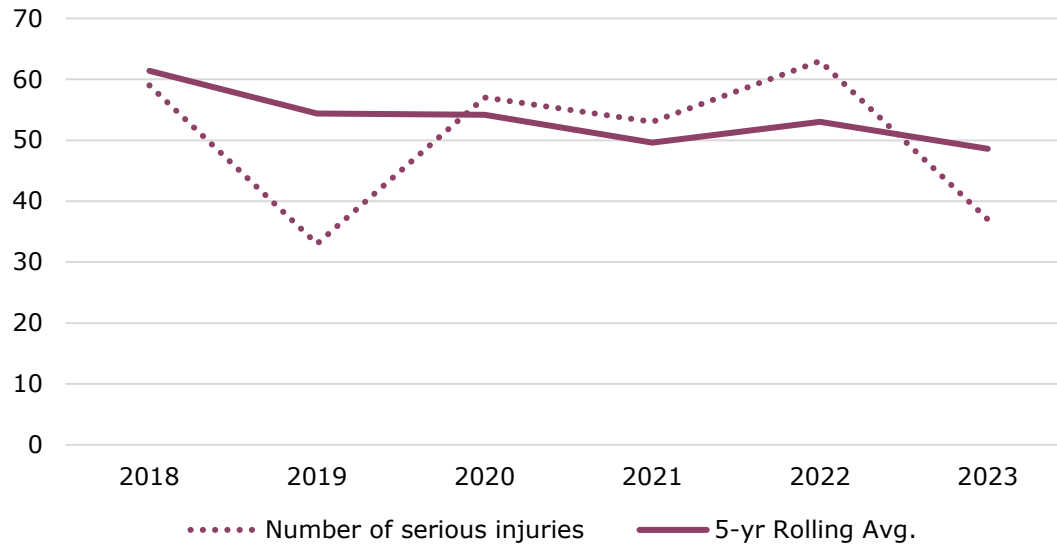
● Fatal Crashes



Serious Injuries

The number of serious injuries is one of the FHWA-mandated performance measures defined in 23 CFR 490. SRPC is required to set annual targets by the end of February each year. SRPC has assumed the state targets set by NHDOT each year for the region.

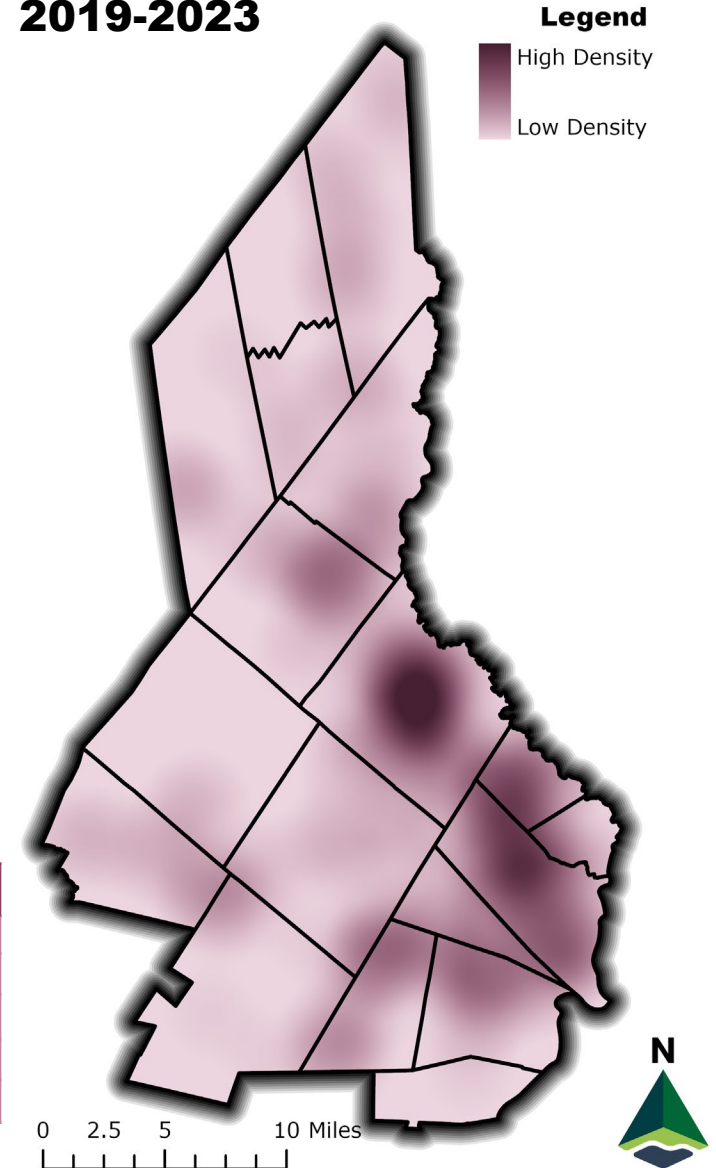
Number of Serious Injuries in the Strafford Region



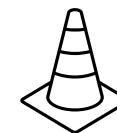
Serious Injury Trends and Targets Summary								
NH	Target	2019	2020	2021	2022	2023	2024	2025
	5-yr Avg	433.2	465.4	456.4	465.4	466.4	509.6	554.5
SRPC	Target	456.4	465.4	466.4	503.2	540	---	---
	5-yr Avg	46	51	50.2	50.2	59	49.9	46.6
	5-yr Avg	54.4	54.2	49	53	48.6	---	---

Source: NH Division of Motor Vehicles. Year: 2012-2022. Granularity: SRPC.

2019-2023



Rate of Fatalities and Serious Injuries



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

The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is likely because the regional share of VMT is usually less than the regional share of fatalities and serious injuries. 2019 data showed a decrease in VMT but the number of serious injuries did not fall as dramatically. This will result in a higher rate of serious injuries during this reporting period.

SRPC Average Annual Shares

Fatalities	Serious Injuries	VMT
11%	11%	9%

$$\text{SRPC Rate} = \frac{11\% \text{ of the serious injuries in the state}}{9\% \text{ of the VMT in the state}}$$

Serious Injury Trends and Targets Summary

			2019	2020	2021	2022	2023	2024	2025
Fatal	NH	Target	.879	0.884	.884	.874	.857	.919	.938
		5-yr Avg	8.846	8.842	8.621	9.271	9.044	---	---
	SRPC	Target	State	State	State	State	State	State	State
		5-yr Avg	1.117	1.110	1.15	1.23	1.18	---	---
Serious Injury	NH	Target	3.2	3.5	3.3	3.5	3.5	3.87	4.29
		5-yr Avg	3.3	3.5	3.5	3.8	4.1	---	---
	SRPC	Target	State	State	State	State	State	State	State
		5-yr Avg	4.4	4.5	4.1	4.4	40	---	---

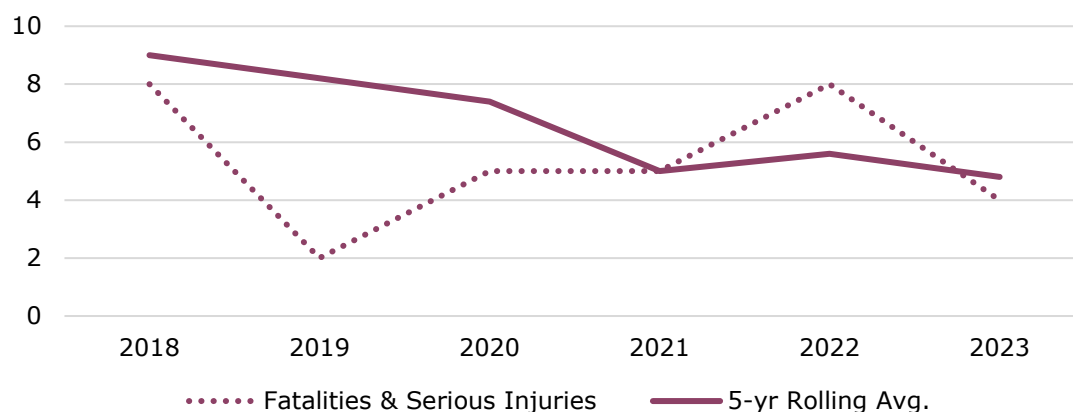
Source: National Highway Traffic Safety Administration. Year: 2012-2022. Granularity: New Hampshire, SRPC.
Source: NH Division of Motor Vehicles. Year: 2012-2022. Granularity: SRPC.

Non-Motorized Fatalities and Serious Injuries

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

As with most crashes, the locations for non-motorized crashes are random. SRPC has seen anywhere from 0 to 33% of the statewide non-motorized fatalities and anywhere from 6 to 37% of the serious injuries since 2007. In 2016, SRPC had 3 non-motorized fatalities (21% of the state total that year), and 6 serious injuries (12% of the state total). In 2019, SRPC had 0 non-motorized fatalities and 2 (of the 30 statewide) serious injuries.

Number of Non-Motorized Fatalities and Serious Injuries in the Strafford Region



Non-Motorized Fatalities & Serious Injury Trends and Targets Summary								
NH	Target	2019	2020	2021	2022	2023	2024	2025
	5-yr Avg	53.4	42	45.9	38.0	37.0	39.4	33.4
SRPC	Target	31	39	42	37	31	---	---
	5-yr Avg	8	7.4	6.9	7.4	6	4	4
	Target	8.2	7.4	5	5.6	4.8	---	---
	5-yr Avg							

Source: National Highway Traffic Safety Administration. Year: 2012-2022.

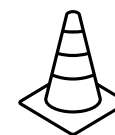
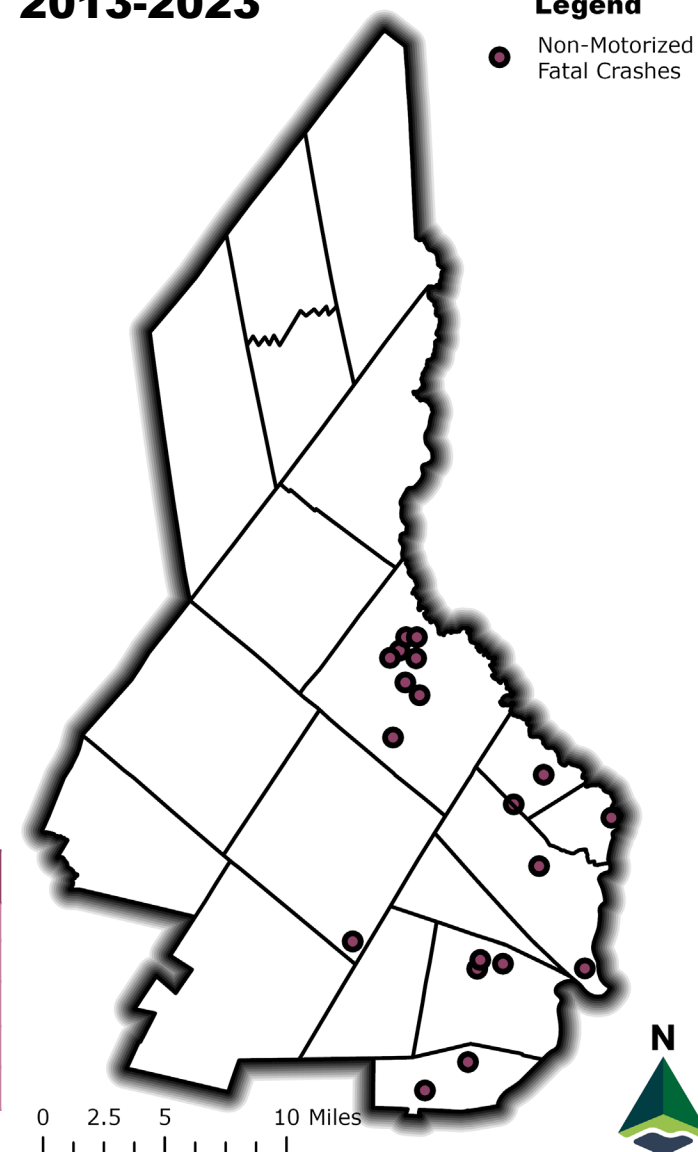
Granularity: New Hampshire, SRPC.

Source: NH Division of Motor Vehicles. Year: 2012-2022 Granularity: SRPC.

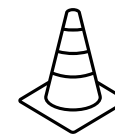
2013-2023

Legend

● Non-Motorized Fatal Crashes



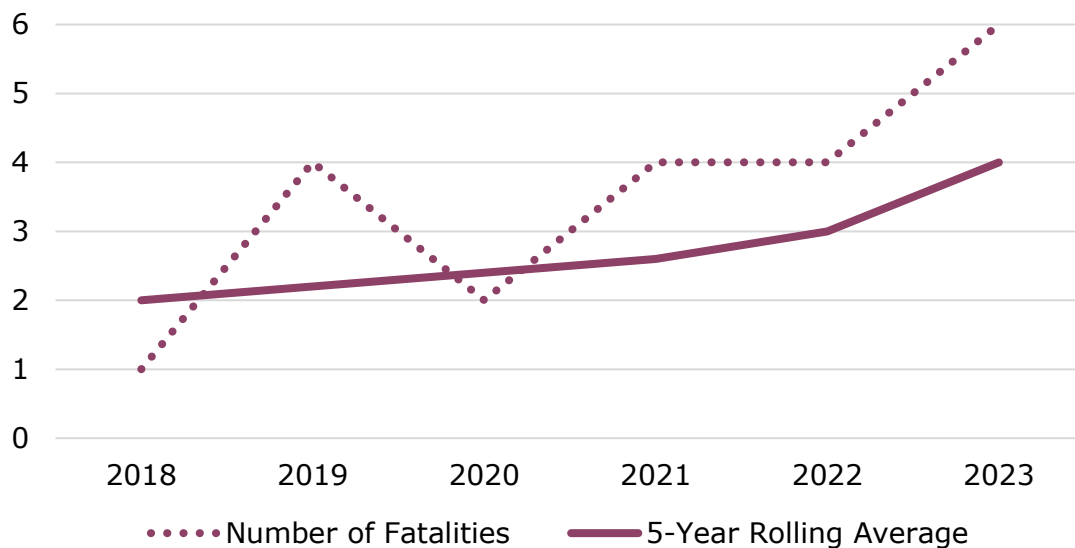
Motorcycle Fatalities



Because of the popularity of motorcycles in New Hampshire, their safety is an important component of highway safety planning. Home of Laconia's Motorcycle Week, the world's oldest motorcycle rally, New Hampshire is one of the only states that does not have a helmet law. A single crash in Randolph in 2019 left 7 motorcyclists dead and 3 injured. The locations of these crashes are largely random and behavior driven, so it is often difficult to predict where motorcycle incidents may occur.

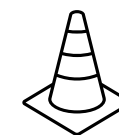
The table and chart show the number of deaths as a result of fatal crashes. The map shows the location of the crashes. Multiple deaths may occur in a single crash, so a point on the map may represent more than one lost life.

Number of Motorcycle Fatalities in the Strafford Region



Source: National Highway Safety Administration. Year: 2012-2022. Granularity: New Hampshire, SRPC.

Transit Safety Performance Measures



The Federal Transit Administration requires that transit agencies, states, and MPOs track the number of safety events that occur on transit vehicles and at transit facilities. Data includes safety events (reportable derailments, collisions, fires, and evacuations), fatalities (not including suicides or trespassers), and injuries (not including assaults or injuries due to crime. Since incidents include non-crash events, these data are not necessarily a subset of the fatality and serious injury metrics on prior pages.

The table to the right covers data for the fatalities, serious injuries, and other safety events occurring on COAST's fixed route and demand response buses.

Similar to the highway safety performance measures, these measures are presented as numbers and rates. The 2024 "rate" here is calculated as incidents per annual revenue miles traveled. Future years' rates will be based on a consistent 100,000 revenue miles traveled, and the 2024 rates will be updated next year to reflect the new methodology.

"System reliability" is an approximation of miles traveled between major mechanical failures.

Fixed Route buses run regardless of the presence of passengers, while Demand Response vehicles only run if there is a requested trip. This may be impacting both the "rate" and "System reliability" performance.

	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
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

Source: COAST. Year: 2019-2021. Granularity: SRPC, RPC.

Housing Market



The availability, affordability, type, and quality of housing are significant factors for attracting and retaining a qualified workforce and attracting new businesses. Housing that sufficiently meets the above criteria – available both for rent and purchase – allows people to live and work in the same community, attracts a reliant workforce and skilled labor, and creates resilient and competitive communities.

The metrics in this subsection illustrate diversity and availability of housing in the region with information about:

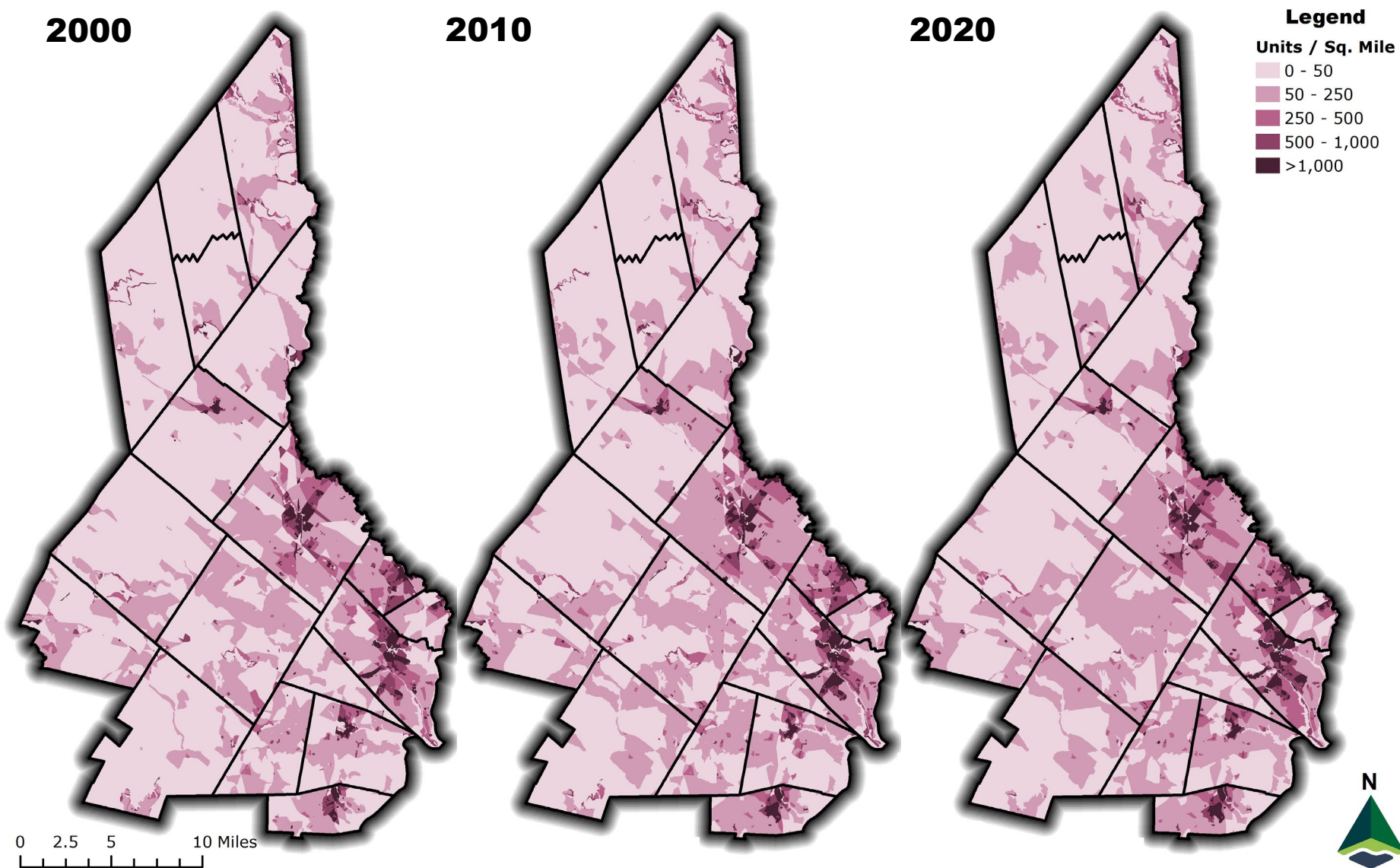
- Vacancy.
- Occupancy of housing units, both by renters and owners.
- Costs to rent or own homes in the region.
- Building permits issued regionwide.

Communities in the southern SRPC region have a higher occurrence of rental units and renting populations. The SRPC region has seen an increase in demand for all housing types with an increasing population. With limited supply and other difficulties experienced, rent and sale prices have risen since the millennium and accelerated during 2020-21. The COVID-19 pandemic has had notable influence on these trends. Lower interest rates, inflated construction costs, and demand for homes across northern New England and other rural and semi-rural communities nationwide have affected the housing market in the SRPC region.

For the purposes of this document, unless otherwise stated otherwise, “house,” “housing unit,” and “household” are inclusive of all types of physical structure (single family house, each unit within a multi-family house, mobile homes, condominiums, apartment buildings, etc.).

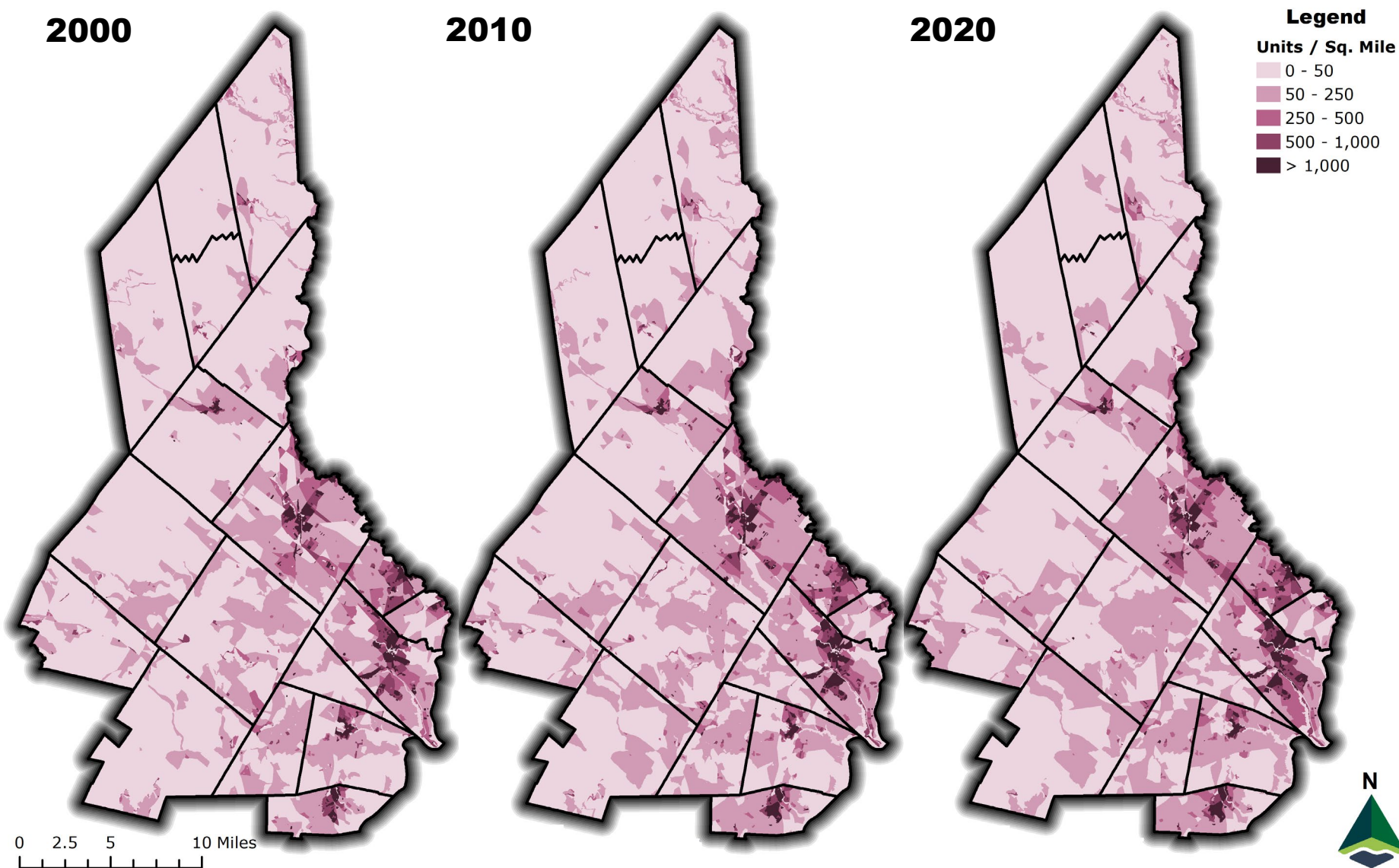
New Hampshire’s nine regional planning commissions (RPCs) in partnership with the Office of Planning & Development completed regional housing needs assessments (RHNA) throughout 2022. This is the first such assessment since 2015 for SRPC. RPCs’ staff used surveys and community engagement, researched housing trends across the country, collaborated with community partners and advocates, and calculated the number of needed units for a growing region in order to fully realize the effects of the housing crisis. SRPC has included a select number of findings in the Data Snapshot, however, more information is available in the completed RHNA.

Housing Density



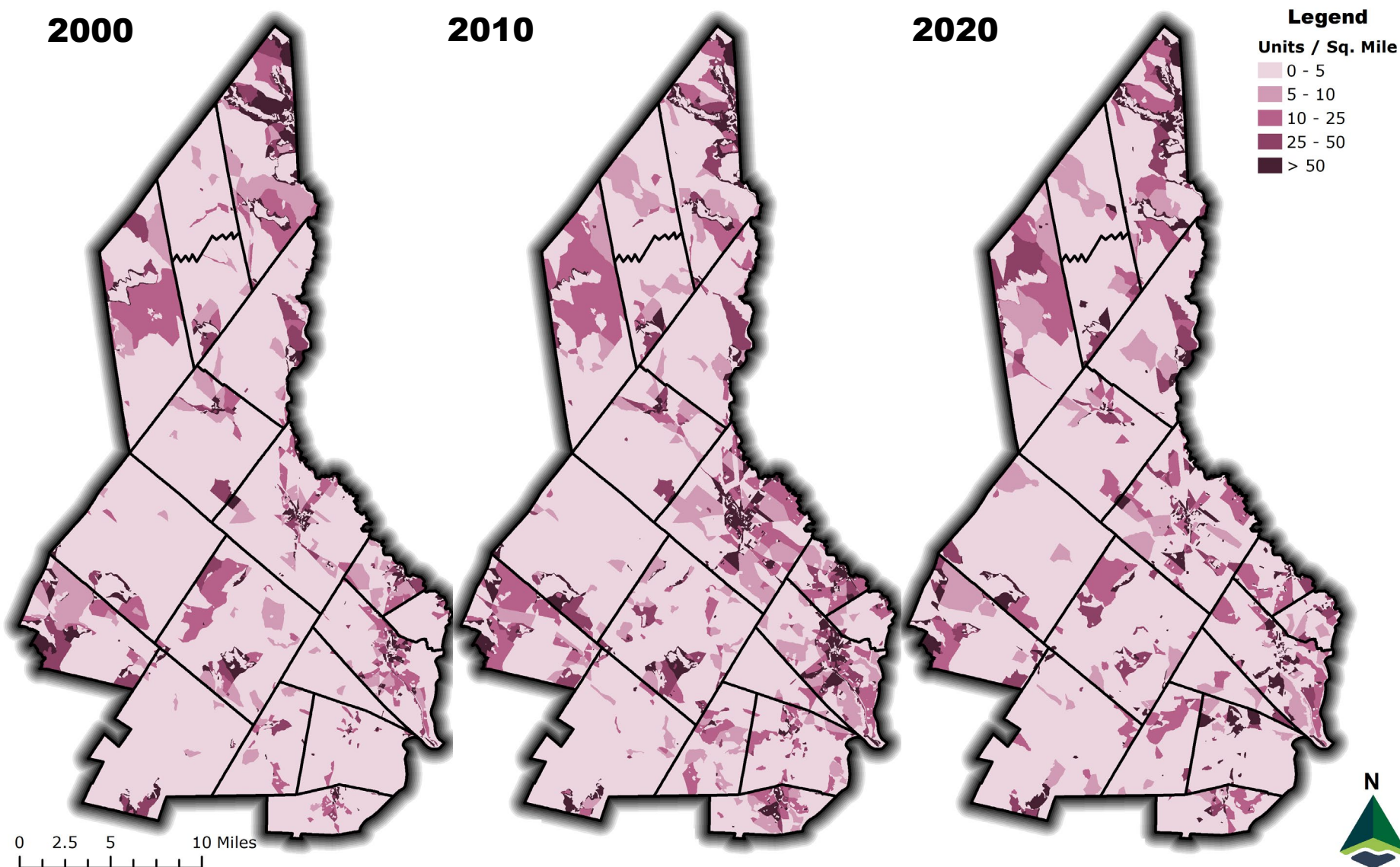
Source: US Decennial Census. Year: 2020. Granularity: Blocks.

Occupied Housing Density



Source: US Decennial Census. Year: 2020. Granularity: Blocks.

Vacant Housing Density



Source: US Decennial Census. Year: 2020. Granularity: Blocks.

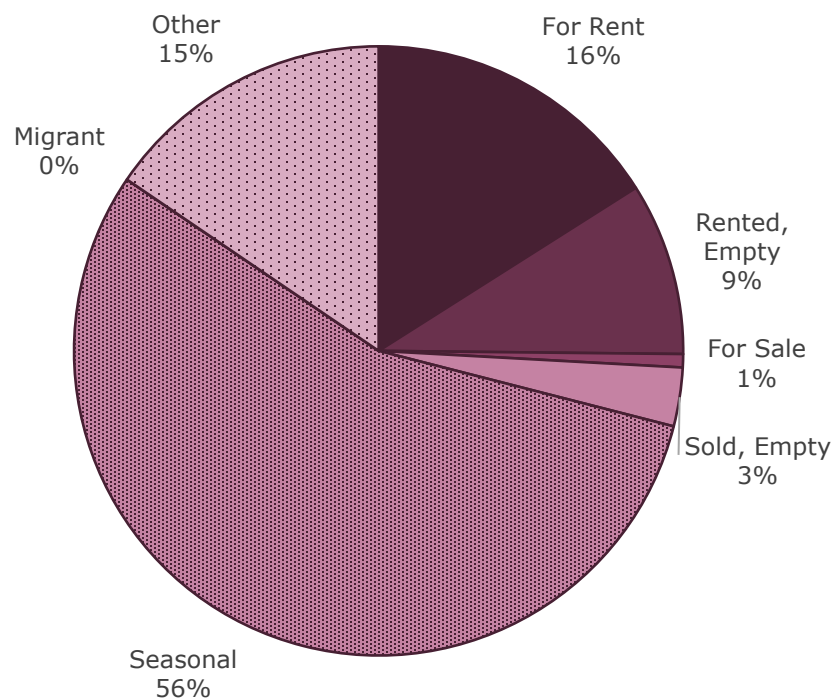
Vacant Housing

Vacant housing units in the region are largely seasonal homes. The municipalities with the highest percentages of vacant housing units are ones with a significant presence lake houses and other summer homes, not uncommon for New Hampshire. "Vacant" homes are recorded as such when owners are at a different permanent address on Census Day (April 1st).

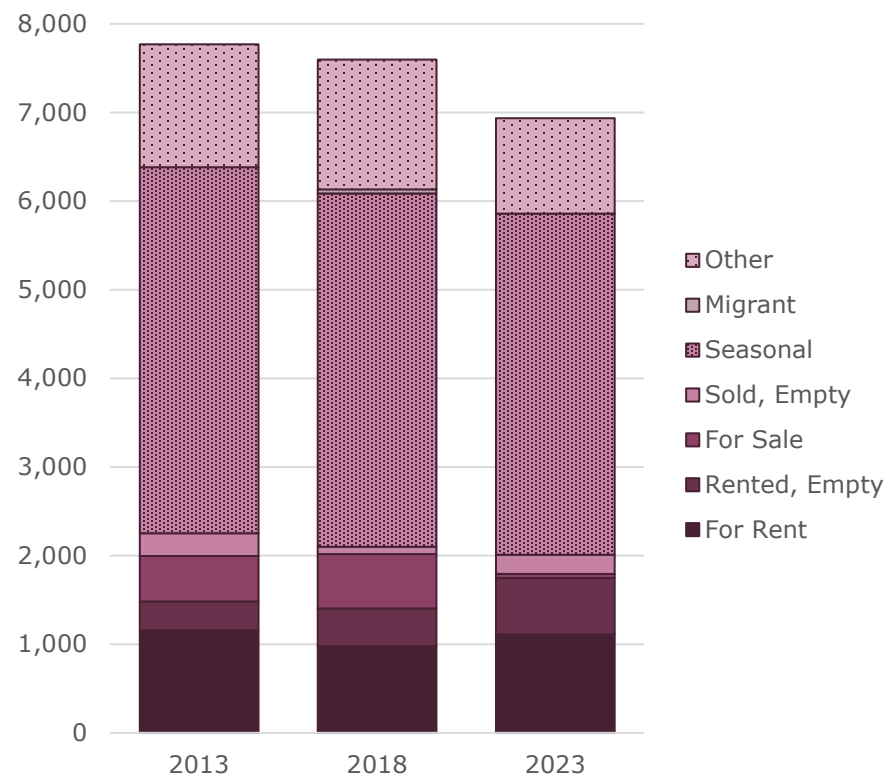
Most Vacant Units

Wakefield (41% of units)
 New Durham (37% of units)
 Durham (25% of units)
 Middleton (25% of units)
 Northwood (24% of units)

Vacant Units by Type



Vacant Units by Type



Source: US Census Bureau ACS, 2013-2023. Granularity: Municipalities.

Geographic Mobility

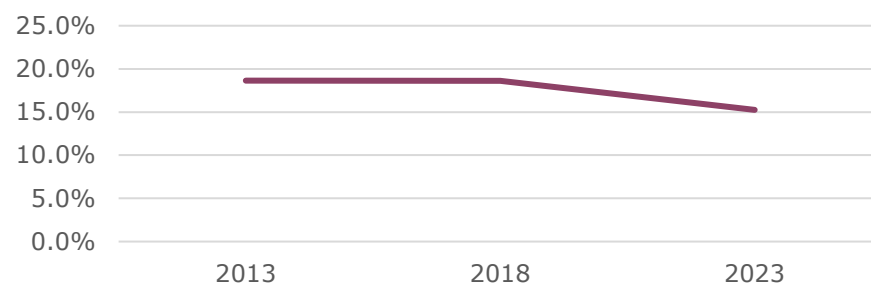
Geographic Mobility is an ACS metric measuring the movement of residents in the US. The ACS asks for each person in the home "Did this person live in this house or apartment 1 year ago?" and then "Where did this person live 1 year ago?". The charts to the right look at just the population who did not live in the same house or apartment one year ago.

Dover and Newmarket had the most turnover in 2023, while Brookfield had the least turnover.

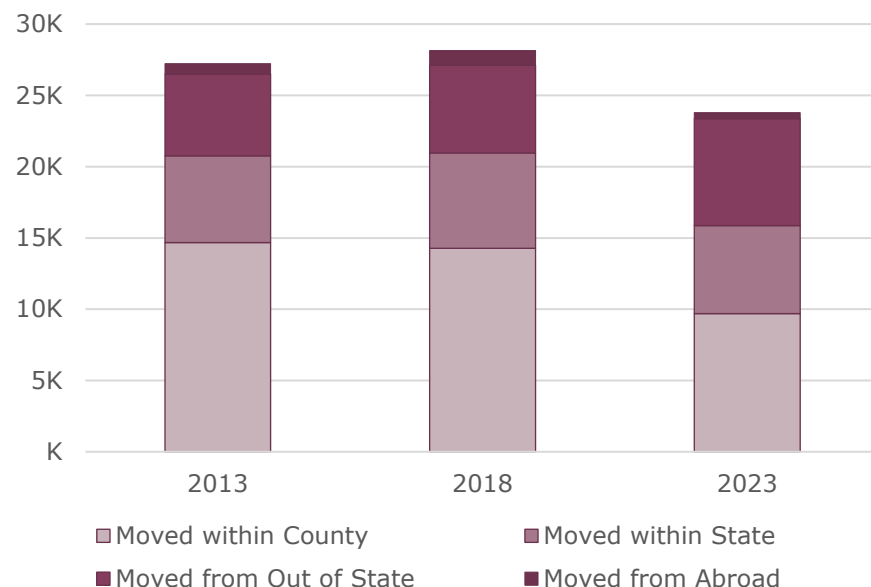
The impacts of the recent and ongoing housing crisis are evident in the 2023 numbers. Low vacancy rates combined with high prices (both purchase and rent) and interest rates have resulted in people staying where they are, rather than moving and risking an increase to their housing costs.

Important note: As this data is based on 5-year averages, the charts do not represent 2013, 2018, and 2023 alone.

Percent of Population who Did Not Live in the same home 1 year ago



Where did people who did not live in the same home 1 year ago move from?



Source: US Census Bureau ACS, 2013-2023. Granularity: Municipalities.

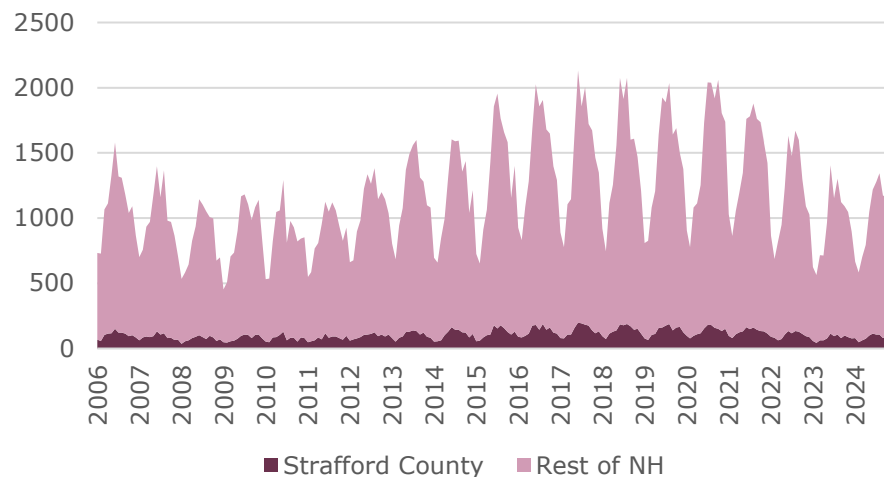
Homes Sales



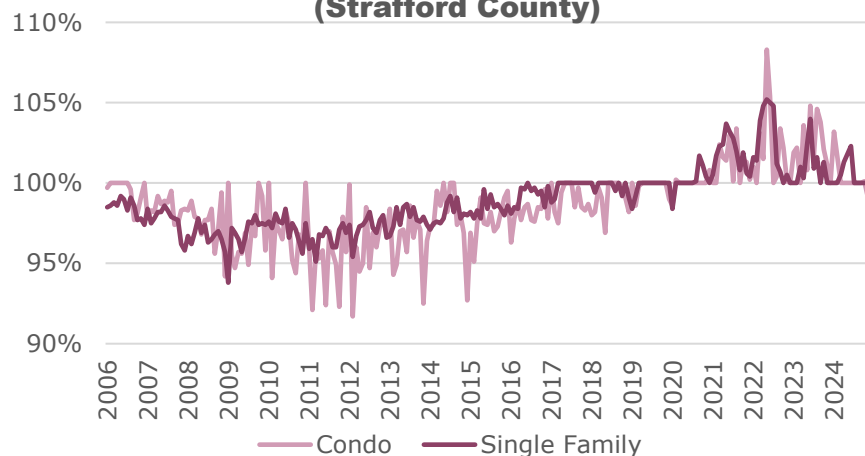
The rate of sale is understood to follow a yearly cycle, where home purchases increase in the spring and summer between academic school years and slows during the winter months. This has not changed since the onset of the COVID-19 pandemic; however, the characteristics of individual properties and households has.

Notably, the inventory of homes available for sale at *any* time has dropped dramatically in Strafford County. This is a statewide trend that follows the exact trendline of Strafford County. However, closed single family sales have remained average with a decline and is now more relative to the market from 2007. This has led offers to exceed asking price of single - family homes.

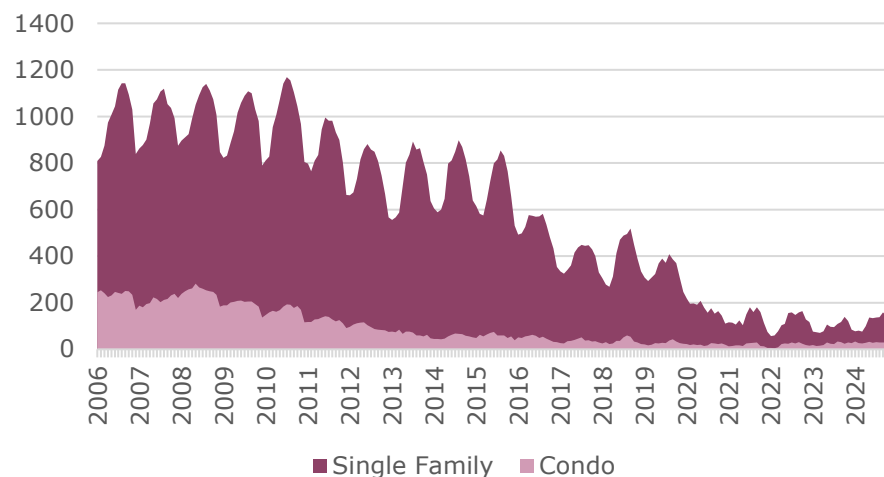
Single Family Closed Sales (Monthly)



Median Percent of Last List Price (Strafford County)



Monthly Homes for Sale (Strafford County)



Source: NRElators Year: 2006-2024 Granularity: New Hampshire.

Housing Supply

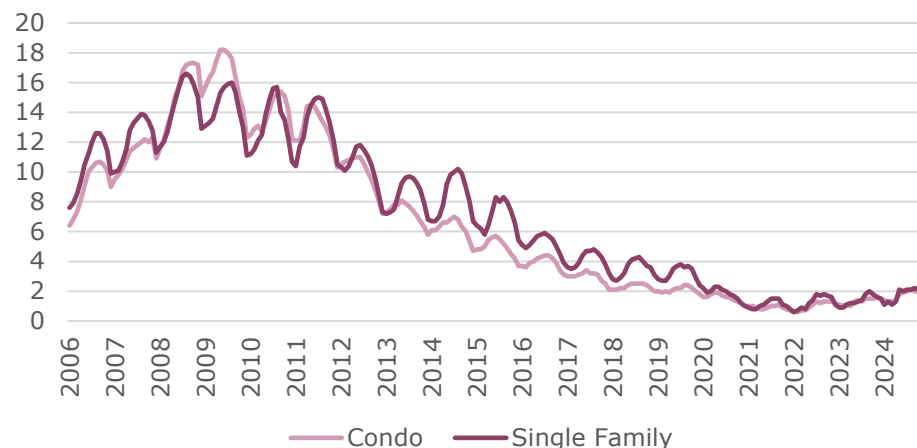


In a growing region where home production slowed following the recession of 2008-09, many housing trends were accelerated during the COVID-19 pandemic.

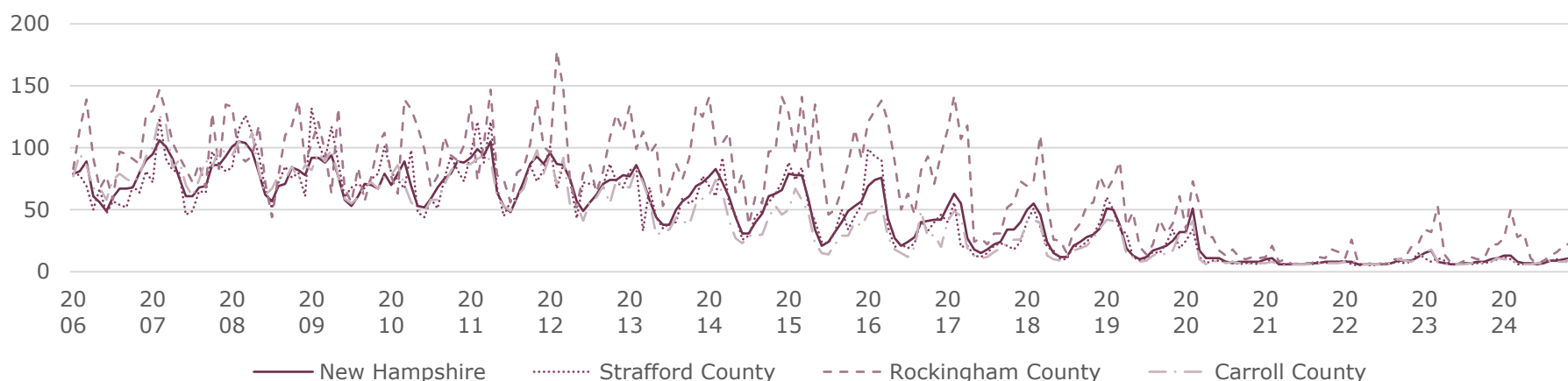
In 2010, a market that were to “freeze,” with no new properties available, would have sold off in several months’ time. In 2022, inventory of homes available would sell off in a number of days. This means fewer homes are available at every price point and buyers are anxious to get into new homes. The only county in our region starting to show increases in days on market is Rockingham county.

A “healthy” rental vacancy rate is traditionally considered 5 percent. Sources can vary, however, it is generally agreed that southern New Hampshire has struggled to maintain a rental market near this rate for most of the 2010s and has since dipped below 1 percent since COVID-19. In the Strafford Region, much of the multifamily homes built outside of Dover, Rochester, and Somersworth may be age-restricted or purposely built for UNH students. In a growing region with increasingly high barriers to homeownership, these forces create much strain on an overburdened rental market.

Months Supply Inventory (New Hampshire)



Single Family Homes Median Days on Market



Source: NHRealtors, NHHFA. Year: 2006-2024 Granularity: New Hampshire, Counties.

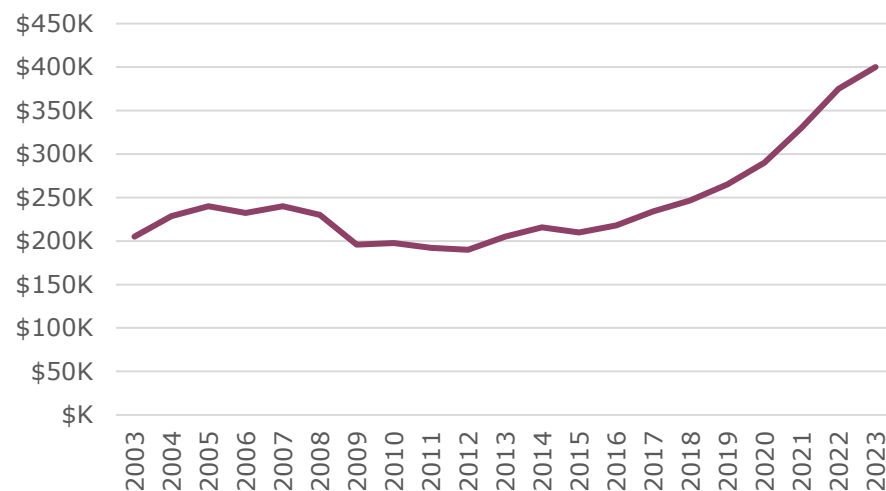
Purchase Price Trends

Median purchase prices have been increasing since 2012, with the biggest increases from 2020-2022. The median purchase price in 2023 is 1.51 times what it was in 2019 when the first Data Snapshot was released.

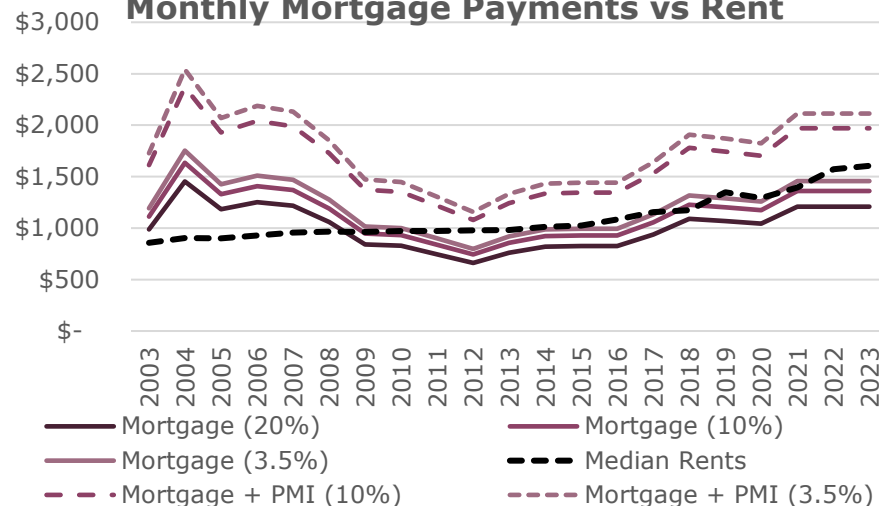
In contrast to median rent, the purchase price is not the only consideration for the overall cost of buying a home. Changing interest rates and the initial down payment directly impact the monthly mortgage payment that owners pay. The charts on this page reflect the total purchase price and the monthly mortgage payment equivalent. The next page will discuss down payments as well as the income needed to afford mortgage payments at different down payment amounts.

For the sake of this discussion, we look at the following down payment amounts: 20% is a common down payment because it is the threshold at which PMI fees are dropped, 10% is another common down payment, and 3.5% is the minimum down payment required for FHA loans.

Median Purchase Price (SRPC)



Monthly Mortgage Payments vs Rent



Source: NHHFA. Year: 2000-2023. Granularity: SRPC.

Purchase Price Trends

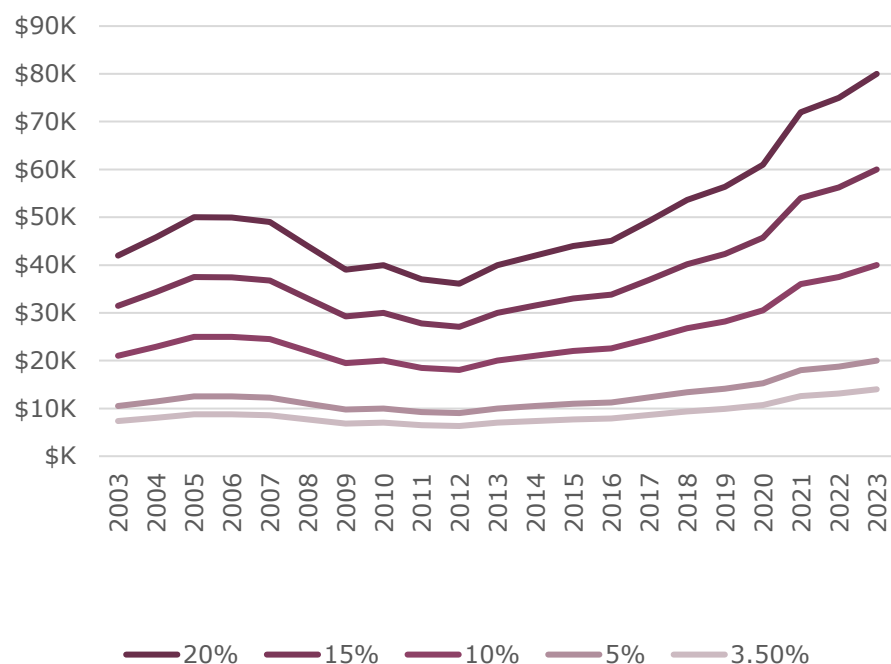


To better understand how affordable a home might be, this page examines common down payment amounts and the salary that is needed to not be cost burdened by the corresponding mortgage payments.

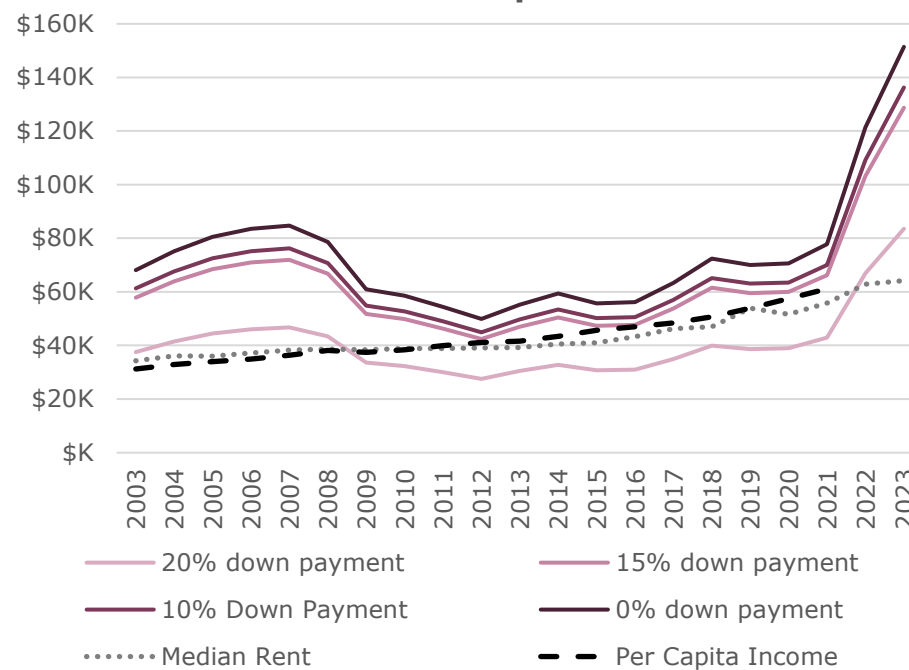
The Down Payment Amounts chart shows the amount needed for different down payment amounts for the Strafford County median purchase prices. 20% is a common down payment because it is the threshold at which PMI fees are dropped, and 3.5% is the minimum down payment required for FHA loans. A lower down payment is a lower barrier to entry but results in higher monthly mortgage amounts.

Finally, the income required to afford mortgage payments without being cost burdened is found in the bottom right chart, showing that only the mortgage with 20% down is more affordable than rent. This means that renters must put \$72,000 down to obtain a mortgage that is less than rent for a median priced home.

Down Payment Amounts



Income Required to Afford Mortgages or Rent vs Per Capita Income

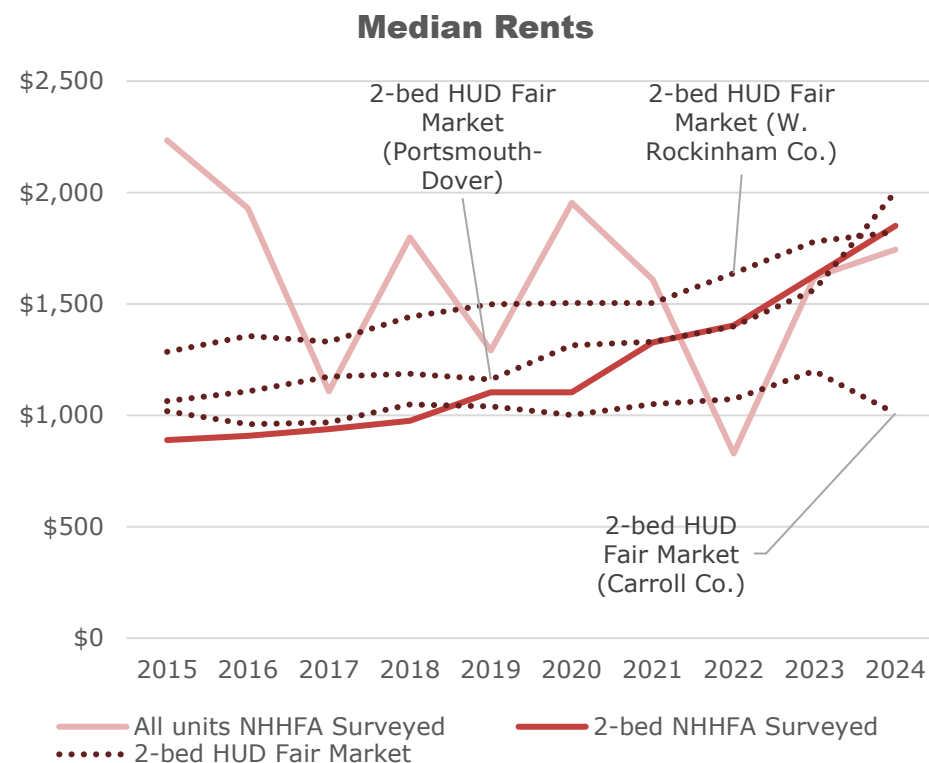


Sources: Federal Reserve Bank of St. Louis (FRED), NHHFA.
Year: 2000-2023. Granularity: Strafford County

Rental Cost Trends

Rental costs continue to rise. The monthly rent for larger units (2+ bedrooms) has been climbing, and at the same time the market is gaining more studio (0-bedroom) and 1-bedroom units.

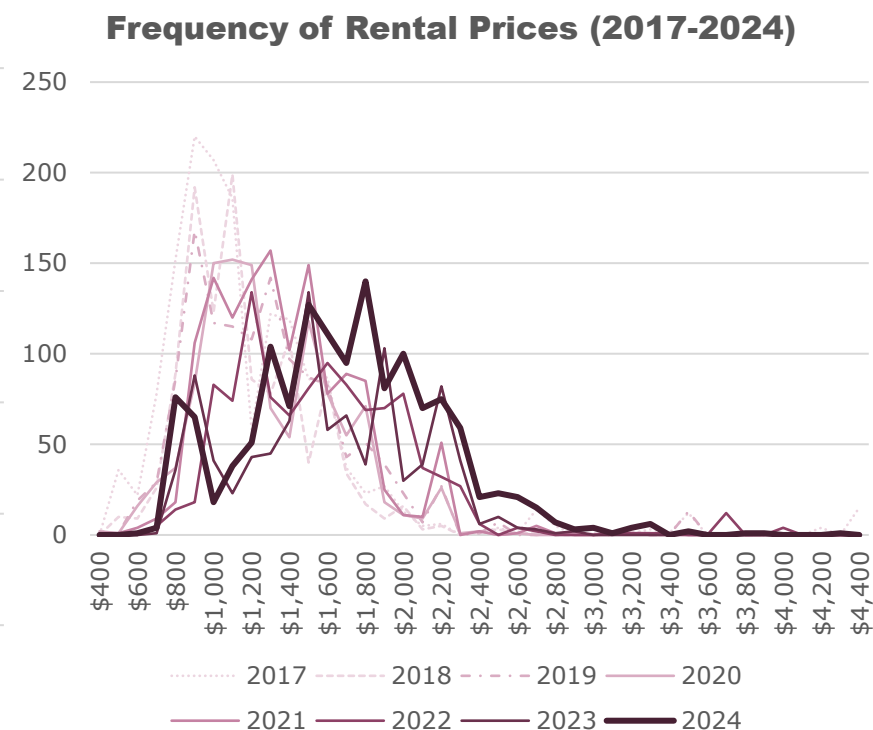
Rental assistance from the state and federal governments is based on the Fair Market Rent (FMR) determined by HUD. FMR represents the 40th percentile of gross rent for standard-quality unsubsidized units. Most of the region (all of Strafford County plus Newmarket) shares an FMR area with Portsmouth. Below on the left, the Portsmouth-Rochester FMR for a 2-bedroom in 2024 was \$2,003. Compare this with the rents reported to NHHFA for the SRPC Region (solid lines). These figures appear more volatile due to their changing sample size each year.



Source: NHHFA. Year: 2000-2024. Granularity: SRPC.

The frequency of rental prices chart represents the distribution of rented housing at each monthly rental price. Below on the right, there are large peaks at the \$800-\$1,200 price point from 2016-2018, however from 2019-today, we have seen the distribution of prices flatten, with larger spikes near \$1,500, \$1,900, and \$2,200.

As previously covered in earlier sections of this snapshot, renter occupied households generally make less than homeowner households. These high rental costs mean that renters create greater burden for other household expenses like food, childcare, student loans, cars, or saving up for a down payment.



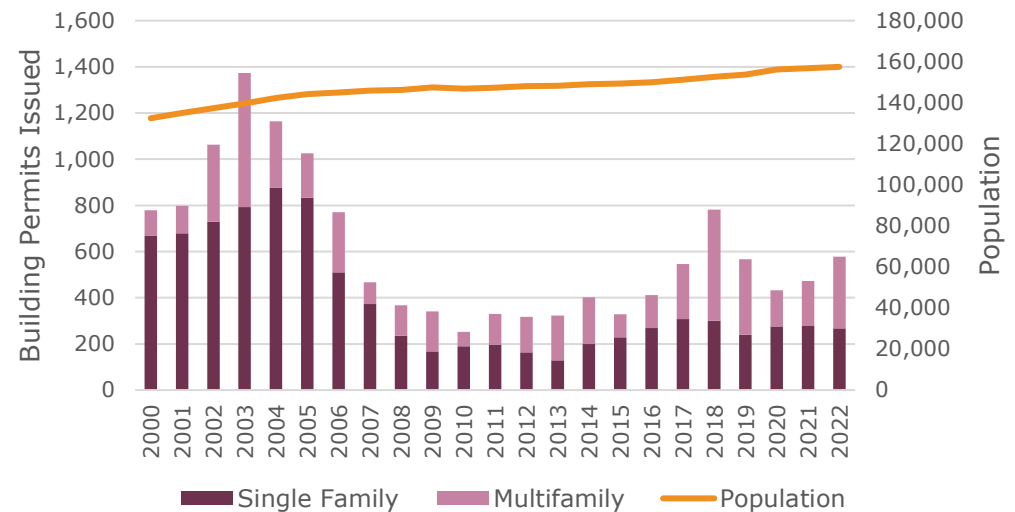
Building Permits

The New Hampshire Office of Planning & Development (OPD, formerly the Office of Strategic Initiatives or OSI) collects residential unit information annually to tax information for each municipality and to calculate population estimates. OPD records demolitions in addition to new units, so a net change of housing units each year is recorded. SRPC also collects this information on an annual basis directly from our 18 municipalities. Both OPD and SRPC measure the number of living units for residential permits including single family, multi-family, mixed use, and manufactured dwellings. However, SRPC additionally collects information about non-residential permits such as industrial or commercial structures. SRPC measures the number of non-residential permits because square foot data is not collected as a part of our data request. These are not calculated with demolitions as they are by OPD.

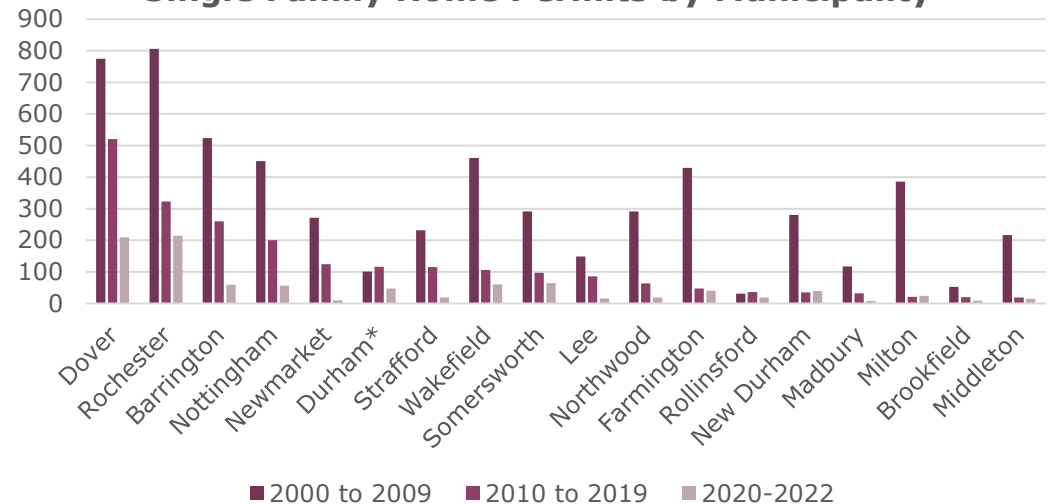
SRPC maintains an interactive dashboard, mapping permit locations on a yearly basis. The data can be filtered by types of permit issued and town from 2008 to 2021 in the SRPC region.

<https://srpc.maps.arcgis.com/apps/dashboards/874cf8c1e8dd4714af17c8d530433605>

SRPC Building Permits Issued 2000 to 2022



Single Family Home Permits by Municipality



Source: NHOPD. Year: 2000-2021. Granularity: SRPC.

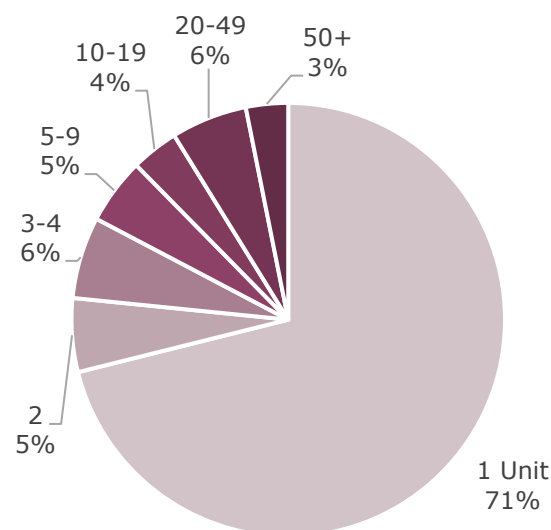
Types of Housing Stock

Broadly, most housing is found within single-family structures. Much of the housing stock of the Strafford Region, 71% percent, is single family homes. Brookfield contains exclusively single-family homes.

Manufactured or mobile homes are frequent in this area of the state and in New England. Rochester contains more mobile homes than any other municipality in New England.

Durham, Newmarket, and the Tri Cities of Dover, Rochester, and Somersworth are the only communities to consistently report large (50+ unit) structures every year.

Units In Structure



Geography	1 Unit		2 Units		3-9 Units		10-49 Units		50+ Units	
	2013	2023	2013	2023	2013	2023	2013	2023	2013	2023
Barrington	3,309	3,331	56	21	128	145	0	29	0	0
Brookfield	318	323	0	5	0	0	0	0	0	0
Dover	6,975	7,888	963	1,213	3,032	3,106	1,586	2,437	634	795
Durham	2,206	2,297	107	221	451	334	547	646	150	386
Farmington	2,508	2,332	90	164	326	328	110	163	0	0
Lee	1,621	1,774	0	3	222	92	34	21	0	0
Madbury	602	680	75	59	50	12	0	0	0	0
Middleton	790	778	3	15	0	0	0	0	0	0
Milton	1,956	1,724	46	31	72	122	24	0	0	0
New Durham	1,414	1,610	16	38	0	0	0	0	0	0
Newmarket	2,082	2,481	197	177	654	477	947	1,060	37	248
Northwood	2,054	2,063	9	74	42	19	22	18	0	0
Nottingham	2,111	2,181	24	30	0	12	0	0	8	0
Rochester	9,335	10,159	913	881	2,601	1,759	834	1,379	357	435
Rollinsford	836	857	66	81	159	224	15	17	12	0
Somersworth	2,777	3,150	748	721	777	913	484	585	25	308
Strafford	1,654	1,792	29	59	45	23	5	0	0	0
Wakefield	3,952	3,658	113	0	141	47	0	11	0	0
SRPC	46,500	49,078	3,455	3,793	8,700	7,613	4,608	6,366	1,223	2,172
SEDD	40,253	42,353	3,225	3,512	8,004	7,105	3,639	5,288	1,178	1,924

Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Age of Housing Stock

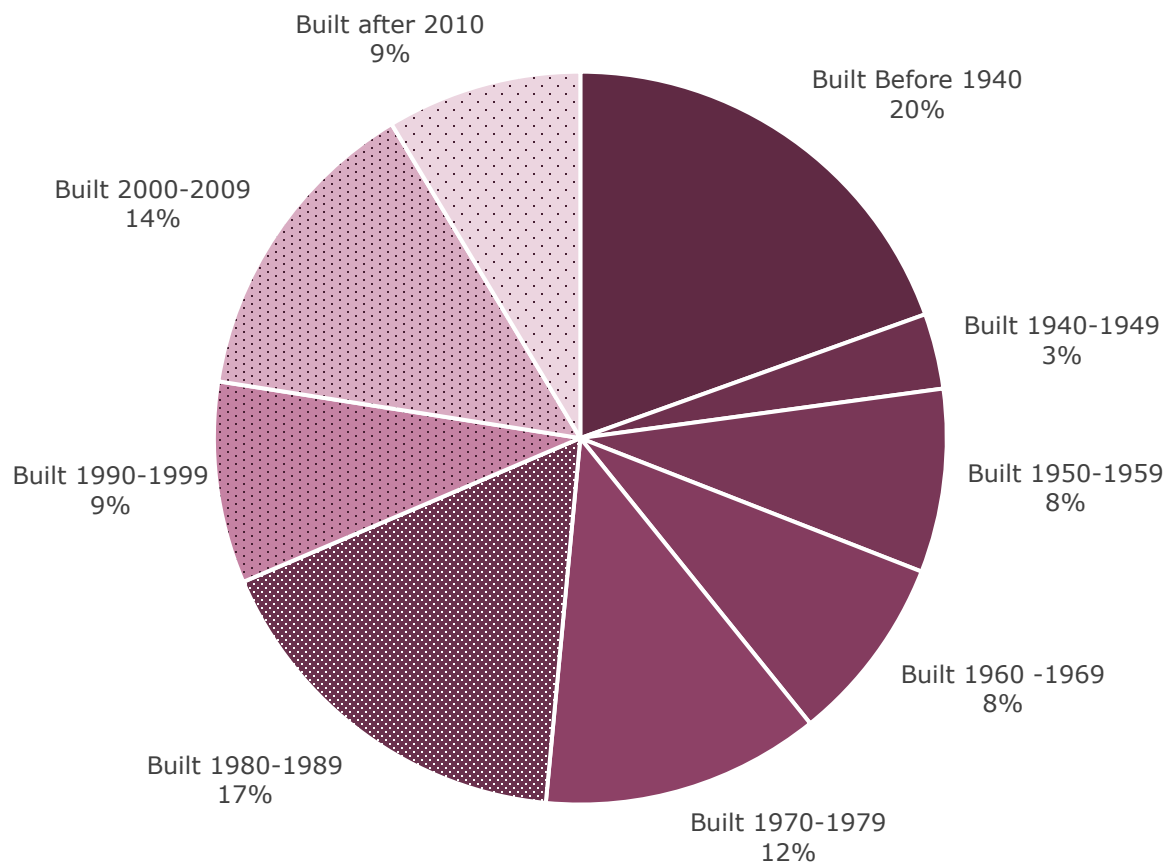
New England towns have many of the oldest homes in the country, with some homes in the region dating back to the early eighteenth century. SRPC staff found archived Zillow listings of several 1700s-era homes that have been sold in the last 10 years.

Unfortunately, available US Census ACS data notes age of housing by decade for homes only since 1940. Nearly 20% of housing in the region was built prior to 1940, and notably, 30% of renter occupied households live in housing that was constructed prior to 1940 (compared to 15% of homeowners). More recent housing (built since 1980) is predominantly occupied by people who own their homes.

Most housing built prior to 1980 has a high possibility of lead paint. That is more than half of the housing in the region.

As renters are more likely to occupy older homes, one finding of the RHNA was that renters may be exposed to lead paint, mobility challenges that are expensive to correct, and energy inefficiency that leads to higher heating and cooling costs.

Year Housing Structure Was Built



Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities.

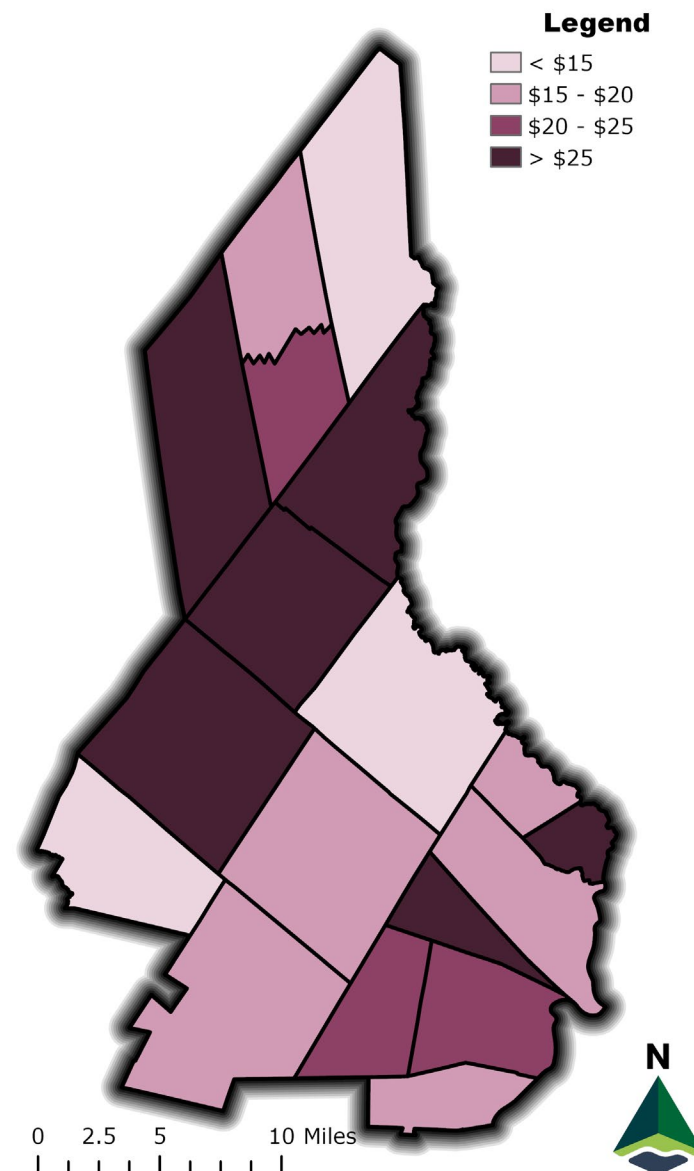
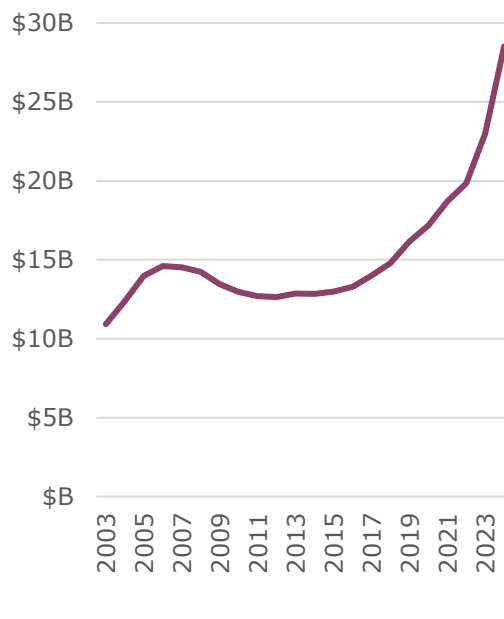
Property Tax Rates

New Hampshire is one of four states without sales tax and one of eight without income tax. In their place, New Hampshire has acquired a reputation for high property taxes, as have other northeastern states. This cost can be a burden even for homeowners who have finished paying off a mortgage, especially older adults who rely on fixed incomes. It could also be argued that high property taxes are a deterrent to potential landlords, thereby restricting the availability of rental units.

In general, municipal tax rates have been decreasing in the region since 2010, but the total valuation is increasing. Only five communities have higher tax rates in 2020 than they did in 2010 (Brookfield, Dover, Middleton, Newmarket, and Rollinsford). Many communities make small changes (less than \$1 increase or decrease) year to year, but Middleton makes the most adjustments over \$1 in a single year (high of \$6.25 increase and \$11.30 decrease). Despite these decreasing tax rates, the total valuation has continued to increase, indicating that the property values are increasing.

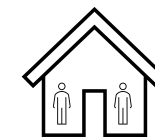
Municipality	2010	2020	2024
Barrington	\$19.57	\$22.77	\$17.59
Dover	\$23.75	\$24.85	\$11.16
Brookfield	\$14.20	\$17.18	\$18.17
Farmington	\$20.24	\$22.92	\$20.33
Durham	\$27.28	\$27.73	\$14.88
Lee	\$25.42	\$31.86	\$25.77
Madbury	\$23.99	\$25.25	\$29.19
Milton	\$22.57	\$22.16	\$15.54
Middleton	\$16.92	\$28.27	\$13.95
Newmarket	\$22.00	\$25.46	\$19.43
New Durham	\$21.19	\$16.88	\$17.20
Northwood	\$24.56	\$17.77	\$15.57
Nottingham	\$19.92	\$18.76	\$20.46
Rollinsford	\$20.53	\$24.68	\$14.85
Rochester	\$23.89	\$24.61	\$16.41
Strafford	\$19.76	\$25.65	\$18.70
Somersworth	\$27.32	\$27.85	\$19.76
Wakefield	\$11.69	\$12.38	\$7.52

Total Valuation with Utilities



Source: NH Department of Revenue and the Municipalities. Year: 2003-2024. Granularity: SPRC.

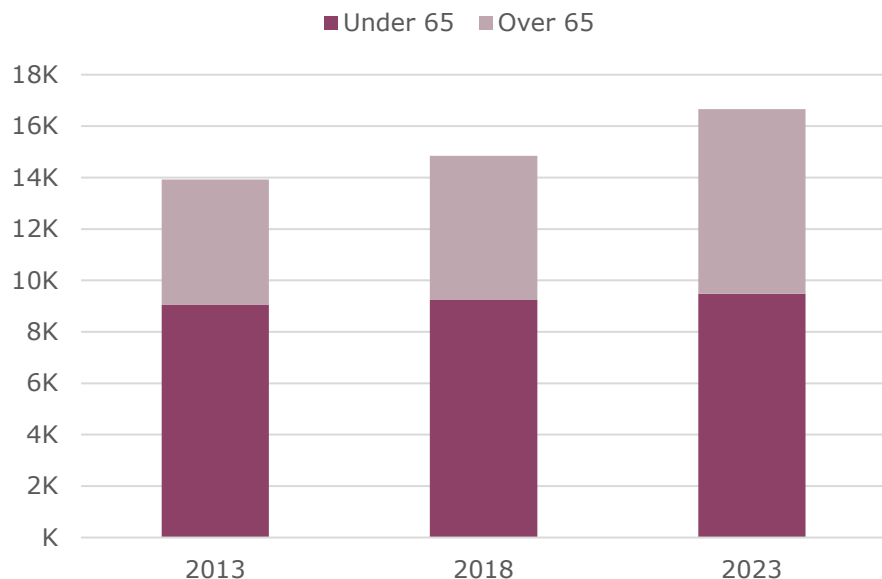
Households



Household data provides a different lens through which citizens, planners, and decision makers can view the needs, livability, and efficacy of services provided to an area. This is in contrast to the granularity of data provided about individual residents, workers, and stakeholders. Data about households can provide information that is more fine-tuned to the nature of economic habits and resources available to families and children.

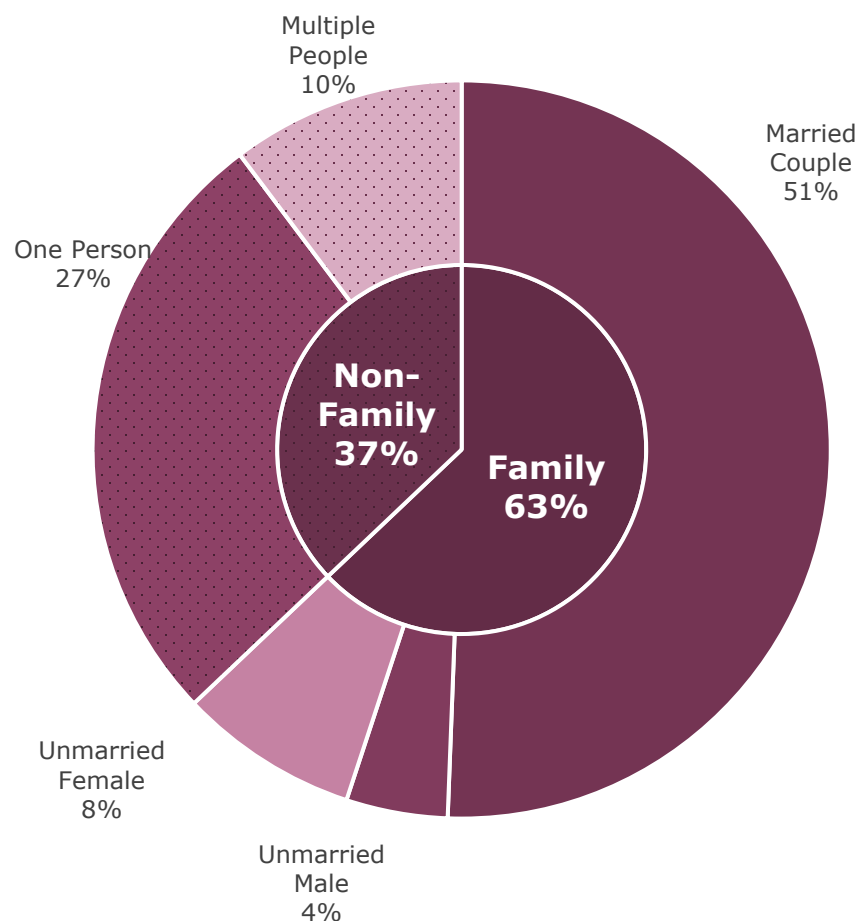
On this page, we look at the type of households (family or non-family). In the pages that follow, we'll dig into average household sizes, people living alone, households with children and whether they live with parents or grandparents.

Living Alone by Age



Source: US Census Bureau ACS, 2013-2023. Granularity: Municipalities.

Households by Type



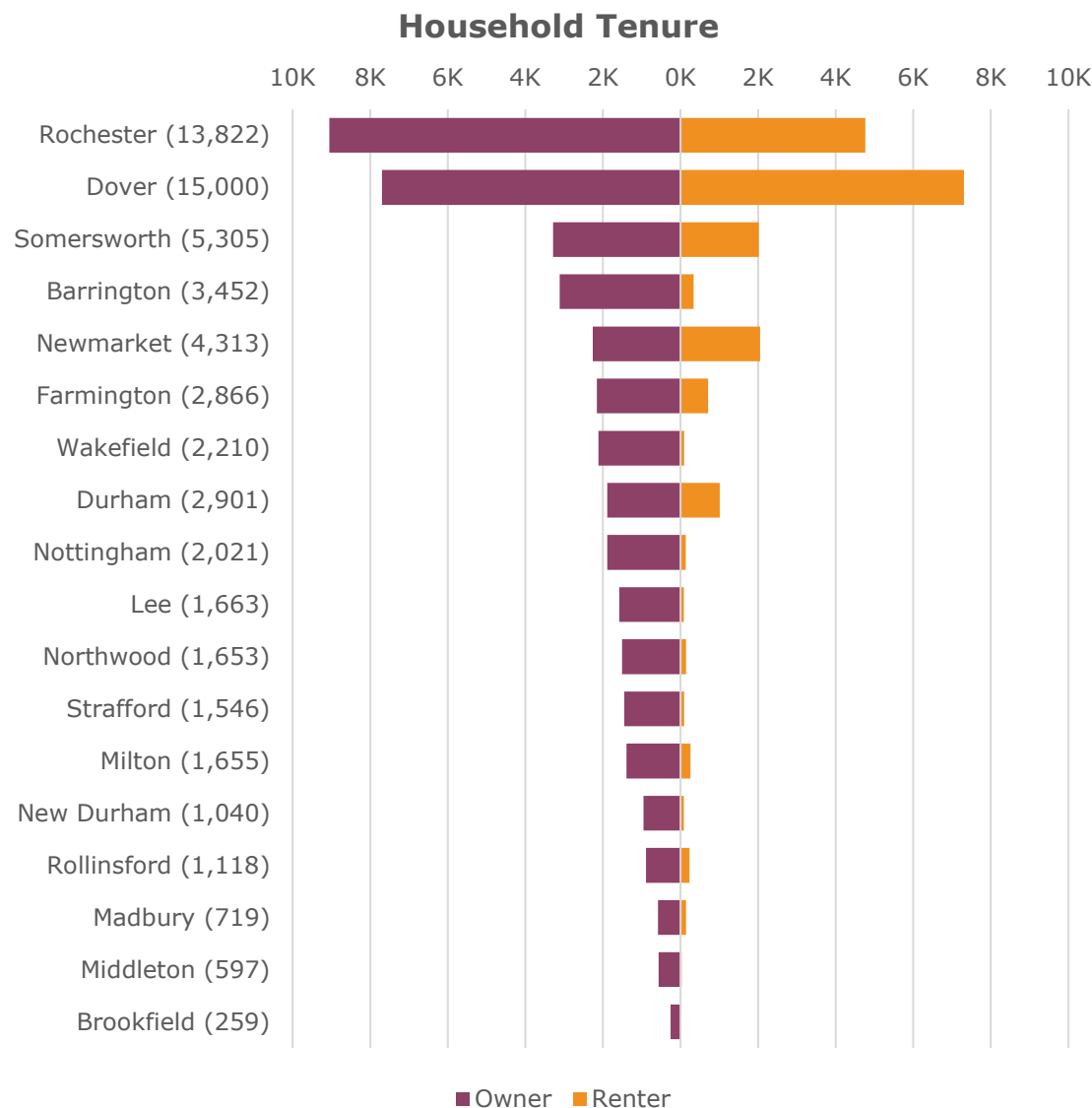
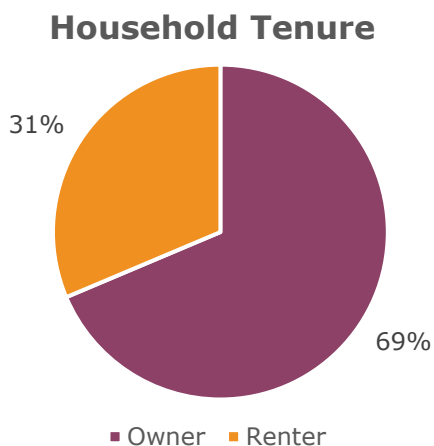
Owner & Renter Households



Household occupancy has traditionally been identified by renter-occupancy and owner-occupancy. This data identifies occupied housing units and counts each unit in a multi-unit housing structure as a distinct household. University of New Hampshire students living in on-campus dorms are not included (see "Group Quarters"), but off-campus apartments in Durham and the surrounding areas are included.

In the pyramid graph to the right, the total width of the bar represents the total number of households in the municipality and the two colors on either side represent owner- and renter-occupied units, respectively.

The cities within our region have the highest number of renters while the rural areas are almost entirely owner-occupied homes. No municipalities have over 50% renter-occupied homes, however Dover, Newmarket, Somersworth, and Durham contain the closest to even distributions.

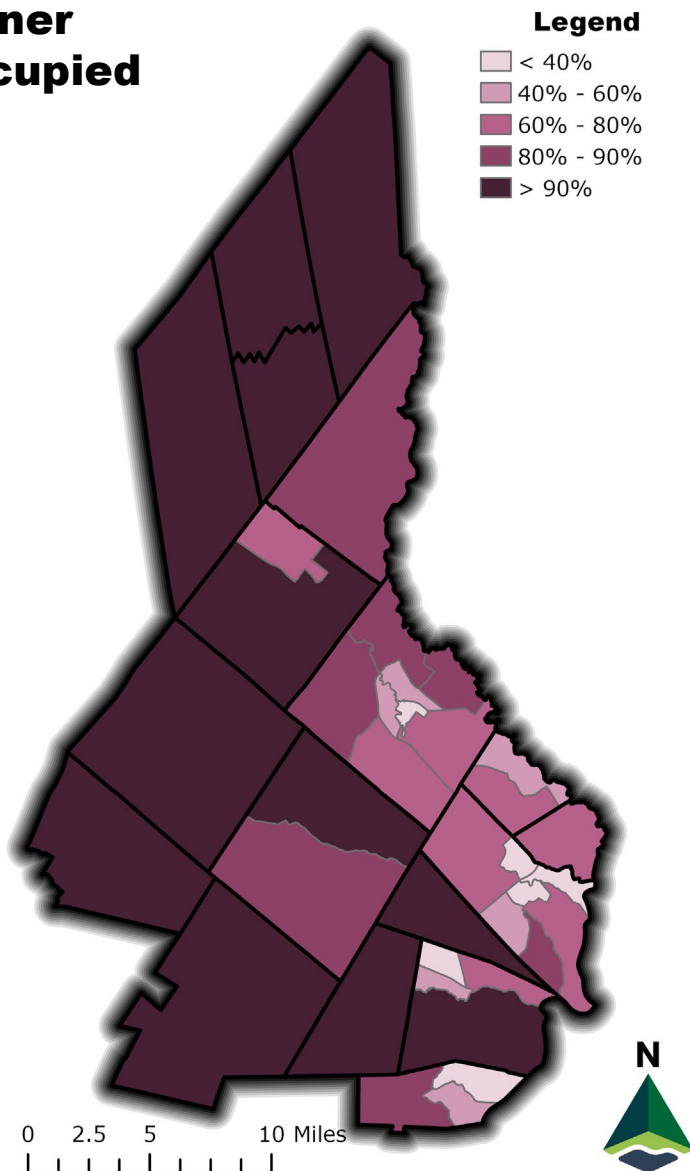


Source: US Census Bureau ACS, 2013-2023. Granularity: Municipalities.

Owner & Renter Households

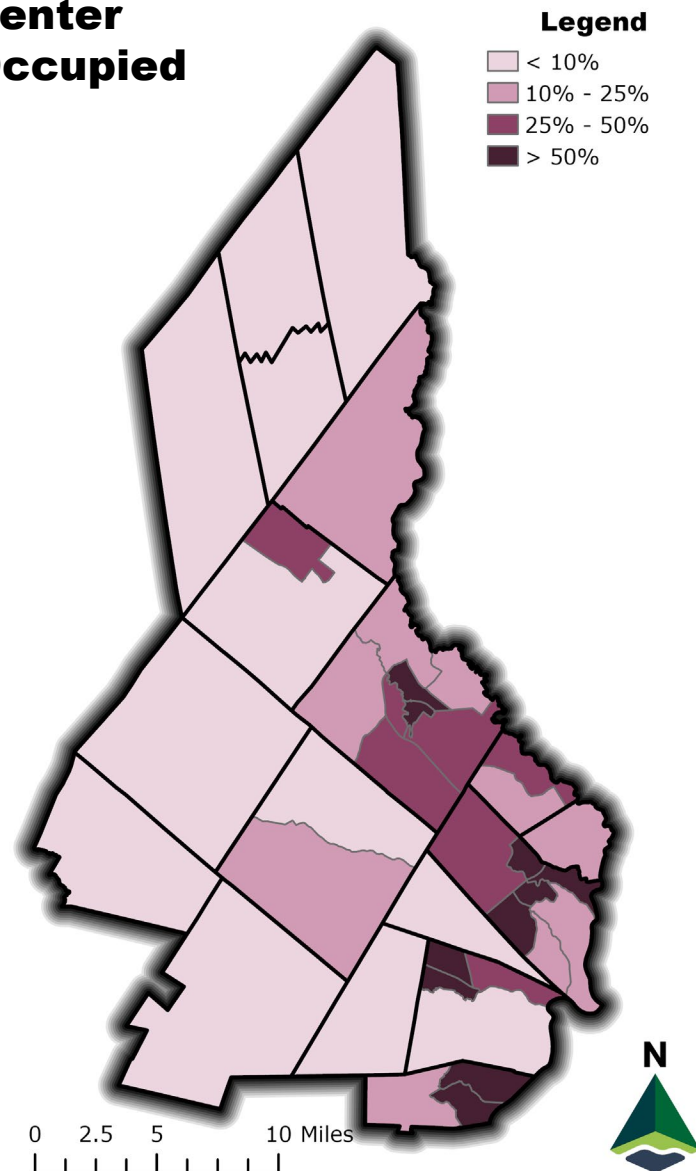


Owner Occupied

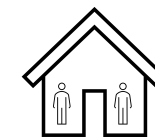


Source: US Census Bureau ACS, 2023. Granularity: Tracts.

Renter Occupied



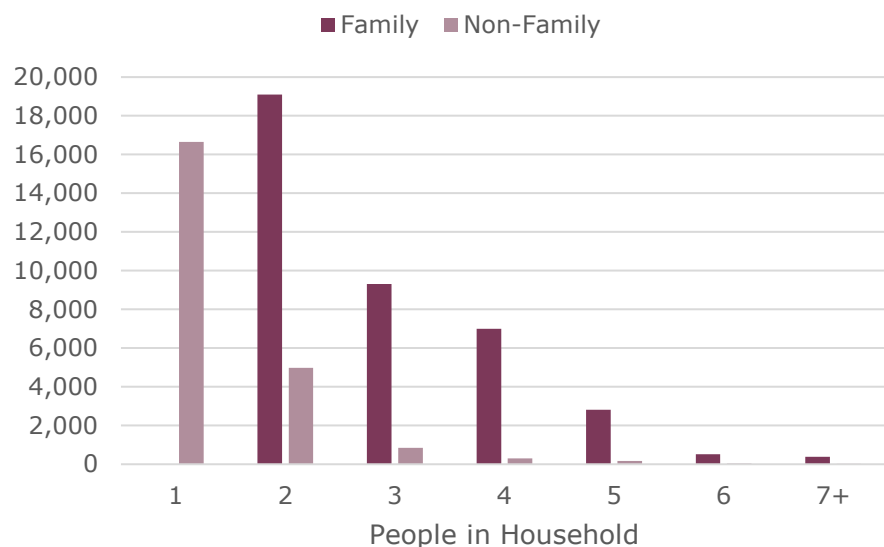
Households and Household Size



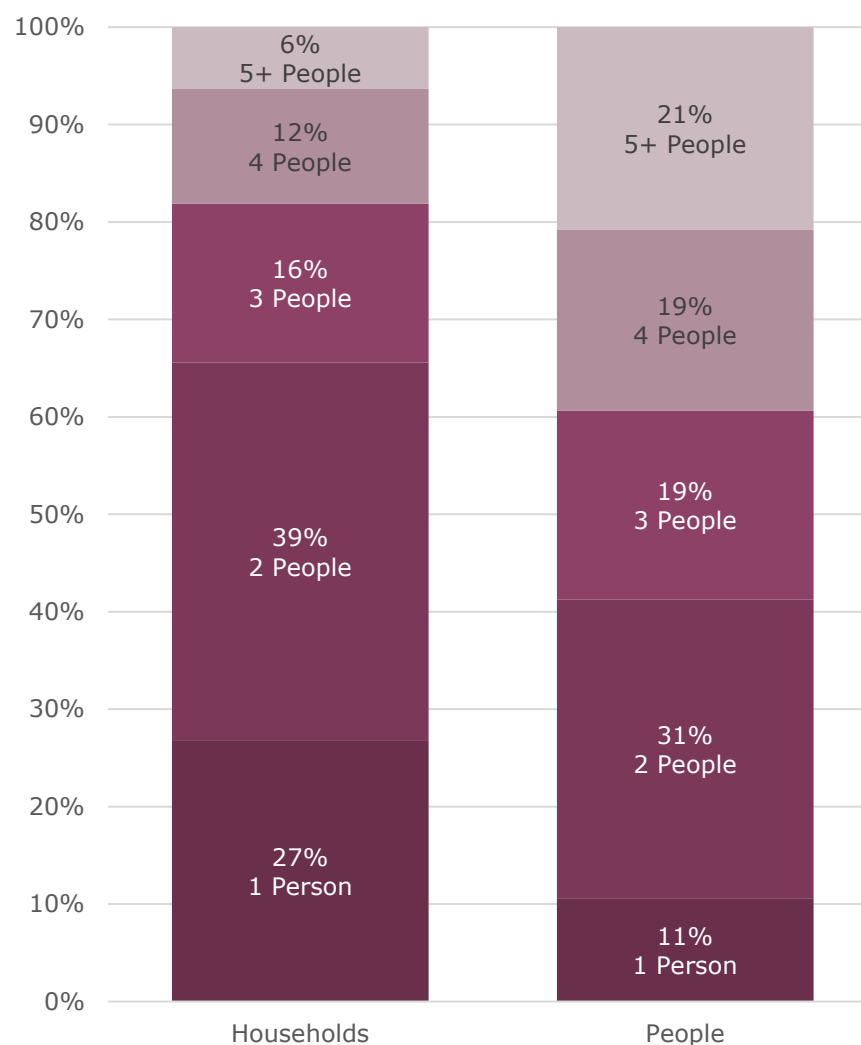
Household size is a distinct metric from a simple “head count” of total population for an area. Household size can be indicative of housing climates, age dependency, and energy consumption. New Hampshire contains below-average size households than the whole United States, particularly in renter-occupied homes. This is likely due in part to the higher percentage of households comprised of older adults in northern New England.

People living alone make up 27% of the households in the region, but only 11% of the population. Meanwhile, 6% of the households have 5 or more people, but this is 21% of the population. The recently updated Regional Housing Needs Assessment explores issues of affordability, crowding, and many other issues related to housing and how these two groups face different housing challenges.

Household Size by Type



Households and People by Household Size



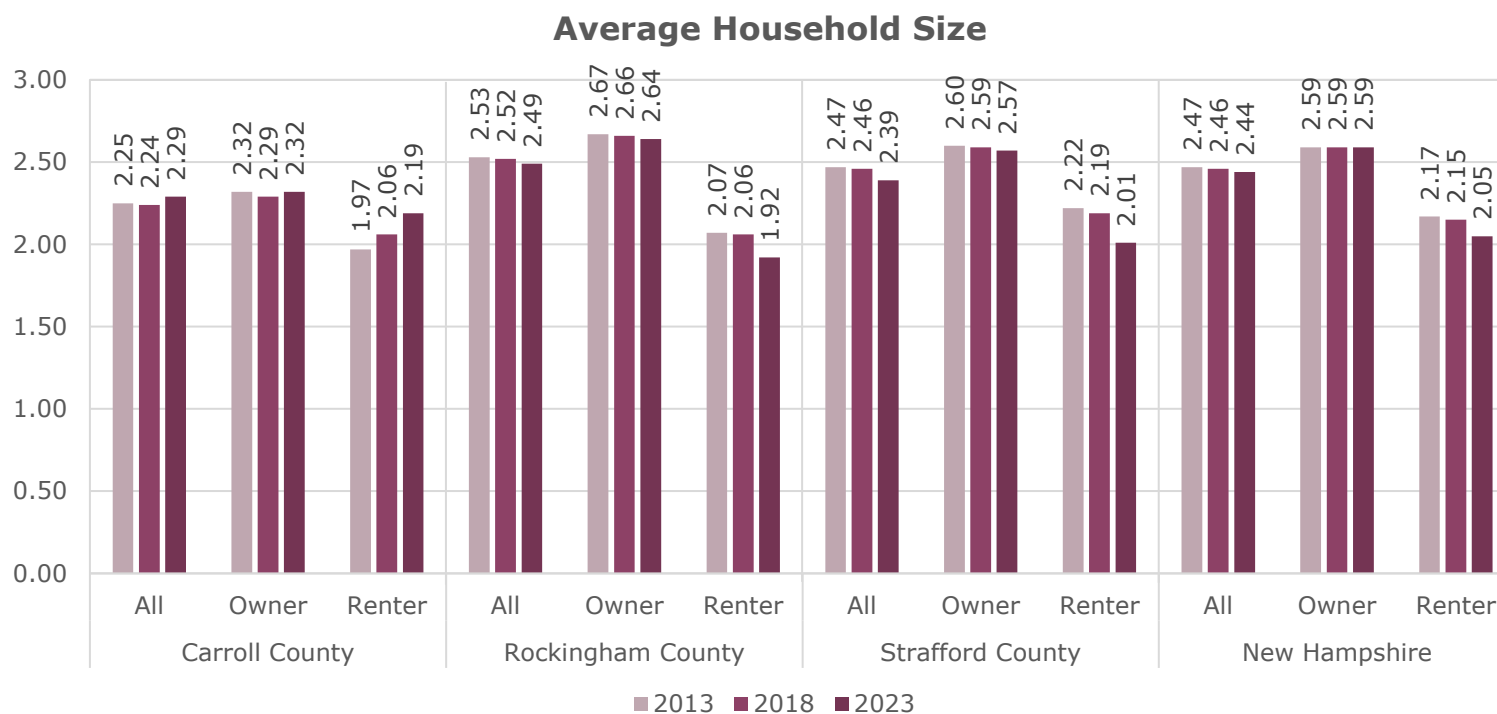
Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Average Household Size



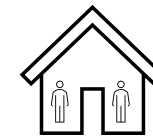
The average household size is declining in most of the region. This is driven by the significant increases in households with 1 or 2 people and declines in households of 4 or 6 or more people. This trend is due to several factors including a declining birth rate and an aging population.

Owner occupied households have a larger average household size than renter occupied households.



Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Average Household Size

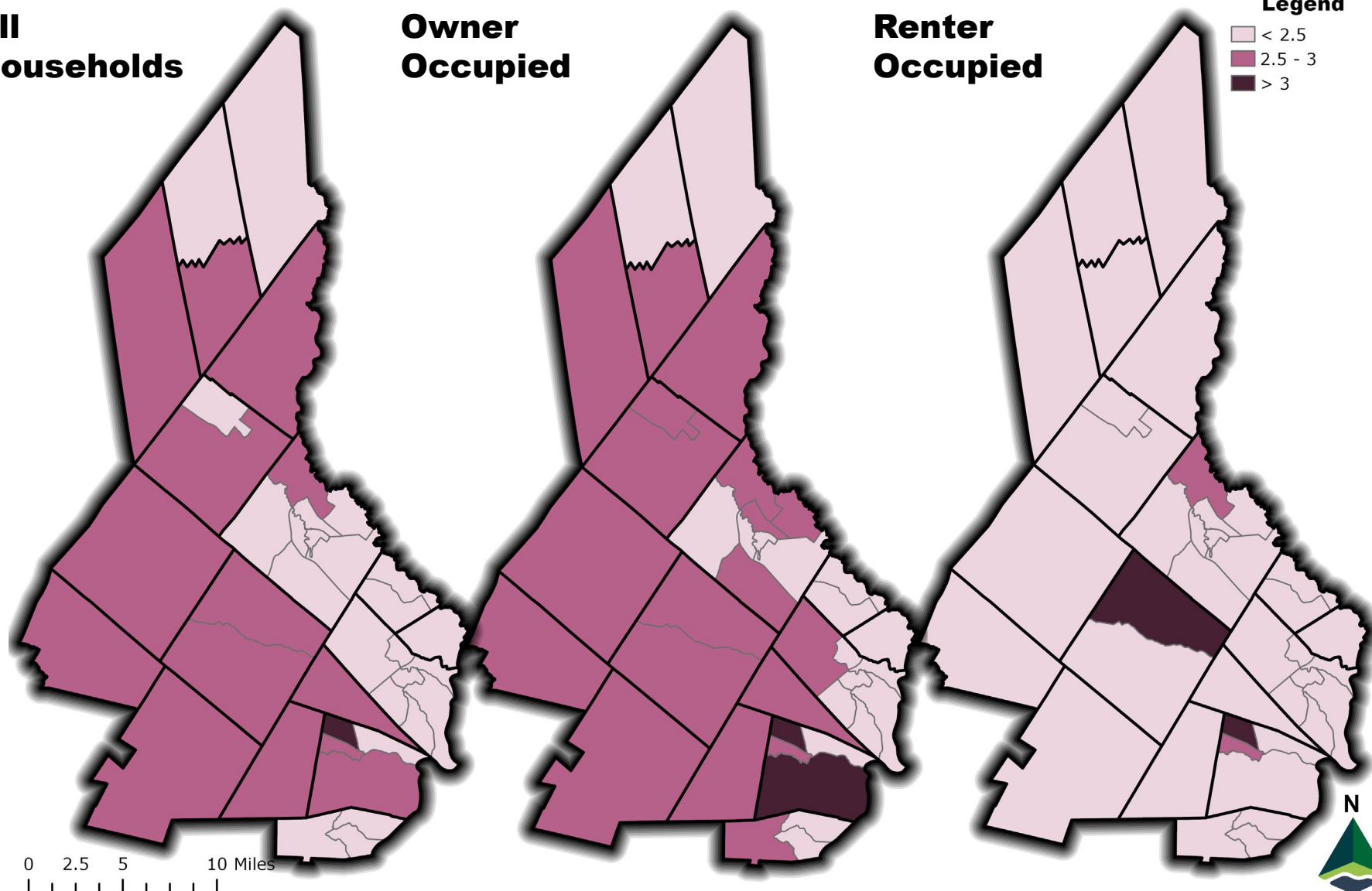


All Households

Owner Occupied

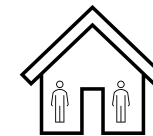
Renter Occupied

Legend



Source: US Census Bureau ACS. Year: 2023. Granularity: Counties, Municipalities.

Households with Children



The data on this page looks at all households with children living in the home.

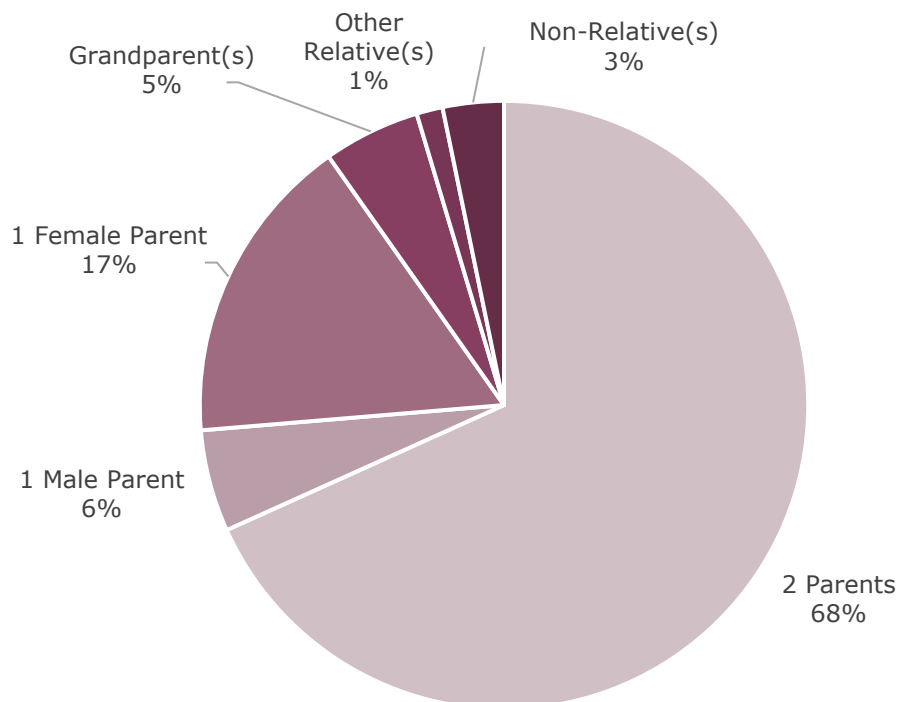
As the number of children has decreased, so too has the number of households with children. Approximately 91% of children in the region live with one or more parent. Another 5% live with grandparents. The remaining 4% live with other relatives or non-relative guardians.

Single parent households make up 7% of the households in the region. The next page will look closer at the breakdown of

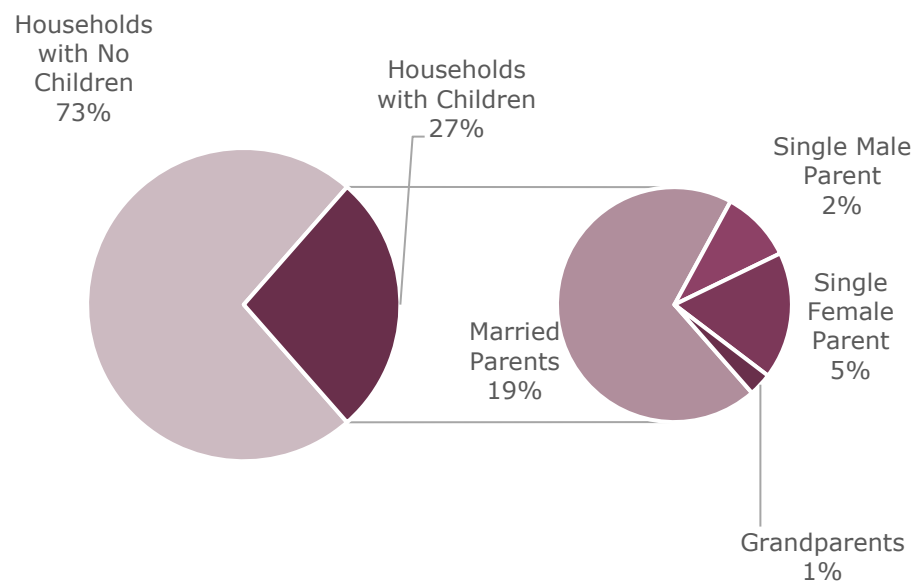
households where children live with at least one parent.

SRPC will continue to calculate and assess the presence of families and the respective age brackets of their children as the region continues to grow and attract workers from other areas of New England and the Northeast.

Children by Relationship to Householder/Guardians



Households by Presence and Relationship to Children



Source: US Census Bureau ACS, 2012-2022. Granularity: Counties, Municipalities, Census Tracts.

Households with Children

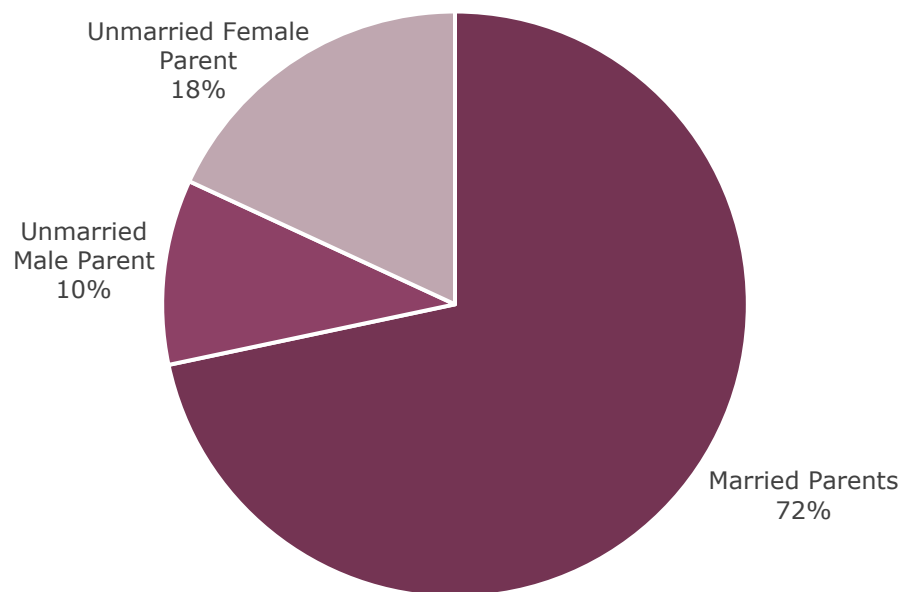


The data on this page looks exclusively at households where the householder is the parent of a child living in the home. It excludes households where children live with other guardians such as grandparents or more distant relatives or in foster care.

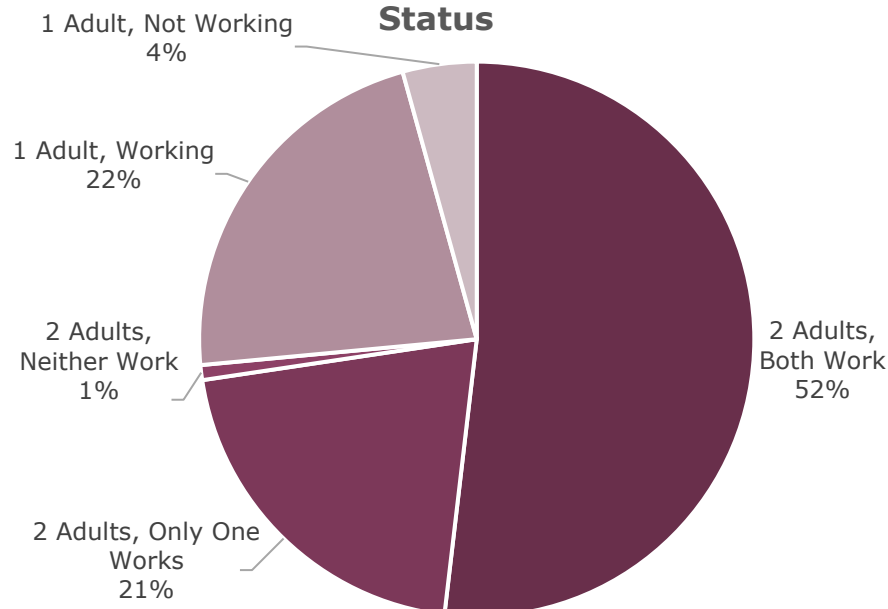
Single parent households account for about 28% of households with children. Households with female single parents make up over 64% of single parent households and have the highest average number of children per household. Male single parents make up 10% of all households with children and have the lowest average number of children per household.

	Children	Households	Children per Household
Married Parents	19,639	11,720	1.68
Male Single Parent	1,558	1,671	0.93
Female Single Parent	4,760	2,959	1.61
All Children Living with Parents	25,957	16,350	1.59

Households with Children by Parent Marital Status



Children by Parent's Employment Status

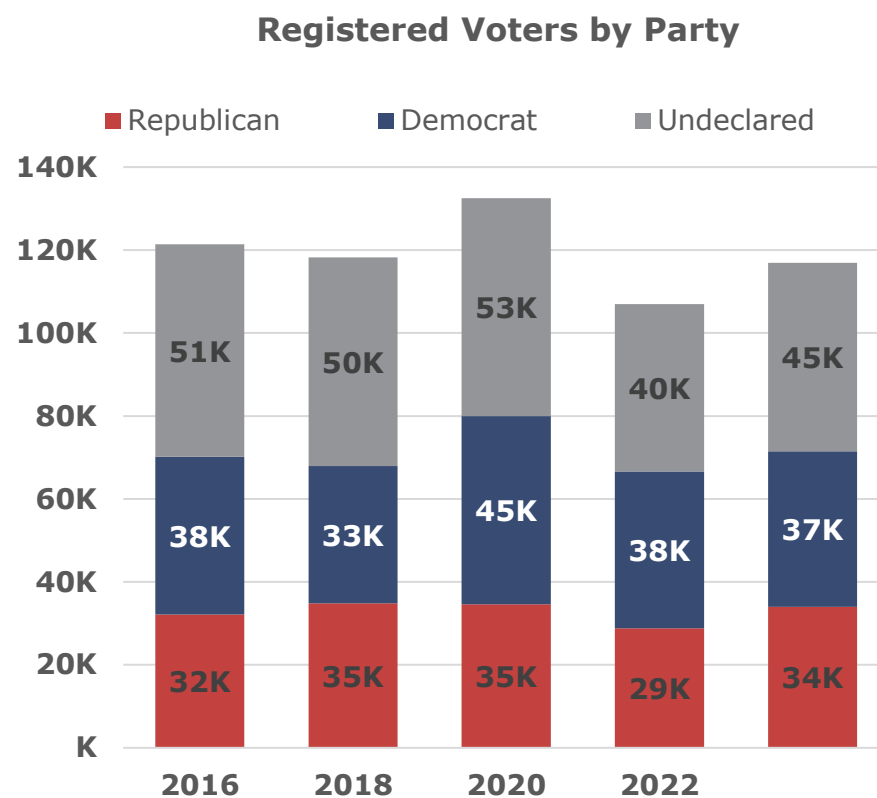
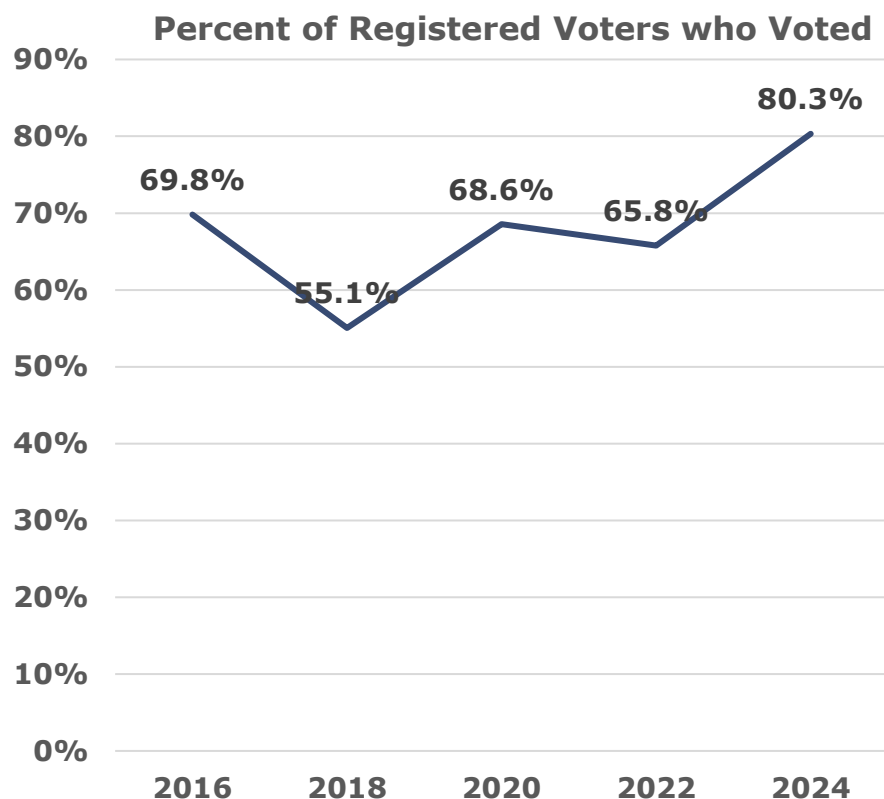


Households - Source: US Census Bureau ACS, 2012-2022. Granularity: Municipalities.
Salaries per Adult - Source: MIT. Year: 2023. Granularity: Strafford County.

Voting

New Hampshire remains a top state for voter participation, and the SRPC region is no exception. In the 2024 election, Brookfield and Nottingham recorded the highest participation at 84% and 82%, respectively; Somersworth recorded the second-lowest at 71%. Durham recorded significantly lower voter turnout at 52% as a result of UNH students who were registered in Durham but were not present to vote in Durham.

Regardless, 2024 participation was higher than the 2022 midterms in every SRPC municipality. Interestingly, voter *registration* between the presidential 2024 was lower in all but one town than in 2020, but voter *participation* was higher in 14 of 18 cities/towns.



Source: New Hampshire Secretary of State. Year: 2016-2024. Granularity: SRPC.

Natural and Built Environment

New Hampshire has an abundance of natural capital, and the Strafford region is no different. The region is defined by its beautiful natural resources, which includes five coastal rivers that pass through our municipalities before converging into the Great Bay Estuary, undeveloped forested areas, working farmlands, and meadows stretching inland.

In this section, we look at the natural resources across the region as well as the man-made spaces. The following topics should be considered together to understand the importance of effectively balancing social and economic growth with the need to protect the natural environment and the resources and benefits in which it provides.

- Conservation Lands
- Coastal Conservation Plan Focus Areas
- Wildlife Action Plan Habitats and Tiers
- Recreation
- Water Resources
- Watersheds
- Stream Order
- Agricultural Lands
- Forestry Resources
- Land Use Change
- Contaminated Sites

Conservation Lands

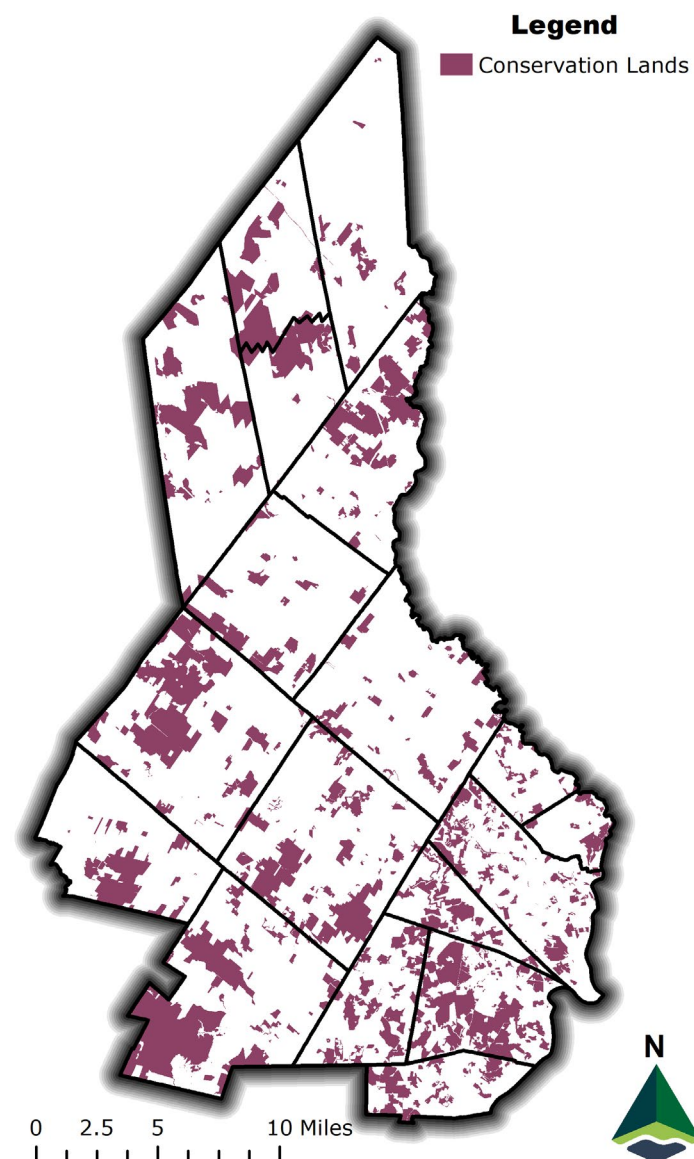
Conservation lands are properties that are generally undeveloped and protected from development by local land use regulations and deed restrictions. Regulations are often put into place to protect features such as forestry, agriculture, wildlife habitats, watershed protections, and occasionally for recreational use.

Durham has the highest percentage of conservation land as a result of a large amount of UNH properties. Nottingham is second, containing much of Pawtuckaway State Park.

The percent calculation in the table below is percent of land area only and excludes waterbodies.

	Square Miles of Conservation	Percent of Municipality
Barrington	9.98	21%
Brookfield	5.47	24%
Dover	5.69	20%
Durham	10.32	42%
Farmington	3.87	10%
Lee	5.16	26%
Madbury	3.30	27%
Middleton	3.98	21%
Milton	8.21	24%
New Durham	3.27	7%
Newmarket	3.41	24%
Northwood	4.91	16%
Nottingham	15.54	32%
Rochester	3.51	8%
Rollinsford	1.37	18%
Somersworth	1.14	11%
Strafford	13.55	26%
Wakefield	2.18	5%
SRPC	104.86	19%

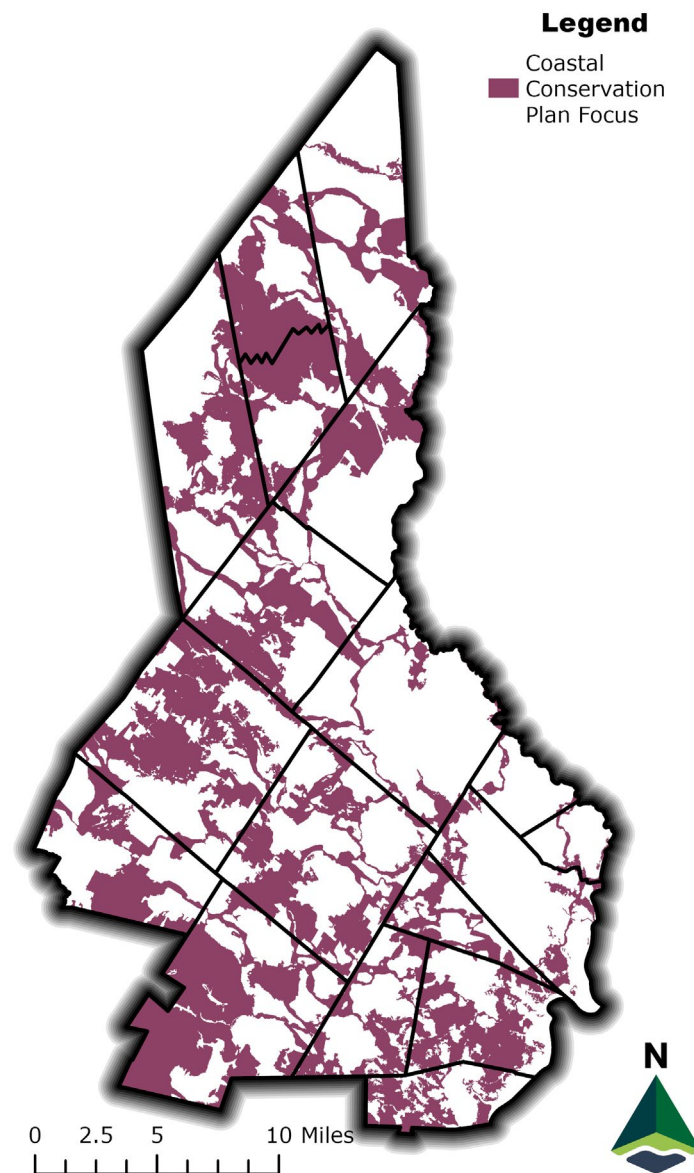
Source: UNH GRANIT. Year: 2024. Granularity: SRPC.



Coastal Conservation Plan Focus Areas

New Hampshire's 2021 update to the Coastal Watershed Conservation Plan was developed through an extensive community engagement and data synthesis process, using existing regional plans and geospatial datasets to identify conservation focus areas, with the goal of maintaining ecological function and integrity across a landscape that is under threat from habitat loss, habitat degradation, and the impacts of climate change. The analysis utilized input from many different conservation plans shown in the table below. This plan builds off the 2006 plan titled, "The Land Conservation Plan For New Hampshire's Coastal Watersheds." Coastal Conservation Focus Areas identified in the 2021 update represent priorities such as wildlife and habitat, water resources, coastal resilience, and opportunities for climate adaptation using nature-based solutions.

The full Coastal Watershed Conservation Plan can be found here:
<http://www.greatbaypartnership.org/wp-content/uploads/NH-Coastal-Watershed-Conservation-Plan-20210630.pdf>



Source: New Hampshire Coastal Watershed Conservation Plan, 2021. Granularity: Coastal Watersheds

Wildlife Action Plan - Habitats

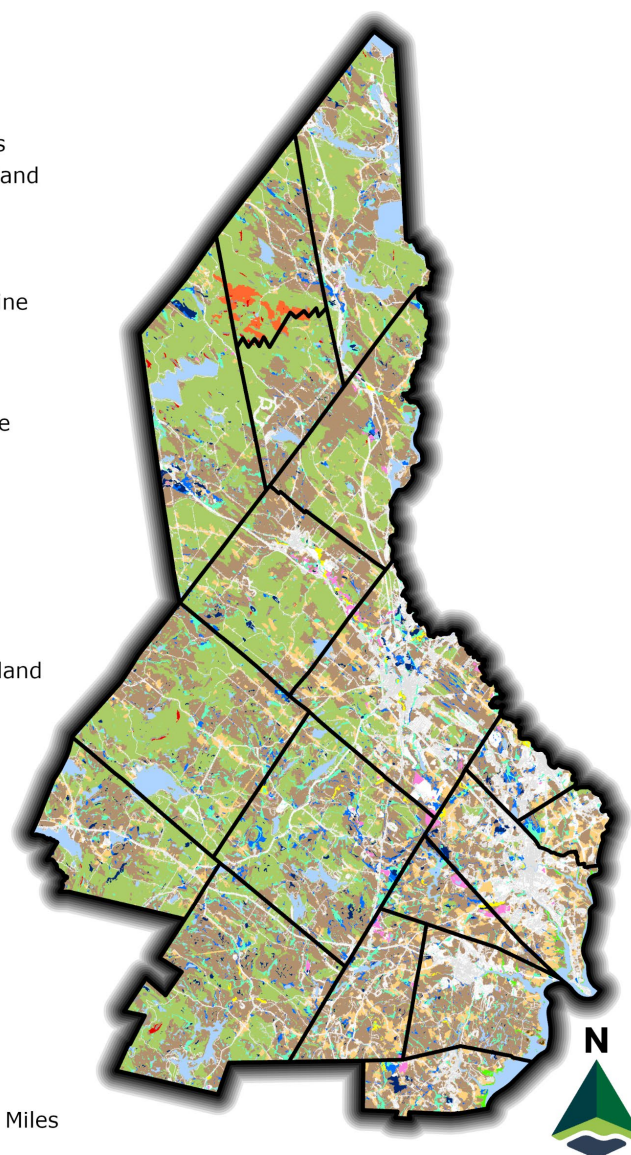
The New Hampshire Wildlife Action Plan (WAP) is the state's foundational document for species and habitat conservation. There are 19 habitat types within the region.

The data on this page is from 2020. There is an update ongoing during 2025 with the New Hampshire Fish and Game Department to update the New Hampshire WAP and dataset.

Habitats	Acres
Appalachian oak-pine	115,740.61
Cliff and Talus	408.87
Coastal island	16.73
Developed Impervious	26,554.51
Developed or Barren land	28,872.77
Dune	39.44
Floodplain forest	1,424.20
Grassland	19,777.94
Hemlock-hardwood-pine	104,594.80
Lowland spruce-fir	0.32
Northern hardwood-conifer	1,651.66
Northern swamp	66.88
Open water	19,734.10
Peatland	3,755.25
Rocky ridge	789.75
Salt marsh	551.22
Sand/Gravel	1,616.33
Temperate swamp	7,821.68
Wet meadow/shrub wetland	14,413.75
Total	347,830.83

Legend

- Appalachian Oak-Pine
- Cliff and Talus
- Coastal Island
- Developed Impervious
- Developed or Barren land
- Dune
- Floodplain Forest
- Grassland
- Hemlock-Hardwood-Pine
- Lowland Spruce-Fir
- Northern Hardwood-Conifer
- Northern or Temperate Swamp
- Open Water
- Peatland
- Pine Barren
- Rocky Ridge
- Salt Marsh
- Sand/Gravel
- Marsh and Shrub Wetland



Source: NH Fish and Game Department, 2020. Granularity: SRP

0 2.5 5 10 Miles

Wildlife Action Plan – Habitat Tiers

The 2020 Wildlife Action Plan (WAP) analyzes 169 species of greatest conservation need and 27 habitats which support those species and separates them into three tiers.

Tier 1 - Highest Ranked in the State by Ecological Condition. Areas with this ranking reflect broad patterns of geomorphology, geologic origin, stratigraphy, regional climate, topography, and natural vegetation.

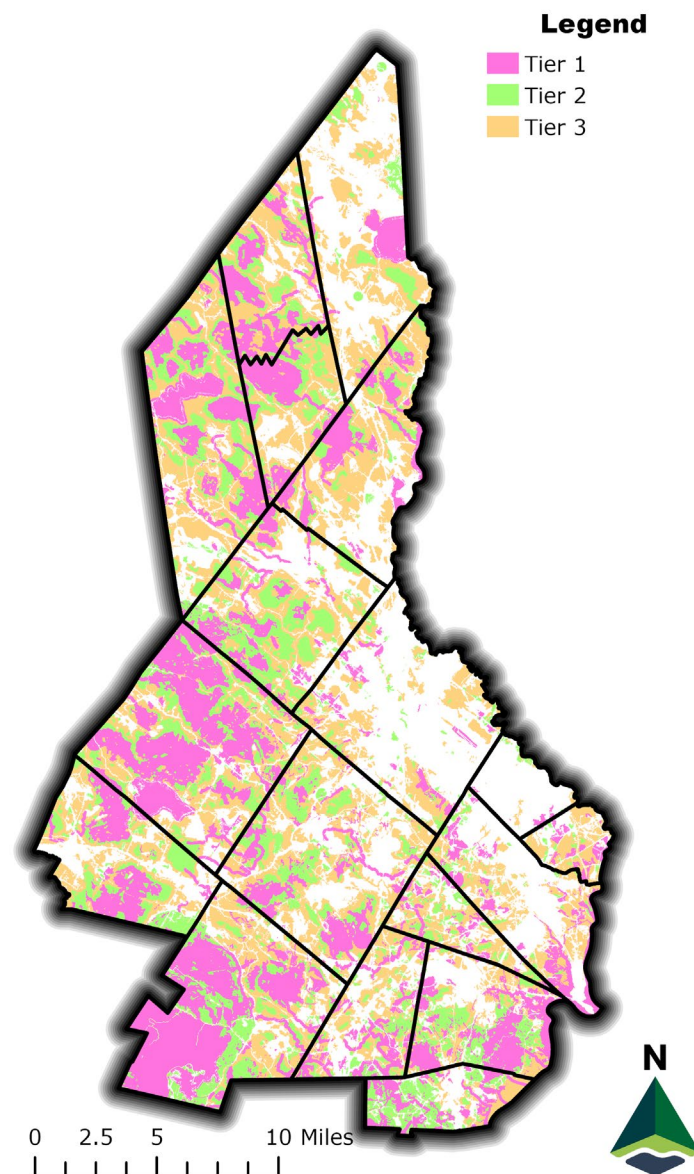
Tier 2 - Highest Ranked in the Biological Region by Ecological Condition. Areas with this ranking reflect the same as Tier 1, but on a more local or regional scale.

Tier 3 - Supporting Landscapes are areas that enhance the ecological balance and biodiversity of an area.

The data on this page is from 2020. There is an update ongoing during 2025 with the New Hampshire Fish and Game Department to update the New Hampshire WAP and dataset.

Tier	Acres
1 - Highest Ranked in the State	86,526.67
2 - Highest Ranked in the Biological Region	52,708.22
3 - Supporting Landscapes	96,577.85

Source: NH Fish and Game Department, 2020. Granularity: SRPC



Recreation Sites

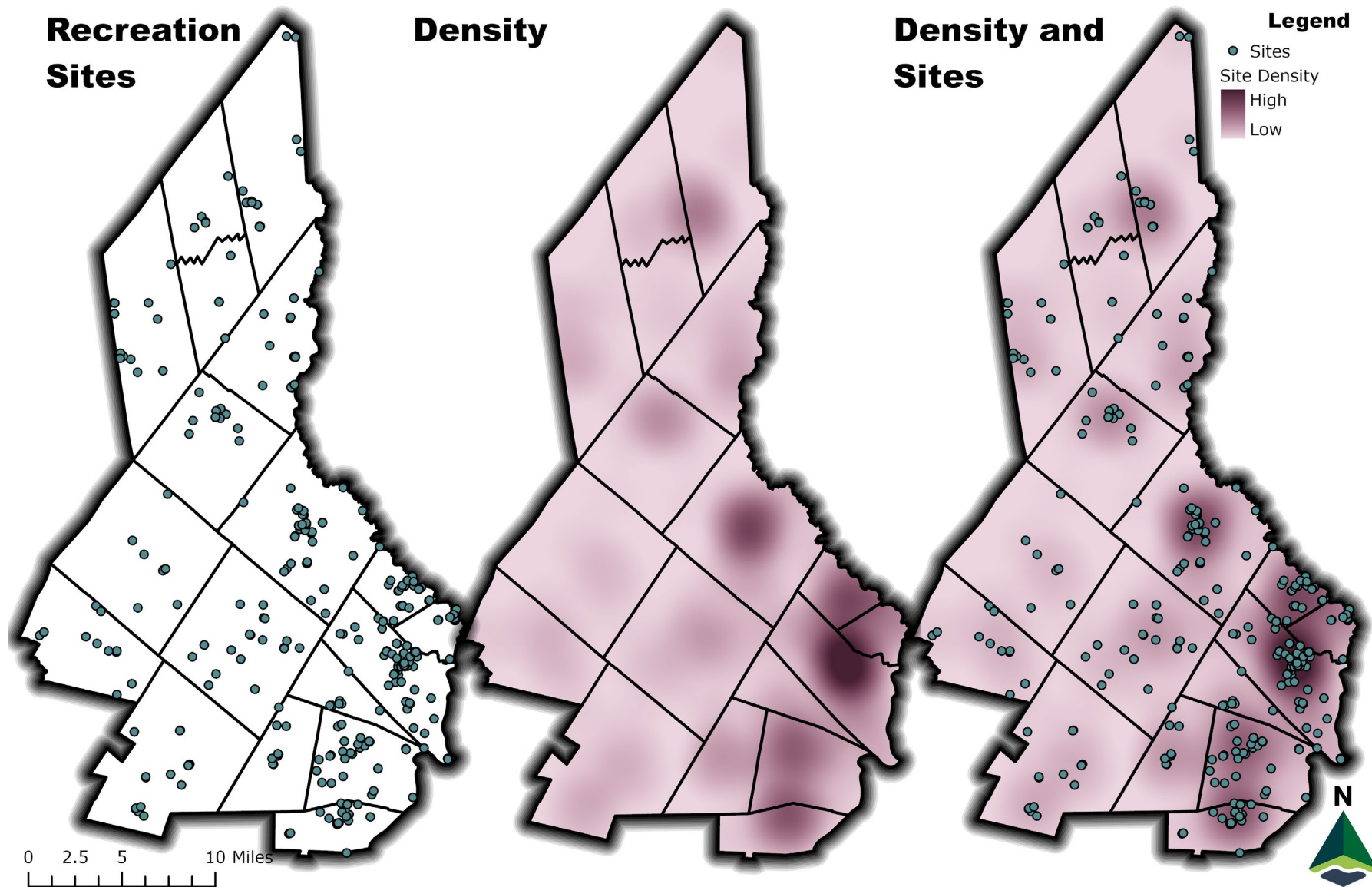
New Hampshire is characterized by its scenic nature and countless recreation opportunities. There are year-round opportunities for all types of outdoor enthusiasts. The SRPC region, much like the rest of New Hampshire, has dozens of lakes for boating, swimming, and fishing, and many hiking areas with views of regional landmarks. SRPC municipalities provide and operate playgrounds, pools, and other recreation centers of their own.

In the spring of 2020, SRPC was awarded a second New Hampshire Children's Health Foundation (NHCHF) grant to implement a program complementary to the Pathways to Play program. Promoting Outdoor Play! (POP!) has enabled SRPC to expand the data available about publicly accessible recreation sites that was gathered in the Pathways to Play project, and to present this data in a more user-friendly and accessible tool for those who live, work, and recreate in the region.

Recreation Site's Primary Use	Barrington	Brookfield	Dover	Durham	Farmington	Lee	Madbury	Middleton	Milton	New Durham	Newmarket	Northwood	Nottingham	Rochester	Rollinsford	Somersworth	Strafford	Wakefield	SRPC
Beach								1	1	1		4	2					3	12
Boating Access	1		3	3					1	5	4	1	2	2	2	1	1	1	27
Community Garden			1	1							1				1		1		5
Disc Golf Course		1	1											2				1	5
Dog Park			1			1										1			3
Fishing Access			1	1			2						1						5
Golf Course						1													1
Gym			2																2
Open Space and Trails	11	3	6	17	4	2	2	1	6	4	7	2	4	6	2	5	4		86
Park	1		10	4	3				3		2		1	7	3	3		2	39
Playground	2		13	2	2	3	1	1	2	2	2	1	3	9	1	5	1	4	54
Pool			2								1			3					6
Rail Trail		1	10		1									1				2	15
Skatepark			1	1							1							1	4
Skating Rink	1		2	1										1		1			6
Sledding Hill			2	1							1					1			5
Sports Fields and Courts	4		12	2	3	3	2	1	2	1	5	3	2	12	3	10	1	4	71
Grand Total	20	5	67	33	13	10	7	4	15	13	24	11	15	43	12	27	8	18	347

Source: SRPC. Year: 2021. Granularity: Municipalities.

Recreation Sites



Source: SRPC. Year: 2021. Granularity: Municipalities.

Water Resources

Water resources include surface and ground waters including streams, rivers, waterbodies, wetlands, groundwater aquifers, and flood zones. Maps of these resources help to guide future conservation efforts focused on protecting drinking water resources, and designated water resource protection areas such as shoreland conservation and protection zones, wellhead protection areas, wild and scenic river designations, impaired surface waters, and groundwater reclassification areas, among others.

Surface Waters

Surface waters are bodies of water that are visible on the Earth's surface, such as wetlands, lakes, ponds, rivers, and streams. Surface waters in New Hampshire are governed by the [New Hampshire Department of Environmental Service Administrative Rules](#).

Sustainable public access to these waterbodies adds protection by providing safe parking and boat ramp areas that will reduce unfiltered stormwater run-off from entering the waters.

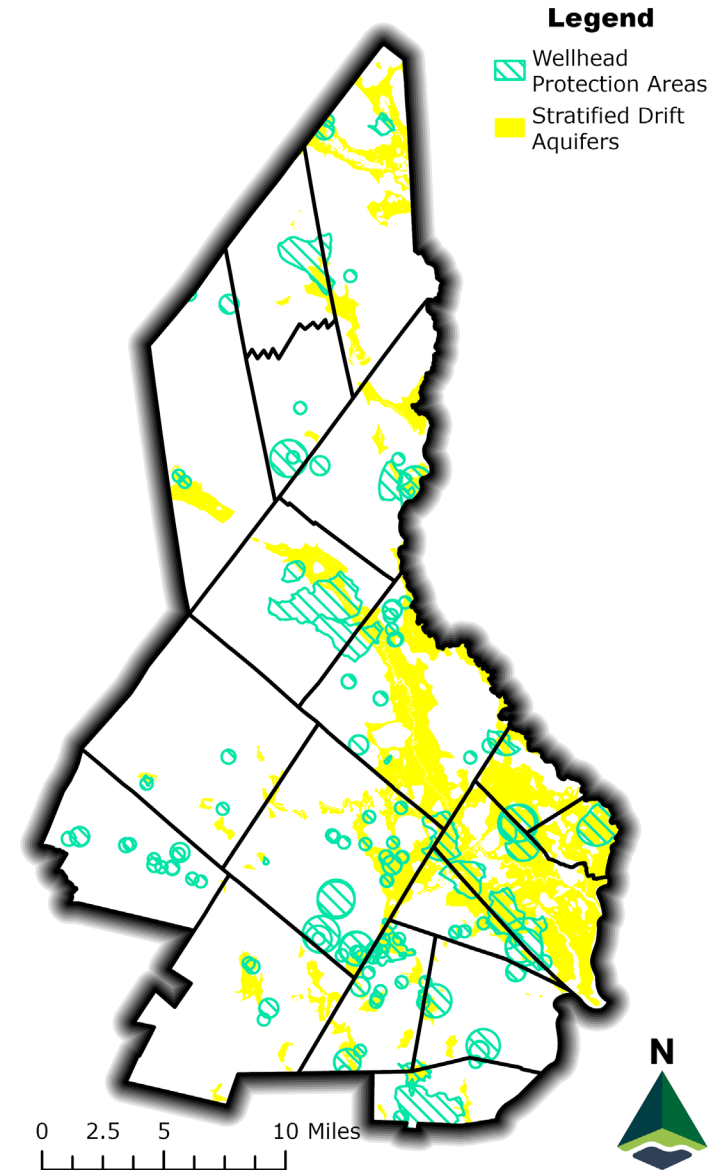
Groundwater

Aquifers are areas saturated by water underground between sediment and rock formations that transmit water to wells and springs. They are geological formations that can provide drinking water through drilled wells. These wells can be either fractured bedrock or sand and gravel. The rate at which water moves through these areas is called aquifer transmissivity. Aquifers are generally resupplied by groundwater recharge, which is the absorption of water through the ground surface.

Groundwater in saturated soils is highly vulnerable to pollutants because surface contamination can infiltrate directly into the aquifer and may remain there for a very long time. Sources of contaminants are often located above the aquifer (ground surface) or nearby to the aquifer including septic tank effluent, land fill material, fertilizers and pesticides, hazardous material, and more. Wellhead protection zones and ordinances help with the protection of these valuable sources of drinking water.

Continued efforts to protect drinking water and surface water should be considered during land development requests. Additional methods of protection through ordinances, regulations, and policies may be needed.

Source: Wellheads – NHDES 2022, Aquifers – NH GRANIT 2020. Granularity: Region.



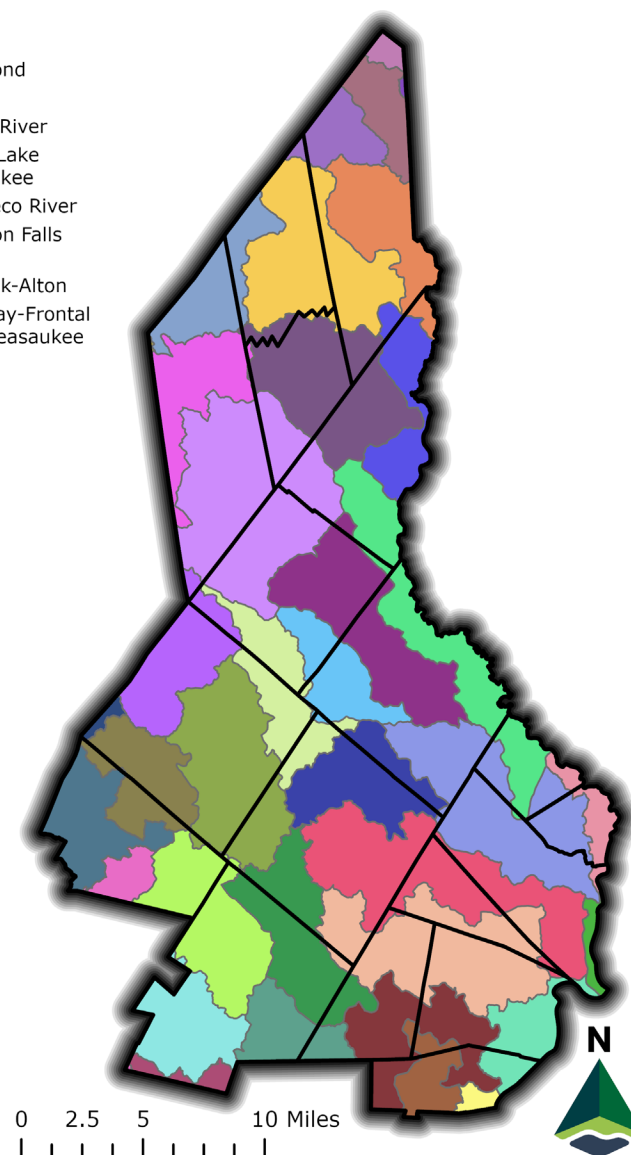
Watersheds

A watershed is an area of land that collects all of the water that drains into a single waterbody. This includes streams and rivers of all sizes, rain, snow, stormwater runoff, and water absorbed through the land. To put it simply, a watershed is a sieve of water (and pollutants) that drain into a larger waterbody.

A watershed can range in size depending on the topography of the land. For example, a small watershed is one that is situated in a low area surrounded by slopes. A larger watershed is one that has many channels of low areas that drain into the waterbody. Watersheds are delineated nationally by the United States Geological Survey using the Hydrologic Unit Code (HUC) system, based on surface hydrologic features. For each level in the hierarchy, two digits are added to the HUC. This system classifies the country into 22 regions, 245 subregions, 405 basins, 2,400 subbasins, 19,000 watersheds, and 105,000 sub watersheds. The HUC for regions are assigned two digits, subregions are assigned four digits, basins are assigned six digits, subbasins are assigned eight digits, watersheds are assigned 10 digits, and sub watersheds are assigned 12 digits.

The map on this page shows the 12-digit HUC watersheds that intersect the region. Compare these to the stream orders on the next page.

Source: USGS, 2019. Granularity: Region.

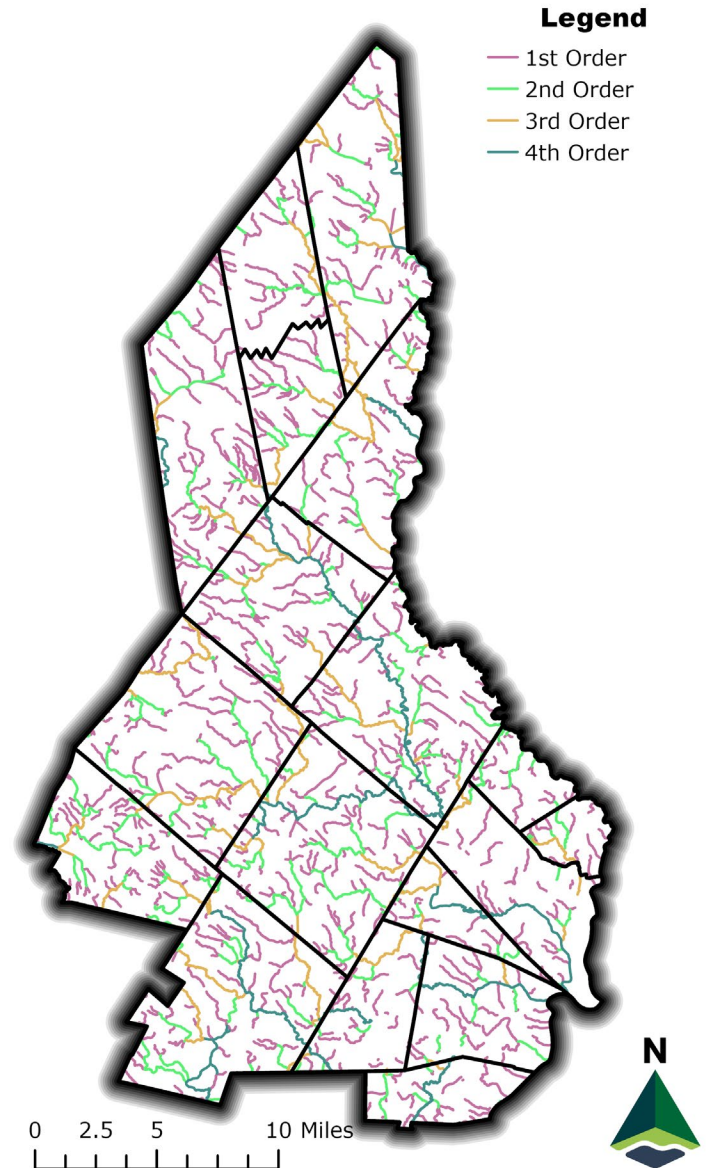


Stream Order

Stream order is a classification of the hierarchy of streams. It is based on the relative size of streams to indicate the level and number of branching in a river system. Streams that are farther away from the main waterbody have a lower number (1) and don't have branches off of them, while those with many branches are closer to the main waterbody and have a higher number (5).

The stream order data that is shown on this page was generated utilizing the Strahler method. This method is the most commonly used for this type of analysis.

Compare these stream orders to the watersheds on the previous page.



Source: NHD, 2024. Granularity: Region.

Water Protection

Quality of life within the region depends on the functioning of water infrastructure systems and the protection of these resources. Two programs that help to protect water resources are the Rivers Management and Protection program and the Shoreland Water Quality Protection Act.

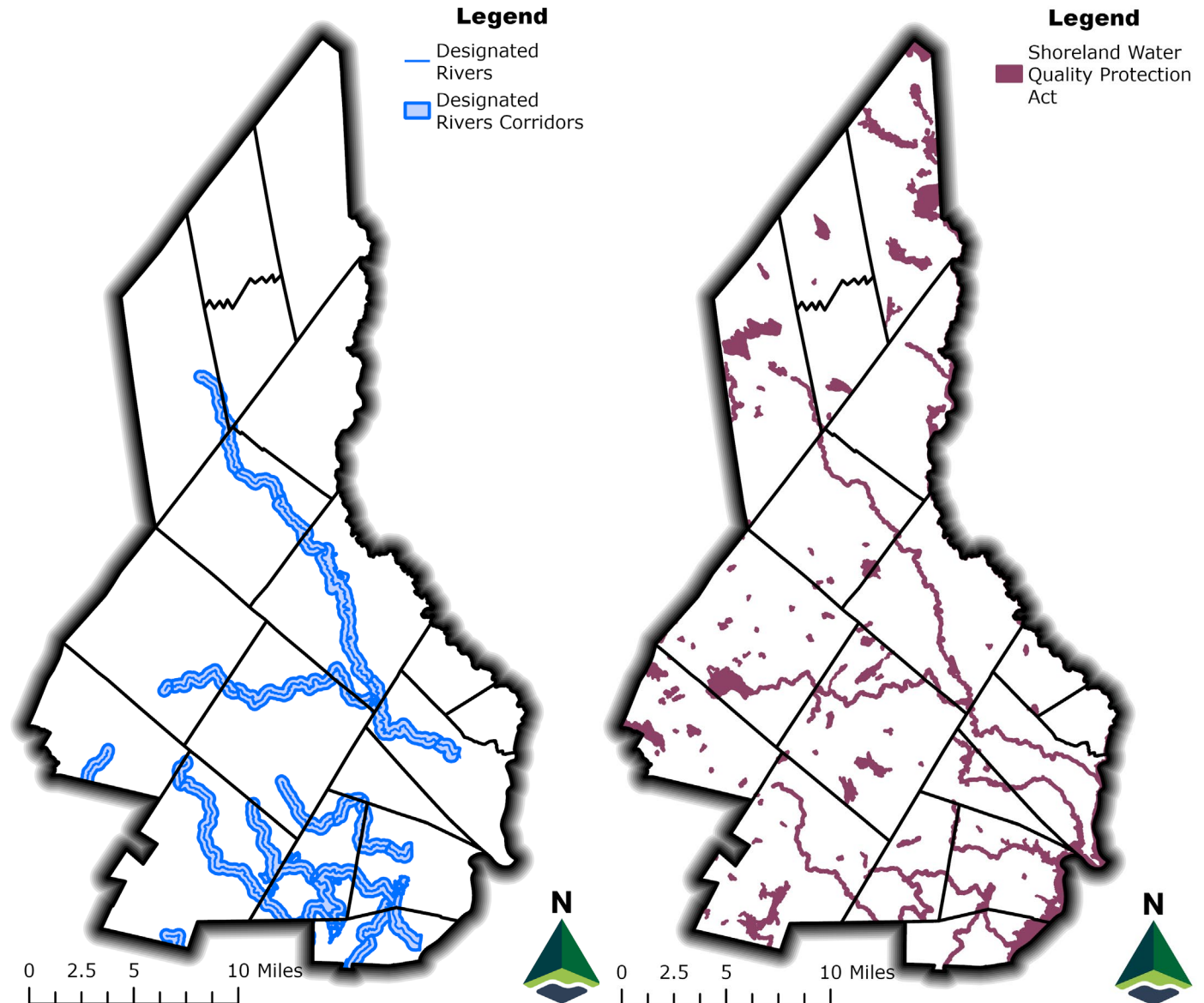
The Rivers Management and Protection Program focuses on the protection of some state designated significant rivers. The designated rivers in the region are in the first map on this page. Learn more at:

<https://www.des.nh.gov/water/rivers-and-lakes/rivers-management-and-protection>

The Shoreland Water Quality Protection Act protects shoreland close to public waters. There are regulations for vegetation removal, excavation, fill, and development in these areas. Learn more at:

<https://www.des.nh.gov/land/waterfront-development/protected-shoreland>

Source: NHDES, 2022.



Agricultural Land

Agriculture is a vital need in any community to provide fresh vegetables, poultry, and meats. In the colonial era, the creation of farmland was the leading cause of deforestation in New Hampshire.

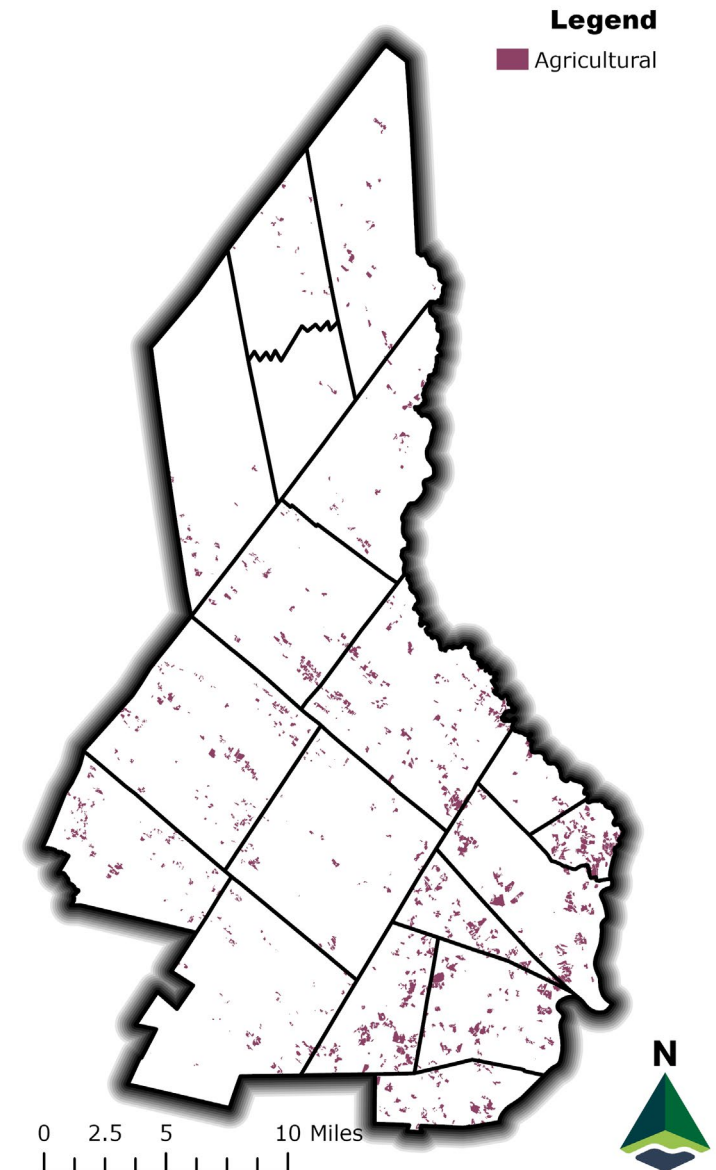
Agriculture provides many benefits to communities in addition to the production of food for human consumption. It also provides pastures for horses, cattle, goats, sheep, pigs and other farm animals. In addition, visitors and residents enjoy the scenic views of rolling pastures and crops.

Agritourism is on the rise to help offset losses due to natural causes such as drought, extreme heat and cold, flooding, insects and diseases. This added use of farms has been a topic of controversy depending on the type of use allowed and the impact on nearby properties.

There are many threats to farmland throughout the region and the state as a whole. Farms are an easy target for land development due to the ease of sitework including topography, cleared land, and good soils for lawns and landscaping. Even when conserved, local development rules and conditions of financing may prevent conservation areas, land trusts, and areas under easements from being used for agritourism, no matter the size or intensity of the crop or number of visitors to the site.

There are 12,462 acres of agricultural land in the region as of 2022.

Source: Strafford Regional Planning Commission Land Use Data, 2022.
Granularity: SRPC.



Forestry Resources

Forests in the region serve many functions to help meet the needs and enjoyment of residents and visitors alike. Forests play an important role in providing clean air, clean water, mitigating the urban heat island effect, and are an essential habitat for plants and animals. Forest lands are a defining feature of the landscape and an asset for economic development and tourism, often through trail systems. The history of New Hampshire forests dates back to early colonization in which almost all of the state was deforested for lumber and to create farmland. Since then, efforts of better forest management have been practiced, so that about 84% of the state is forested today, among the highest in the nation.

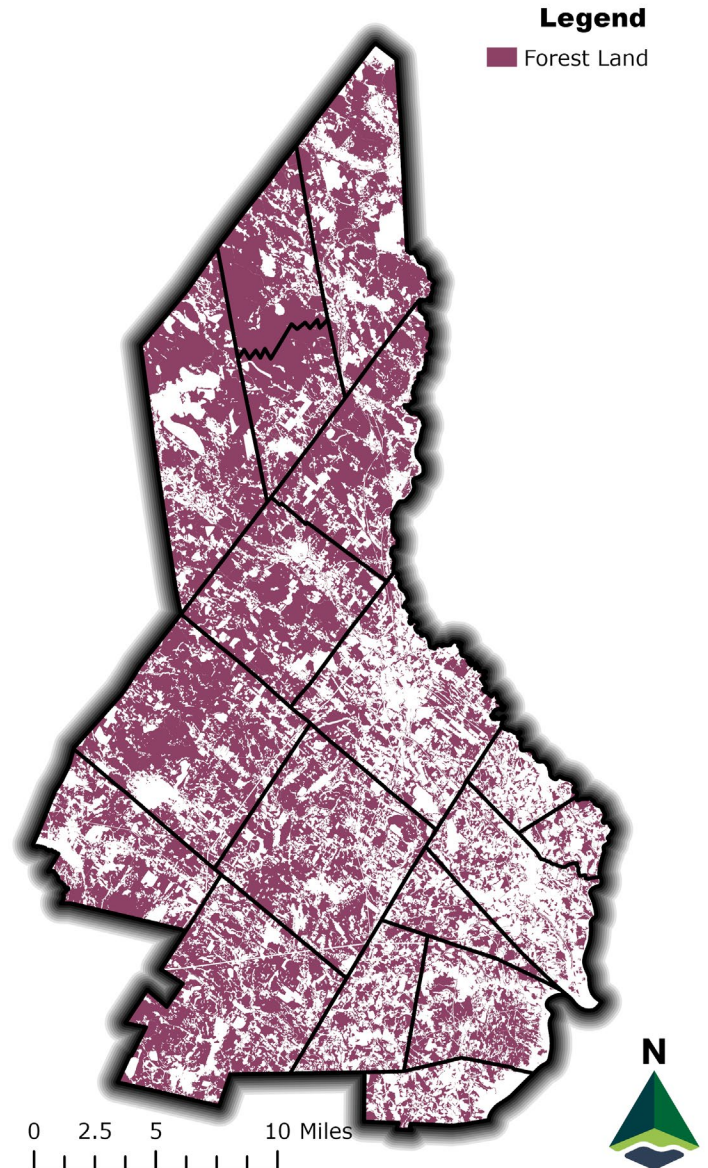
Some of the functions of forests include timber harvesting, providing wildlife corridors and habitat, recreation, and serving as soil stabilization and water quality filters.

The forests in the region make up 202,846 acres and predominately consist of species including:

- Appalachian oak-pine
- Hemlock-hardwood-pine
- High-elevation spruce-fir
- Lowland spruce-fir

There are several threats to these areas including human and natural threats. The overuse and/or improper management of forested areas for recreation and timber harvesting can disrupt the natural functions and benefits that forests bring. Another threat is natural disasters such as severe weather and forest fires which can decimate large areas of prime forestland. Additionally, the spread of invasive species, insects, and diseases can cause widespread losses of trees and supporting habitat. Proper forest management and good stewardship will help protect this valuable resource for generations to enjoy.

Source: Strafford Regional Planning Commission Land Use Data, 2022.
Granularity: SRPC.



Land Use Changes

The state of New Hampshire uses a consistent land use data collection methodology. Aerial imagery is collected every five years, with the exception of the 2020 imagery, which was delayed by 2 years due to the COVID pandemic. The “2020” imagery was not collected until 2022. Once this imagery is collected, SRPC receives and analyzes it to determine changes in land use. The table below shows the change over the last decade(+2 years) in the region.

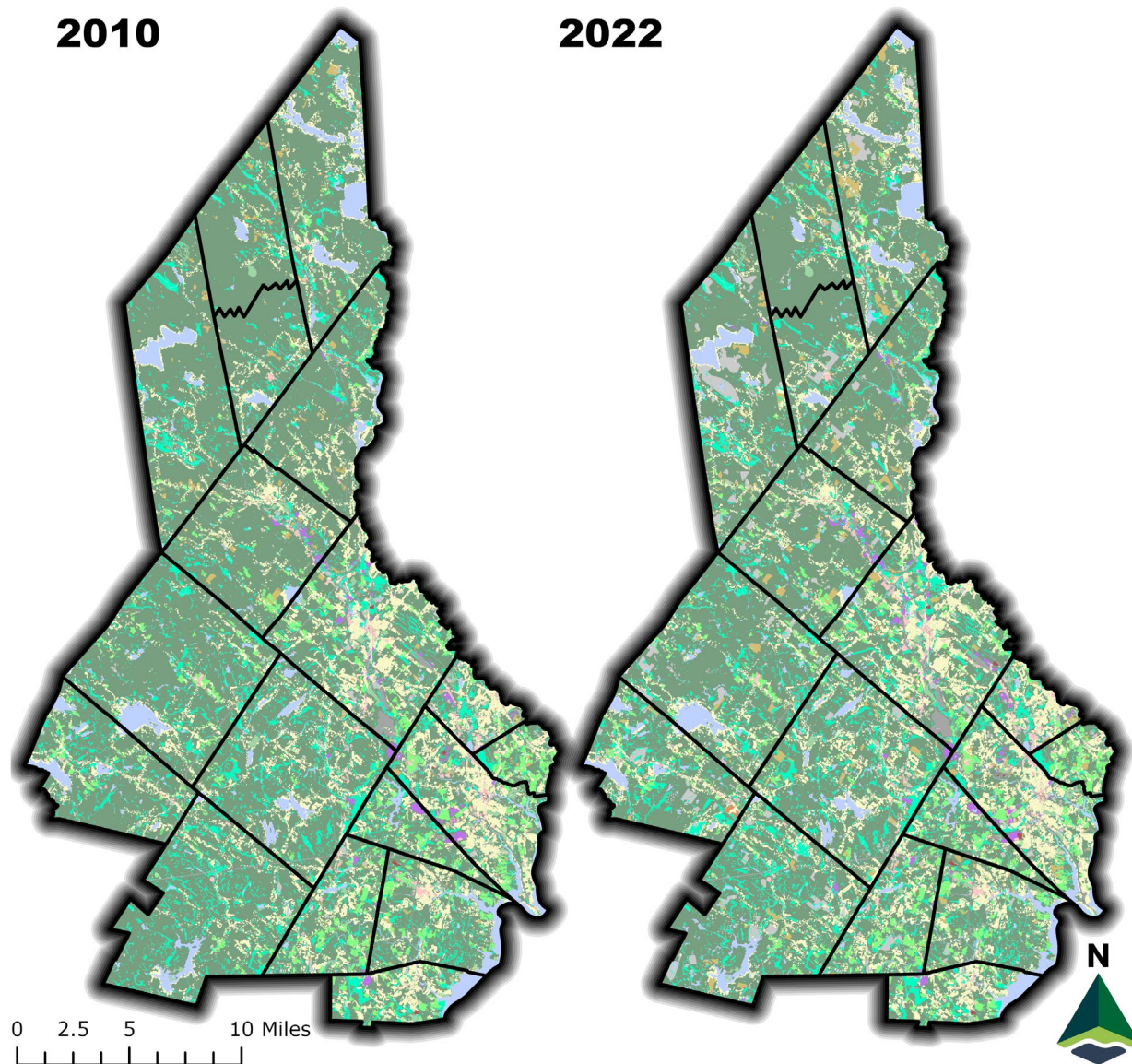
Increases in development for residential (+5,067 Acres), transportation (+675 Acres), Commercial (+440 Acres), and Industrial (+376 Acres) result in decreases in Agricultural (-325 Acres) and Forest lands (-21,217 Acres).

The maps on the next page show land use for 2010 and 2022. While difficult to spot changes at first glance, notice the increased developments in Dover, Rochester, Barrington, Northwood, and Nottingham.

	Land Use	Acres (2010)	Acres (2022)	Change
	Agriculture	12,787	12,462	(325)
	Commercial, Services, Institutional	3,110	3,550	440
	Forest Land	224,063	202,846	(21,217)
	Industrial	1,353	1,729	376
	Industrial and Commercial Complexes	142	164	22
	Mixed Developed Uses	25	132	107
	Other Natural or Barren Land	3,439	11,874	8,435
	Outdoor and Other Urban Built-Up Land	5,563	6,236	672
	Residential	39,541	44,608	5,067
	Transitional Natural Lands	4,275	7,752	3,477
	Transportation, Communication, Utilities	7,360	8,036	675
	Vacant Land	58	33	(25)
	Water	18,448	19,490	1,041
	Wetlands	27,728	29,428	1,699

Source: Strafford Regional Planning Commission Land Use Data, 2010 & 2022. Granularity: SRPC.

Land Use Changes



Source: Strafford Regional Planning Commission Land Use Data, 2010 & 2022. Granularity: SRPC.

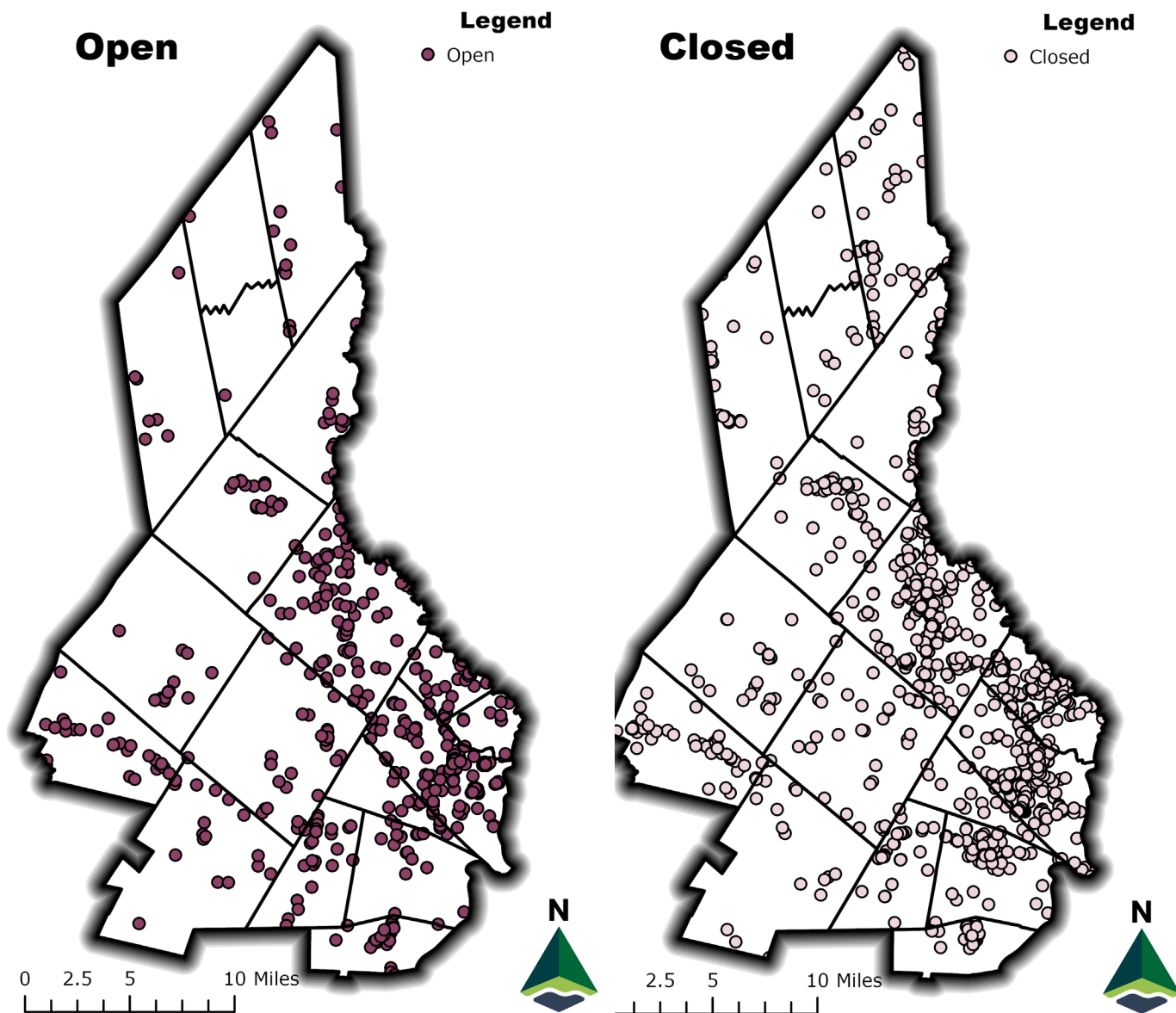
Remediation Sites

A remediation site can have a serious impact on human health and water supplies. Many regulations exist at the federal, state, and local levels to prevent contamination. However, ongoing mitigation strategies and clean-up protocols are imperative to this type of environmental protection. This process of “cleaning up” is known as site remediation, which removes contaminated soil, sediment, surface water, or groundwater to reduce the impact on people or the environment.

Several NHDES programs are aimed at monitoring and assessing remediation sites, as well as providing assistance in clean-up processes and the repurposing of those sites.

Closed remediation sites are sites that have already been cleaned up while open sites have not yet been or are currently being remediated.

Visit the NHDES site for more details:
<https://www.des.nh.gov/waste/contaminated-sites>



Map - Source: NHDES. Year: 2024. Granularity: SRPC.

MOBILITY AND ACCESSIBILITY

Table of Contents

Infrastructure Conditions.....	114
Travel Time Reliability.....	119
Active Dams.....	121
Broadband Access.....	122
Passenger Rail & Airports.....	124
Freight Commodities.....	126
Public Transit.....	132
Access to Vehicles.....	139
Commute Times.....	140
Active Transportation.....	141
Road Classification Systems.....	144

Infrastructure Conditions

Infrastructure can be categorized into two types: built infrastructure (structures such as roads, bridges, dams, railroads, utilities, etc.), and unbuilt infrastructure (facilities and systems such as emergency services, online systems used by government agencies and utility providers, social and economic systems, public health networks, etc.).

This section contains updated metrics that assess the condition and operation of a range of structures and facilities in the region.

This includes:

- Condition of pavements and bridges.
- Travel time reliability on National Highway System roads.
- Location and scale of dams.
- Availability of high speed (broadband) internet.

Future updates to this document will include additional information about non-transportation infrastructure.

Pavement in the National Highway System

This metric is one of the FHWA mandated performance measures defined in 23 CFR 490. The pavement condition on the National Highway System (NHS) is calculated as the percent of miles of NHS road by condition.

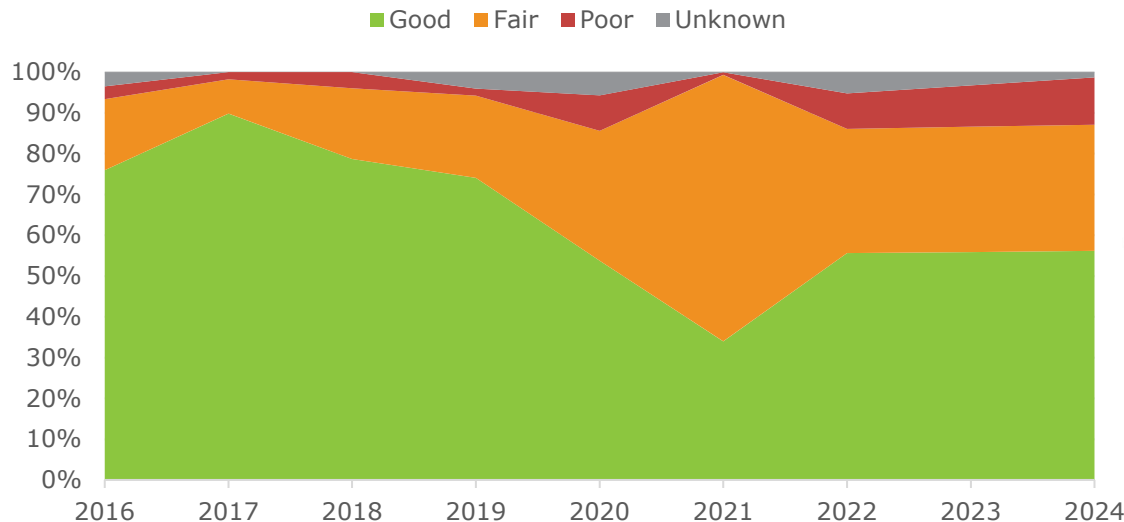
In the first iteration of target setting in 2018, the condition can be calculated by using the International Roughness Index (IRI), but as of 2022, pavement conditions are now measured using multiple factors:

- Cracking
- Rutting – where the wheel path is a visible depression in the pavement.
- Faulting – misalignment in sections of pavement, common on bridges and concrete roads.

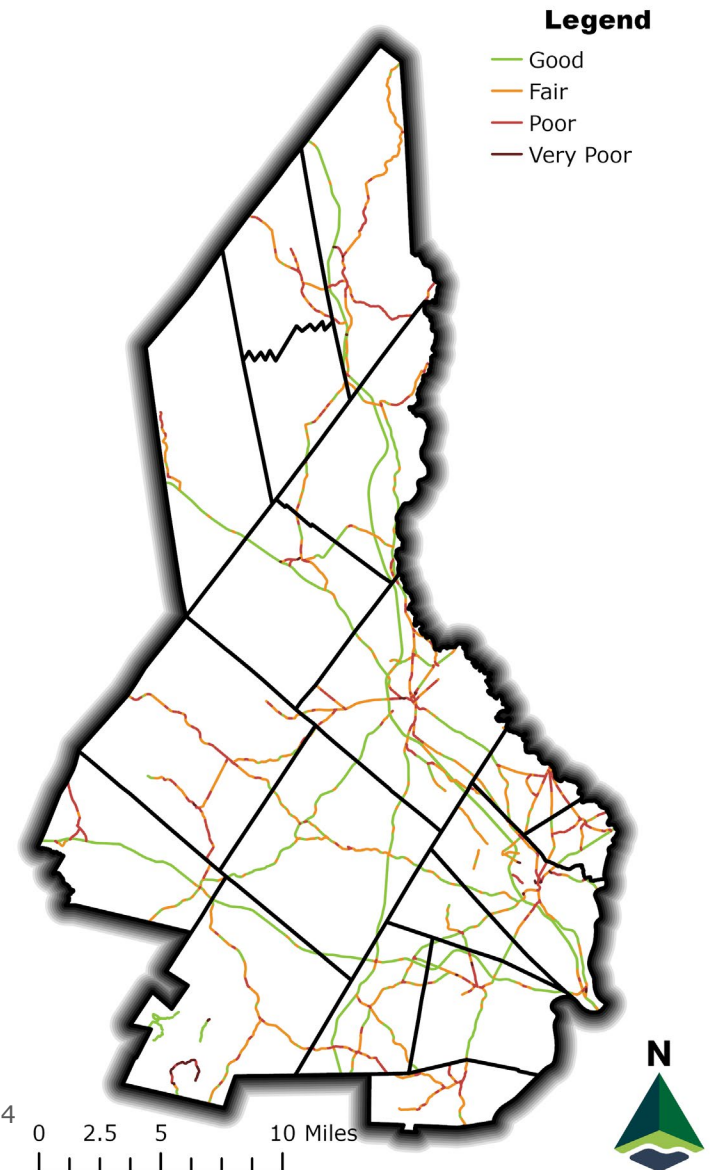
SRPC chose to support the state targets in 2018 when they were initially set, and in 2022 when the most recent targets were set.

The map on this page the IRI condition ratings for NHS roads. An IRI of less than 5 is considered good, and an IRI over 170 is considered poor. Some segments in 2016 and 2019 contained poor data quality not suitable for evaluation.

Pavement Condition on the NHS



Source: NHDOT. Year: 2016-2022. Granularity: SRPC.

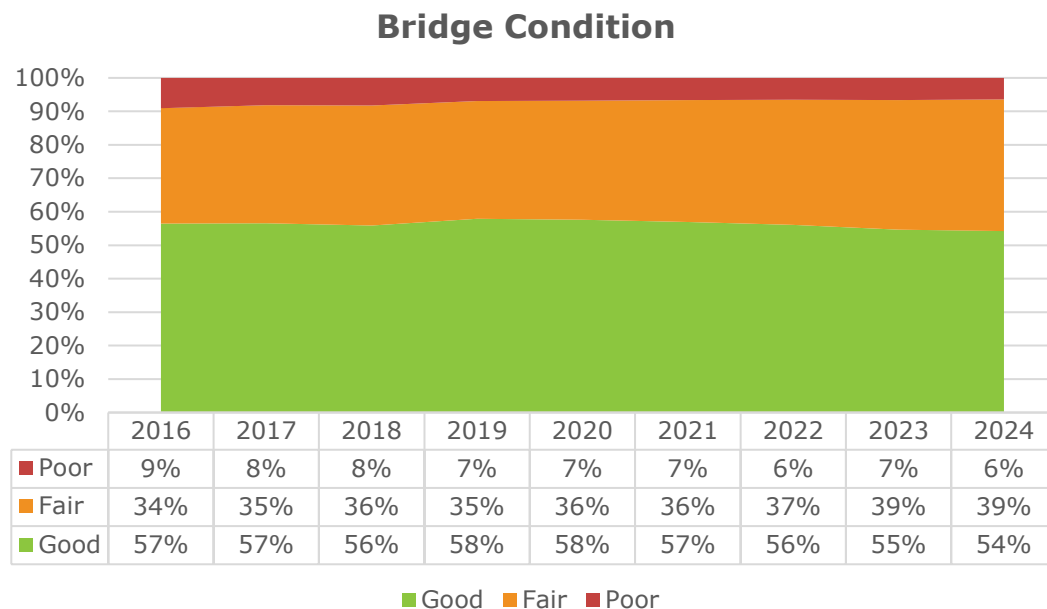


Bridge Condition

There are two main bridge condition methodologies used by SRPC. One is defined by FHWA in 23 CFR 490 as part of the federal transportation performance measures, and one is defined by NHDOT and is used to prioritize bridge repairs and replacements.

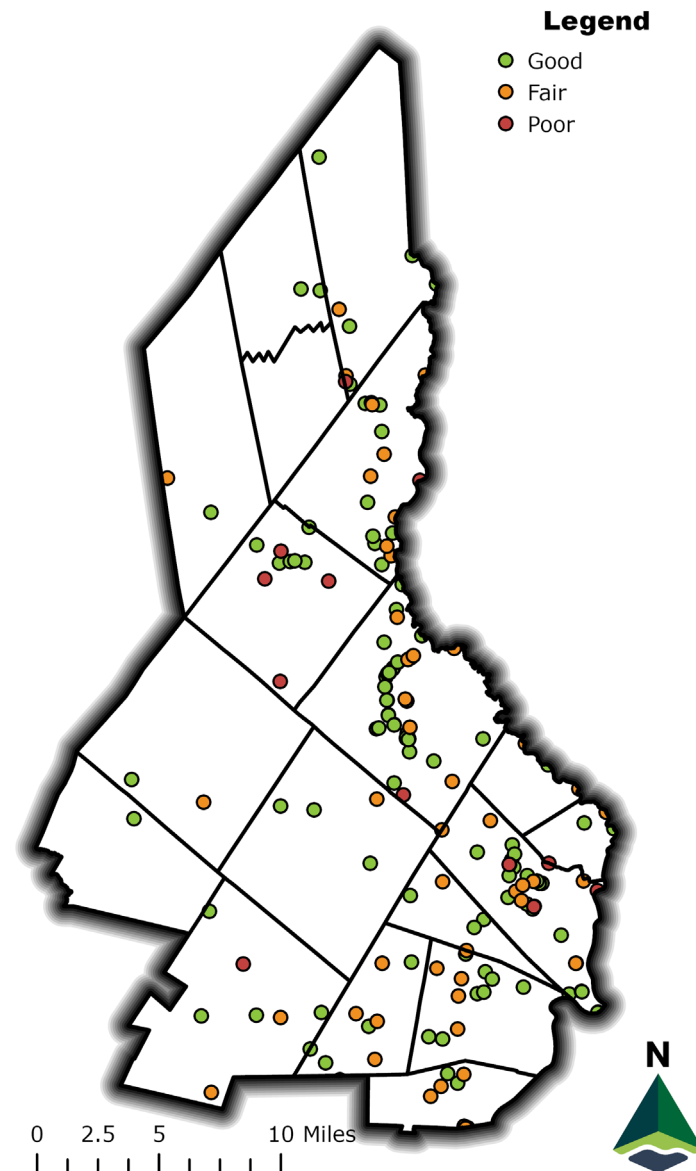
The FHWA Bridge condition performance measures identify the condition of bridges on National Highway System (NHS) roads. These bridges are scored on the condition of their deck, superstructure, substructure, and culvert (if applicable). The lowest scoring of these conditions determines the overall rating of the bridge.

The chart below and map on this page apply the FHWA bridge condition performance measures' analysis for all the bridges¹ in the National Bridge Inventory in the region.



¹ Bridges in the National Bridge Inventory are defined as bridges with a length of 20 feet or more. NHDOT uses a length of 10 feet for the state bridge inventory, so the Red List Bridge Metric may include bridges that are not included here.

Source: National Bridge Inventory. Year: 2016-2024. Granularity: New Hampshire.



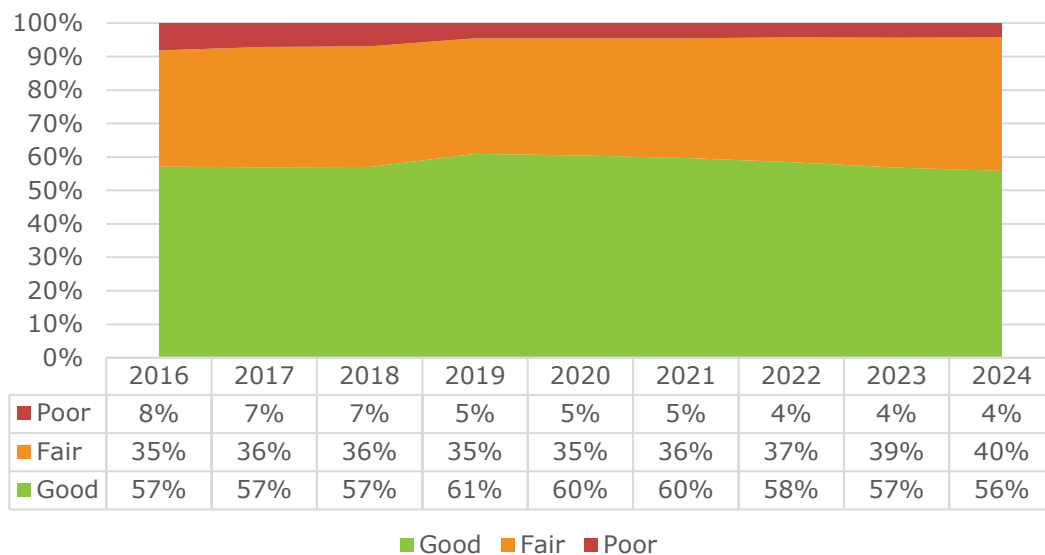
Bridge Condition in the National Highway System

The FHWA bridge condition performance measures determine the condition of bridges of roadways in the National Highway System. These bridges are scored on the conditions of their deck, superstructure, substructure, and culvert (if applicable). The lowest scoring of these conditions determines the overall rating of the bridge.

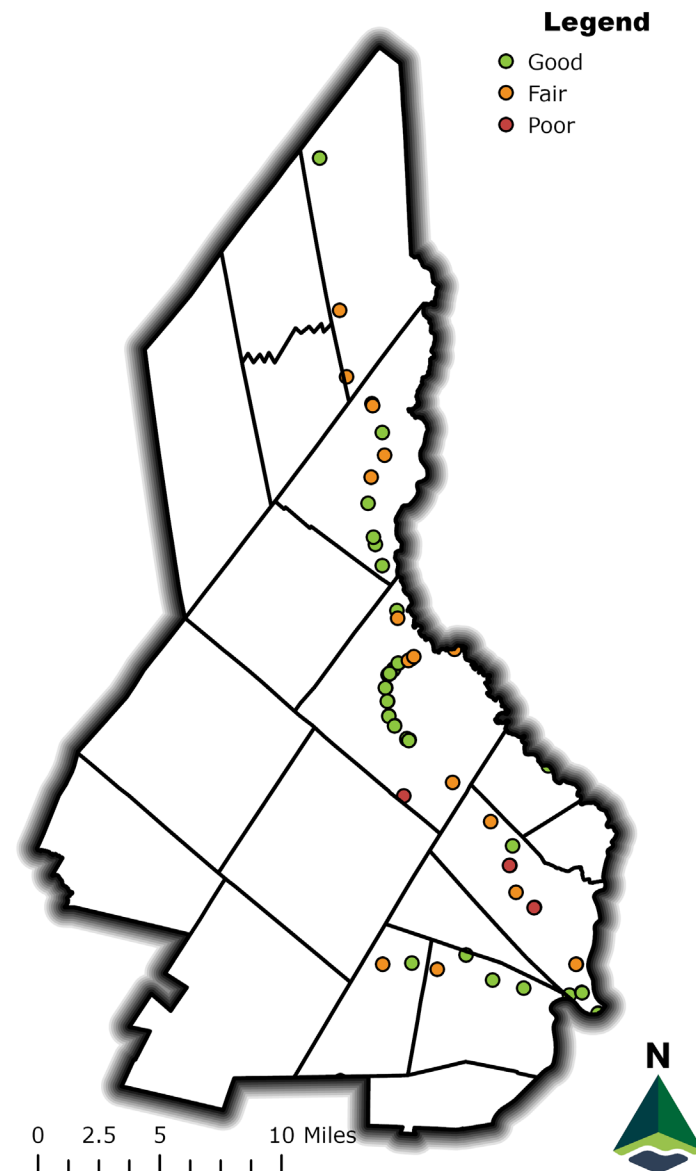
In 2018, SRPC set targets based on 2015-2021 bridge conditions. The SRPC region was performing better than the state (57% good condition statewide compared to 65.2% in the region). As of 2021, SRPC was on track to meet "good" and "poor" condition targets, although poor-condition bridges have increased slightly. The state set new targets in 2022, which SRPC opted to support. Bridge conditions remain good in the region compared to the rest of the state.

Condition	State Target	SRPC Target	2024 Status
Good	57.0%	Support State	On Track
Poor	5.0%	Support State	On Track

Bridge Condition on the NHS



Source: National Bridge Inventory. Year: 2016-2024. Granularity: New Hampshire.



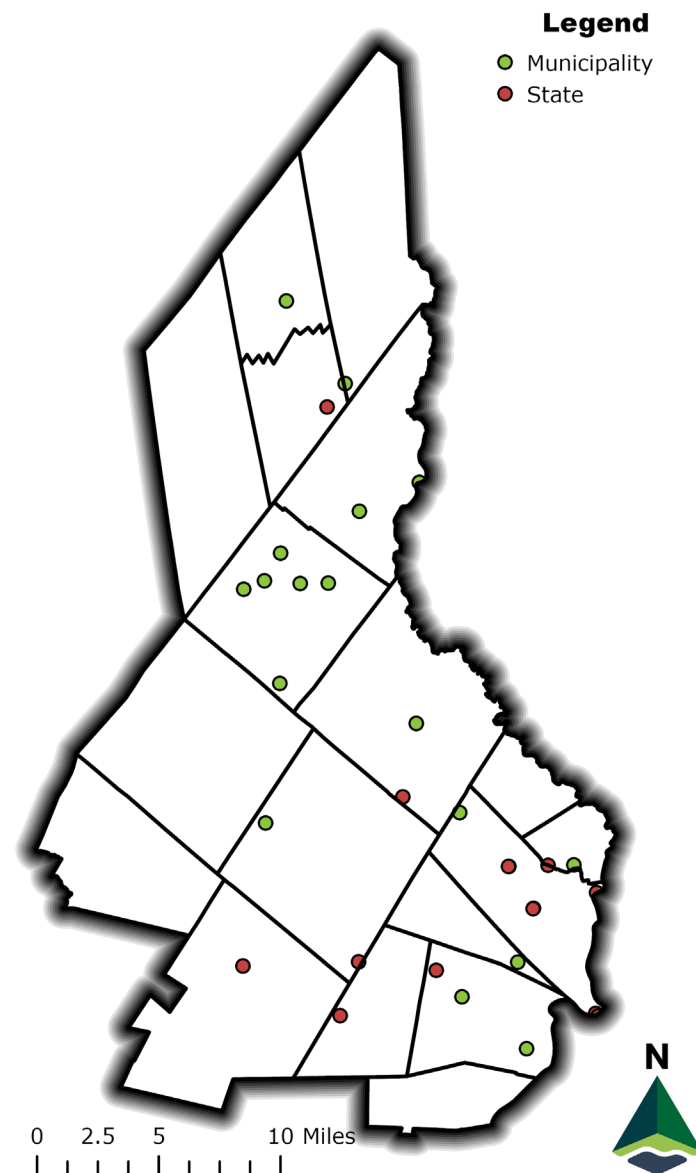
Red List Bridges

Red list bridges are designated by NHDOT and used to rank and prioritize bridge improvements. The red list instructs NHDOT on the frequency of inspections and the urgency of repairs. A state-owned red list bridge is inspected twice annually, a municipally-owned red list bridge is inspected annually, and non-red list bridges are inspected biennially (RSA 234.2). RSA 234.2 defines a bridge as any span 10 feet or more, which is 10 feet shorter than the federal definition of a bridge. As a result, the data for this metric will show more bridges than other bridge metrics in this document.

The chart below to the left displays the number of bridges on and off the red list, and all the municipalities in the region have bridges in the red list. The chart below to the right displays the progress in the region for repairing these red list bridges.

Municipality	Local	State
Barrington	1	1
Brookfield	1	0
Dover	1	7
Durham	2	1
Farmington	6	0
Lee		1
Madbury	1	0
Middleton		1
Milton	2	0
Nottingham		1
Rochester	1	1
Rollinsford	1	1
Wakefield	1	0
Grand Total	17	14

Source: NHDOT. Year: 2023. Granularity: New Hampshire.

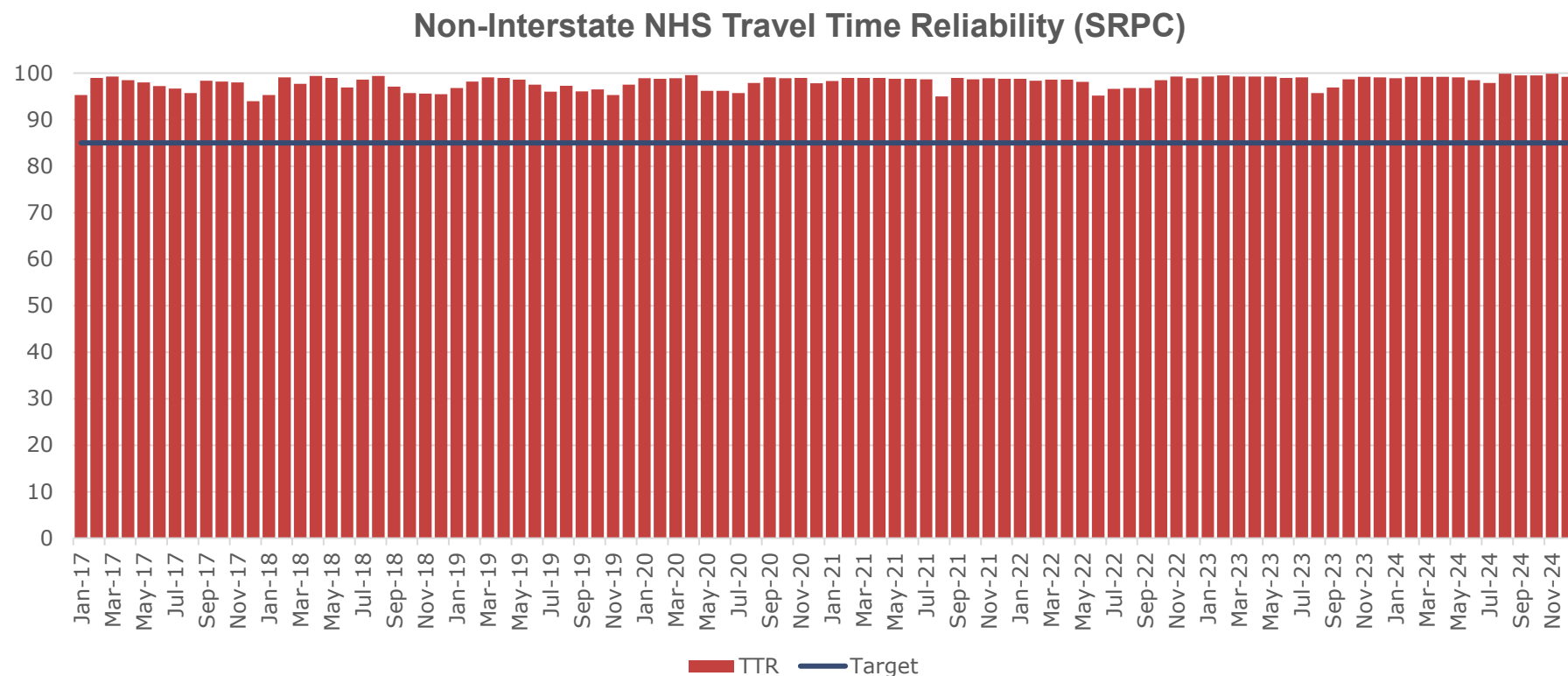


Travel Time Reliability on Non-Interstate National Highway System

The Travel Time Reliability measure is defined as the “Percent of person-miles traveled on the non-Interstate NHS that are reliable.” This is one of the performance measures required by FHWA in 23 CFR 490. SRPC set initial four-year targets in 2018 and will need to set new targets again in 2022.

In 2018, SRPC chose to assume the state target. The state target was 85% reliable travel. This target was based on 2017 baseline data. In the Strafford Region, 98.4% of travel was reliable in 2017.

Reliability is not a measure of whether there is congestion, but rather a measure of the predictability of any congestion that exists. A road can be congested for an hour each weekday and still be “reliable” as long as drivers can know what time to leave to account for the congestion. If the congestion is unpredictable, then the road is not reliable.



Source: INRIX. Year: 2019-2024. Granularity: New Hampshire, SRPC.

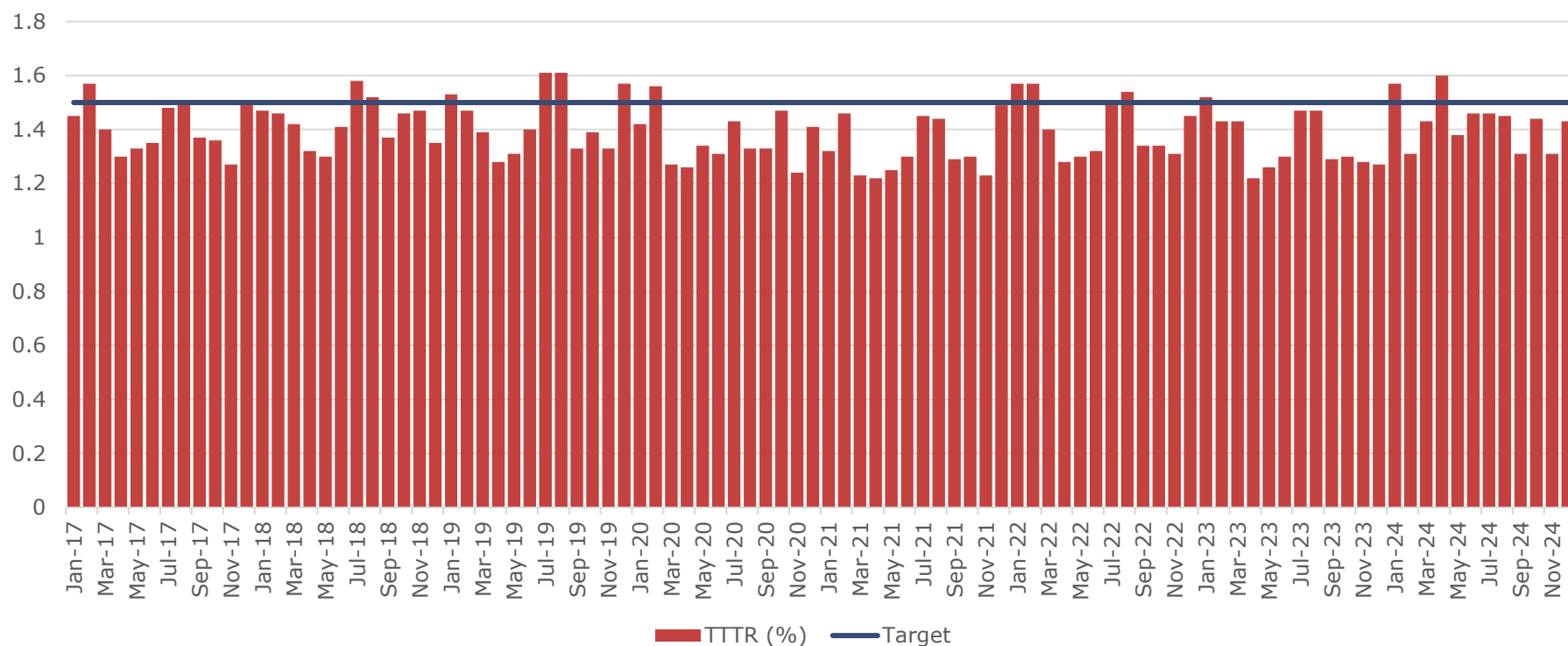
Truck Travel Time Reliability on Interstates

The Truck Travel Time Reliability measure is defined as the “Percent of truck-miles traveled on the Interstate that are reliable.” This is one of the performance measures required by FHWA in 23 CFR 490.

The performance measure looks at interstates. Since SRPC does not have any Interstate highways, targets are not set. SRPC still tracks statewide reliability as these conditions impact the region’s infrastructure, commuting patterns, and other needs.

Reliability is not a measure of whether there is congestion, but rather a measure of the predictability of any congestion that exists. A road can be congested for an hour each weekday and still be “reliable” as long as drivers can know what time to leave to account for the congestion. If the congestion is unpredictable, then the road is not reliable.

Truck Travel Time Reliability (New Hampshire Interstate)



Source: INRIX. Year: 2017-2024. Granularity: New Hampshire.

Active Dams

Dams are a critical component of the region's infrastructure. Dams are classified into four categories based on the estimated damage that could occur in the event of failure. Based on these classifications, 16% of the dams in the region are High Hazard or Significant Hazard Dams and would cause serious damage and potential loss of life if they were to fail. These dams are required to have Emergency Action Plans (RSA 482). In addition, these higher hazard dams are listed in their communities' Hazard Mitigation Plans.

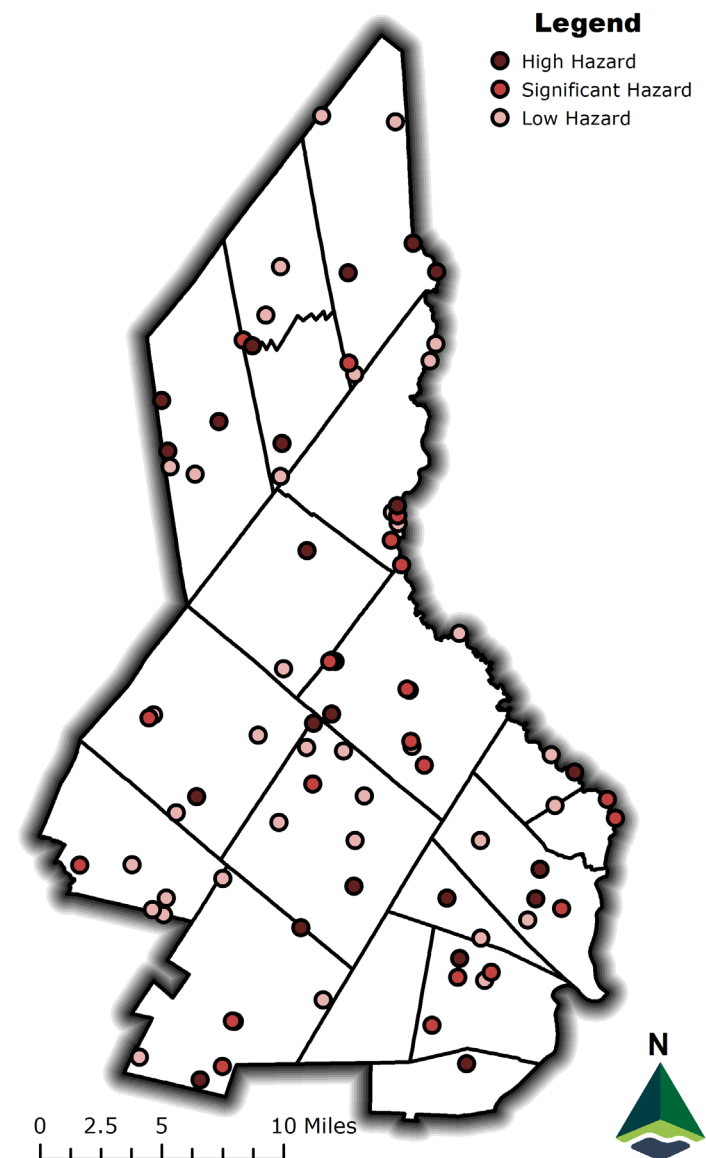
More information about the classifications of dams can be found here:
<https://www.des.nh.gov/sites/g/files/ehbemt341/files/documents/2020-01/db-15.pdf>

	Hazard Description	Dams
High Hazard	Failure of the dam would likely result in loss of human life, destruction or damage to houses or interstates, or release hazardous waste.	22
Significant Hazard	Failure of the dam would result in destruction or damage to Class I or II roads, property, or damage to public health or environmental sites.	20
Low Hazard	Failure of the dam may result in some destruction or damage to property, including local or private roads.	41
Non-Menacing	Failure of the dam would not result in any destruction due to the size or location of the dam.	183

Top 4 Rivers within SRPC Region by Number of Dams

Streams/ Rivers	Total Dams	High Hazard	Significant Hazard	Low Hazard	Non-Menace
Salmon Falls River	15	4	4	5	2
Cochecho River	8	2	2	3	1
Bellamy River	6	3	0	0	3
Lamprey River	4	1	1	1	1

Source: NHDES. Year: 2021. Granularity: SRPC.



Broadband Access

Broadband, also called “high-speed Internet,” is the umbrella term referring to Internet access that is always on and is significantly faster than dial-up Internet access. Reliable high-speed internet increasingly viewed as an indispensable utility like electricity and running water. COVID-19 has shown that access to it is an equity issue as a lack of access results in limited access to jobs, health care, education, important services, and leisure.

The Infrastructure Investment and Jobs Act (IIJA) seeks to address this through over \$65 billion in investments in broadband focusing on unserved and underserved areas. This investment includes funding for statewide efforts including updated mapping, infrastructure improvements, and digital equity programs. Follow the state’s efforts here: <https://www.nheconomy.com/office-of-broadband-initiatives>.

Unfortunately, not all types of broadband are equal. High speed internet is available via four transmission types: DSL, Cable, fiber optic, and satellite. The table below compares these different technology types. DSL and Satellite providers in the region do not provide data fast enough to meet the current FCC definition of broadband. Additionally, some households in the region only have high-speed internet through their cell phone’s data plans. The limitations of this type of connection are in the table as well.

The pie chart on this page shows the type(s) of broadband access available to the households of the region. Over 81% of the region who has broadband internet has access to 2 or more types of high-speed internet (example: internet subscription and a phone data plan), while 8.48% only has access through a cell phone data plan.

Type	Transmission by	Speed	Price
Fiber Optic	Fiber/Optic (glass) cables	Fastest	\$\$
Cable	Same as Cable TV	Faster than DSL and Satellite	\$\$
Satellite	Satellites	Slower than Cable and Fiber	\$\$\$\$
DSL	Same as phone lines	Slowest of these four	\$
Cell Phone Data	Cell phone network	Fast but subject to throttling and data caps	\$\$

Source: US Census Bureau ACS. Year: 2023. Granularity: Municipalities.

Broadband Access

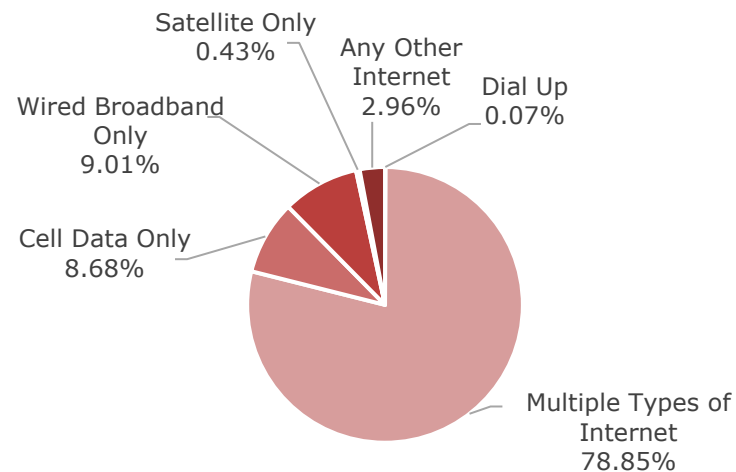
While the infrastructure in the region is built out enough so that all of the region has access to broadband *technology*, this does not mean that everyone has access to computers or internet.

In 2022, about 8% of the population did not have access to a computer and 6% of households did not have internet access.

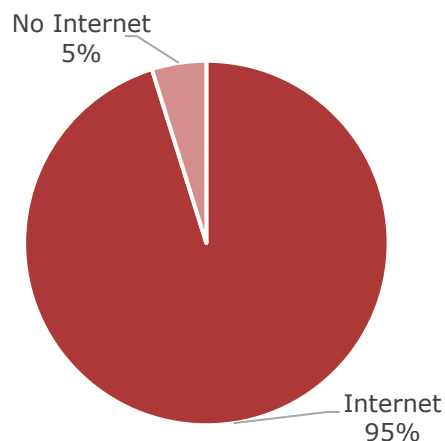
Additionally, not all broadband is created equal. About 8.48% of households have high speed internet only through their cell phone plans. Another 0.44% of households have highspeed internet via satellite internet. Cellular data plans are limited to the device with the plan, and both cellular and satellite internet can be subject to data caps and prone to higher monthly costs.

Further, approximately 2% of children under 18 do not have computer and internet access, limiting their ability to participate in remote learning.

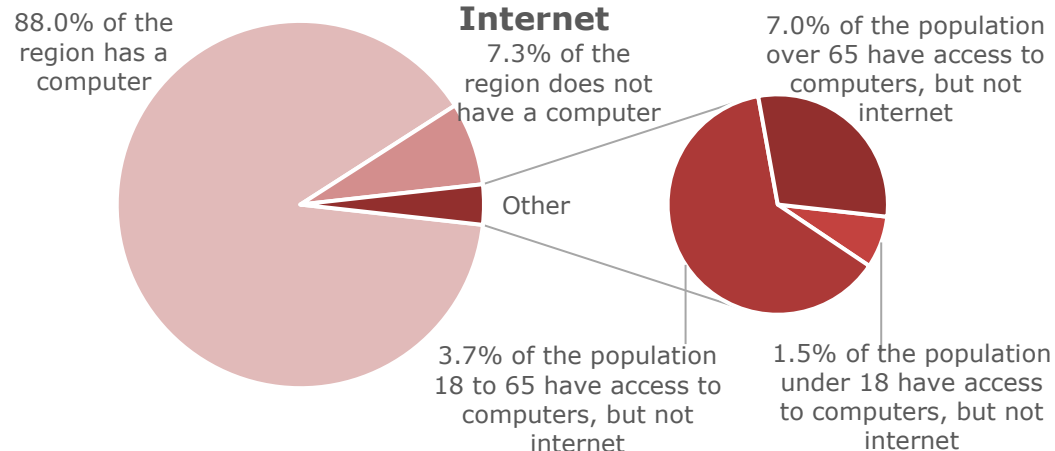
Types of Broadband Internet Service



Households by Internet Access



Population By Access to Computers and Internet



Source: US Census Bureau ACS, 2023. Granularity: Region.

Passenger Rail & Airports

Railroads

Two major railroads are in use in the region. CSX currently owns the rail line traveling through Newmarket, Durham, Dover, and Rollinsford. This line is used by Amtrak which runs the Downeaster as well as by freight operators, including New Hampshire Northcoast (NHN). The Amtrak Downeaster provides passenger rail service that runs from Brunswick Station, Maine to Boston's North Station with stops at the Dover Transportation Center and Durham-UNH Station.

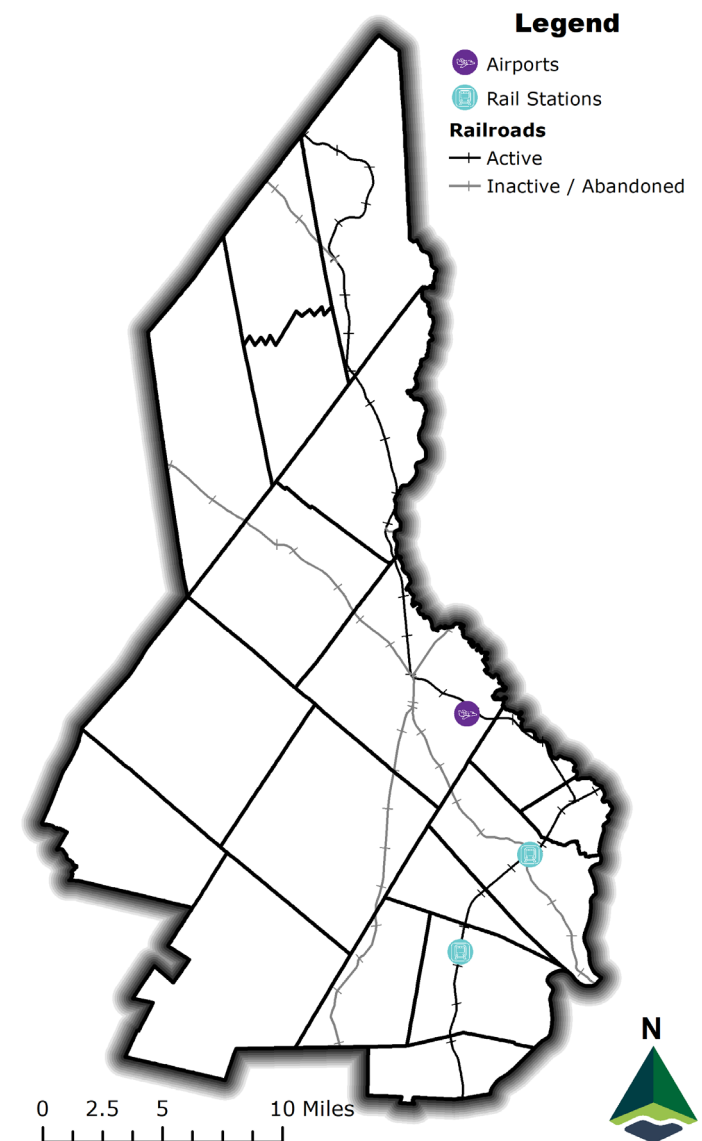
The other railroad in use is a freight spur line owned by NHN outright and connects to the PanAm line through Ossipee via Wakefield, Milton, Somersworth, Rochester, and Rollinsford. Information about rail freight can be found in the Freight section of this chapter.

Airports

Skyhaven Airport (DAW) in Rochester is a small regional airport. Runway expansion projects in recent years increased capacity of the facility. However, Skyhaven does not currently have capacity for larger commercial airlines or freight, but small charter planes may be possible.

Skyhaven is owned by Pease Development Authority which also owns nearby Portsmouth International Tradeport at Pease (PSM) in Portsmouth. Major airports accessible to the region are Manchester-Boston Regional Airport (MHT) in Manchester and Boston Logan International Airport (BOS) in Boston.

Source: UNH GRANIT. Year: 2020. Granularity: SRPC.



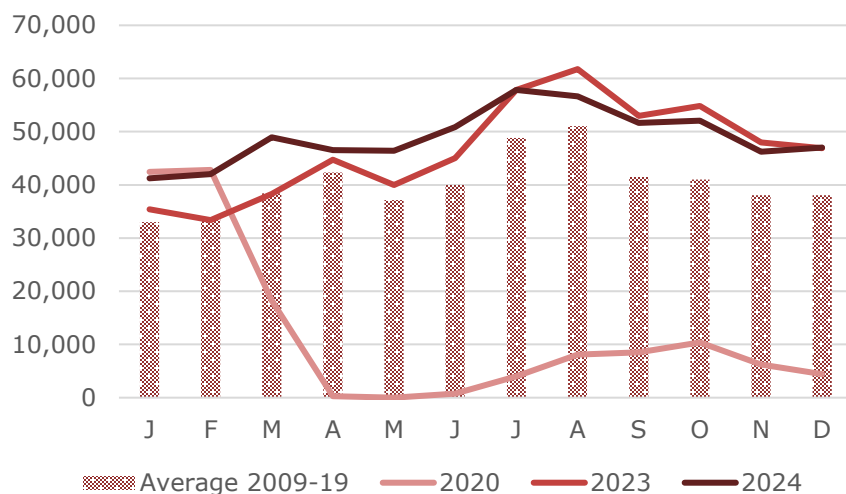
Passenger Rail Ridership

The Amtrak Downeaster is operated by the Northern New England Passenger Rail Authority (NNEPRA). The Downeaster runs between Brunswick, Maine and Boston, Mass., with New Hampshire stops in Dover, Durham, and Exeter. Claremont, the fourth New Hampshire station, is along the Vermonter line in western New Hampshire.

The Downeaster, like other northeastern Amtrak lines, is popular, but ridership is restricted by current track capacity. The Downeaster also connects with Boston's North Station. Passengers must navigate downtown Boston to travel to South Station to reach connections to New York, Washington, Chicago, and others.

Downeaster ridership continued to improve in 2024, with ridership exceeding pre-pandemic ridership, although revenue figures have not quite caught up yet.

Historical Downeaster Monthly Ridership



Top New Hampshire Amtrak Trips by Ridership (2022)

Dover ↔ Boston North Station MA

#2

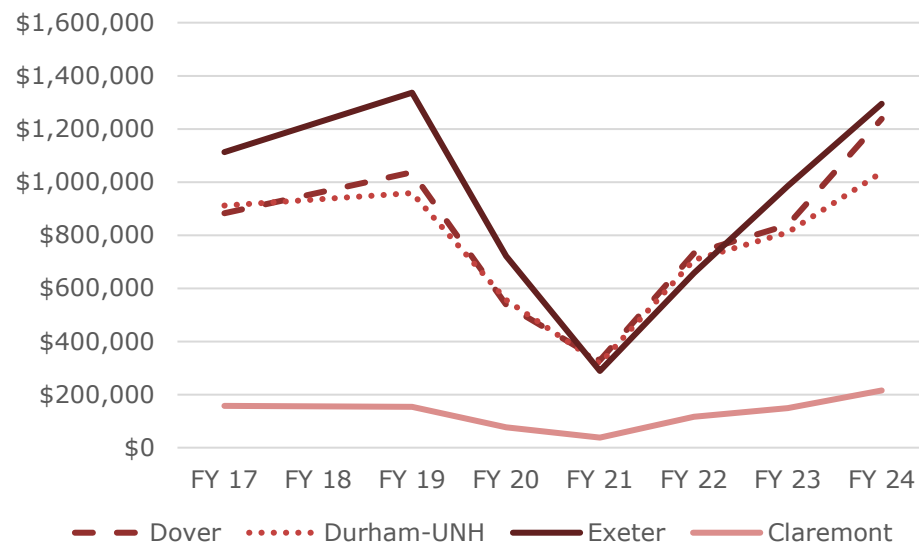
Durham ↔ Boston North Station MA

#3

Dover ↔ Portland ME

#4

Amtrak New Hampshire Revenue



Source: Rail Passenger Association & Northern New England Passenger Rail Authority. Year: 2009-2024. Granularity: New Hampshire.

Freight Commodities

The New Hampshire state freight plan was published in 2019 and identified several goals and objectives that MPOs strive to facilitate. As part of the plan development process, NHDOT and RPCs worked to identify candidates for critical freight corridors. The state plan divides these into critical urban and critical rural corridors. SRPC will be conducting corridor-based analysis of routes including, but not limited to, NH 125, US 4, NH 108, and NH 16, all major thoroughfares for freight traffic. Existing tools common for MPOs like SRPC, such as the travel demand model and travel time data, aid in this analysis.

This subsection contains metrics about:

- Rail Freight.
- Domestic Freight Value and Weight (Tonnage).
- Exports & Imports.

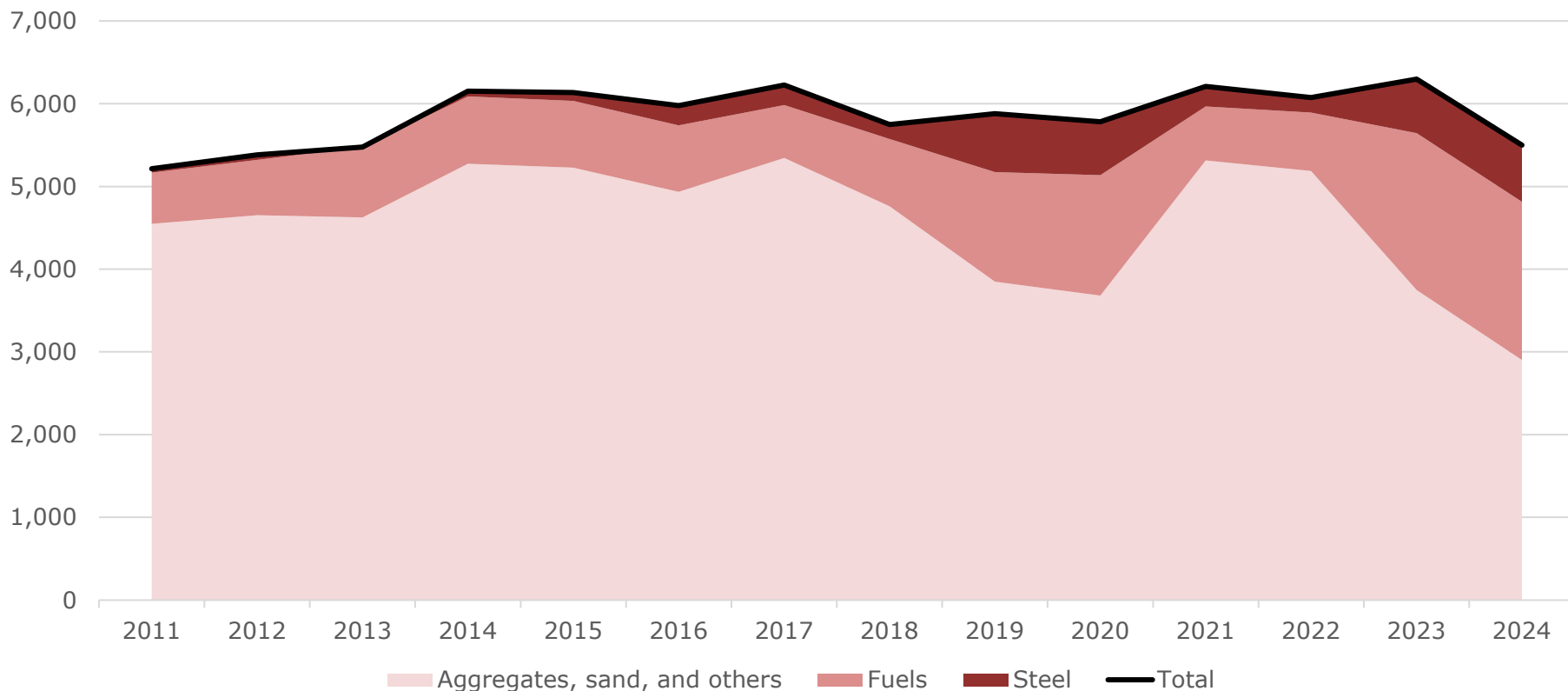
Rail Freight

New Hampshire Northcoast (NHN) has been moving freight by rail though the SRPC region since 1986. Major commodities include aggregates for Boston Sand & Gravel and propane for Eastern Propane.

NHN has made several repairs and upgrades to the 43 miles of

track and siding it owns, but any expansion is limited by the capacity of track through Dover that is owned and operated by CSX and shared with the Amtrak Downeaster. In September of 2020, NHN received a \$4.5 million grant to renovate and modernize its network of track and siding.

**Rail Commodities Transported by New Hampshire Northcoast
(Rail Cars)**

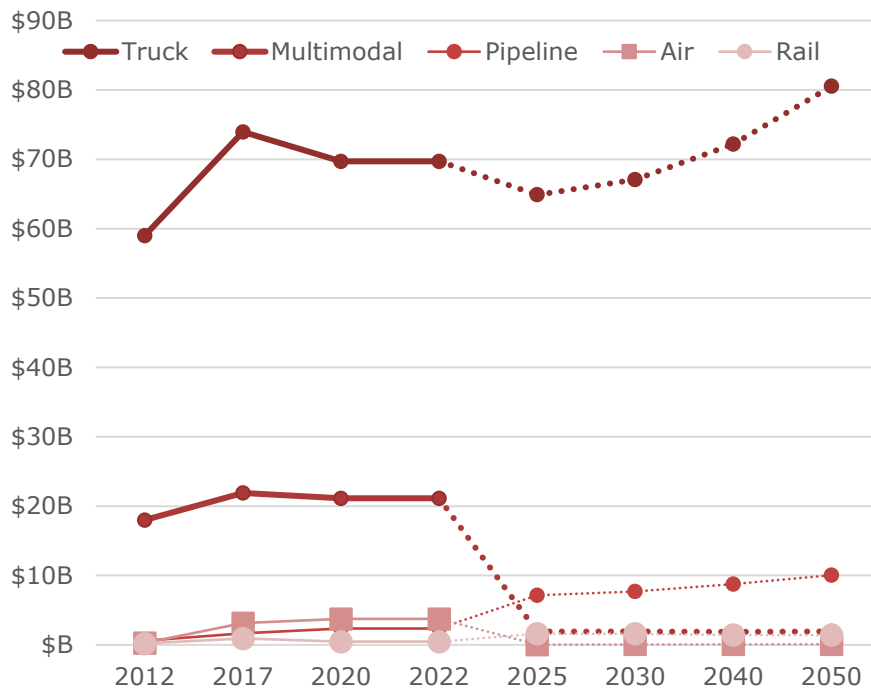


Source: New Hampshire Northcoast. Year: 2011-2024. Granularity: NHN Service area.

Domestic Freight Value

Much of the freight value in New Hampshire is freight that *passes through* the state. Rail transport of freight is limited in the SRPC region and trucks are the dominant mode for freight movement. The COVID-19 pandemic has had a considerable influence on the future of freight as demand for door-to-door shipments increased dramatically. The long-term implications are uncertain, but regional planning will need to consider the potential for continued demand for this kind of shipping and impacts to the transportation network.

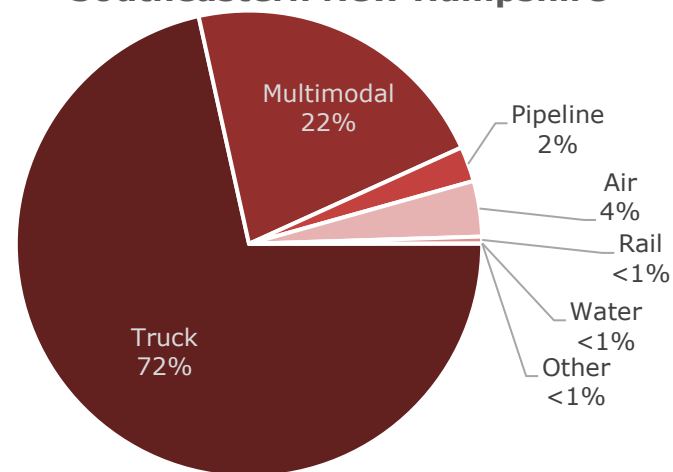
Value of Freight Movement in Southeastern New Hampshire



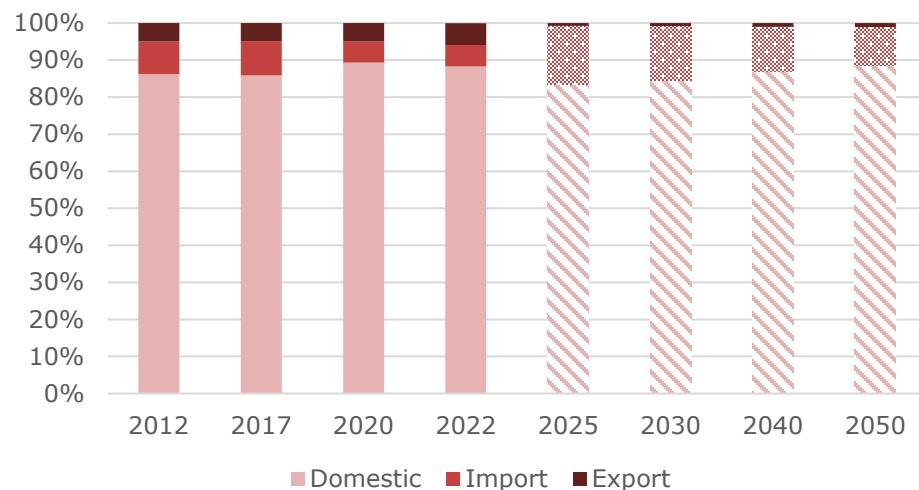
Southeastern New Hampshire in this definition includes Belknap, Hillsborough, Merrimack, Rockingham, and Strafford counties.

Source: Federal Highway Administration. Year: 2017, 2020, 2022, 2025-2050. Granularity: Seacoast and Merrimack Valley Regions.

2022 Value of Freight Transport Modes in Southeastern New Hampshire



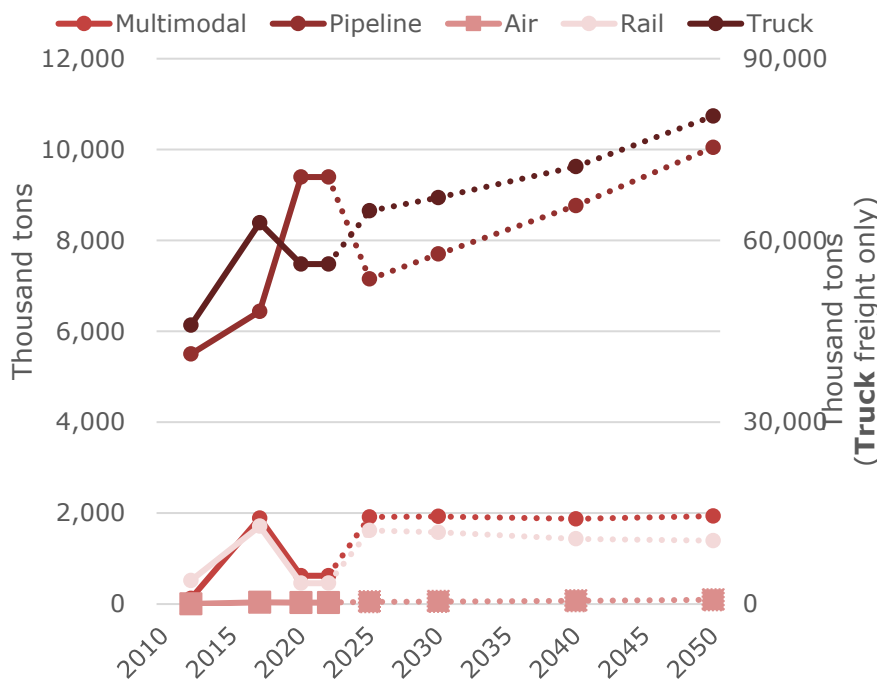
Freight Value by Transport Type in Southeastern New Hampshire



Domestic Freight Tonnage

Trucks carry nearly 90% of freight in New Hampshire. Heavier vehicles cause the greatest amount of damage to roadways and contribute to maintenance costs. Large trucks often begin their journeys on high-volume routes that are rated for heavy loads but also travel on secondary roads that have less capacity. Trucks that are diverted onto small local roads (due to road incidents and other events) can cause significant damage to pavement.

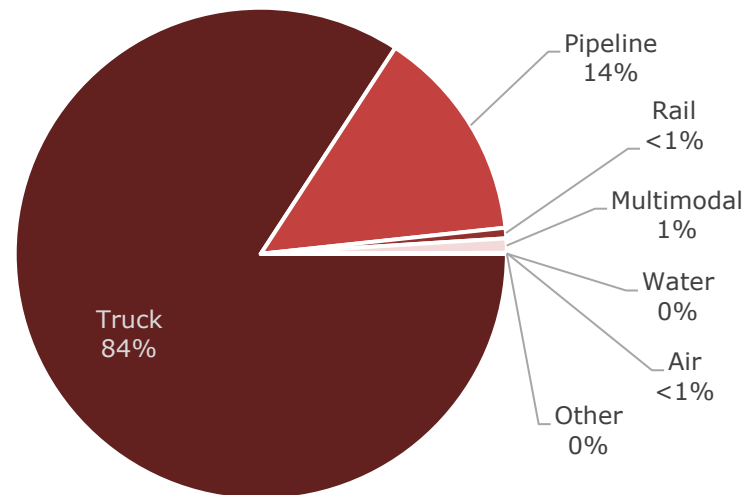
Tonnage of Freight Movement in Southeastern New Hampshire



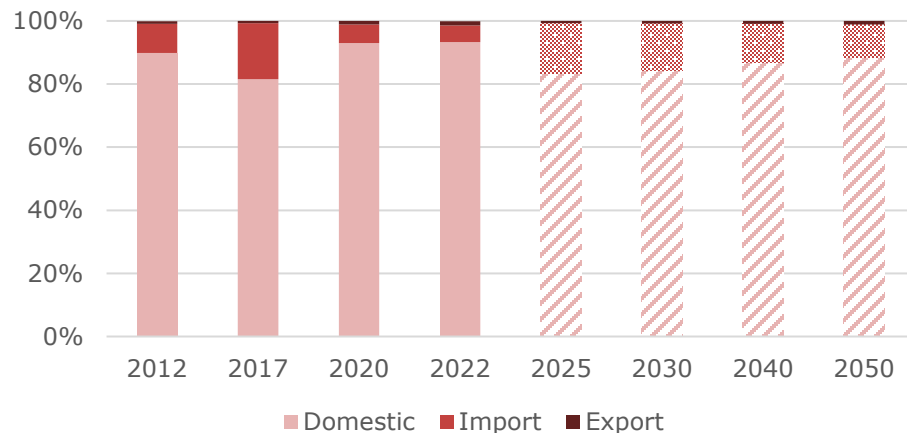
Southeastern New Hampshire in this definition includes Belknap, Hillsborough, Merrimack, Rockingham, and Strafford counties.

Source: Federal Highway Administration. Year: 2017, 2020, 2022 2025-2050. Granularity: Seacoast and Merrimack Valley Regions.

2022 Volume of Freight Transport Modes in Southeastern New Hampshire



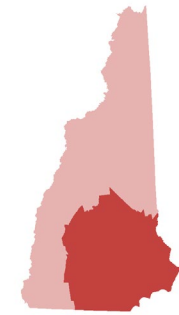
Freight Tonnage by Transport Type in Southeastern New Hampshire



Domestic Freight Origins

Southeastern New Hampshire receives a large amount of industrial equipment from other New England and northeastern regions. There is trade in fuels and building materials such as sand and gravel, building stone, and lumber products. This trade region exports more electronics and domestic consumables than it receives, including alcohol, meat and seafood, and other food.

The Bureau of Transportation Statistics released 2022 data since the previous SRPC Data Snapshot. The release of this data allows planners to see which interstate trade relationships have recovered since the pandemic. New York, Chicago, and Los Angeles remain major trade partners for both goods received and sent. Fort Wayne, Louisville, and other rust belt regions continued to send goods, largely machinery and automobiles.



Dark red indicates the region of New Hampshire covered in this analysis.

Top Origins by Volume	Thousand tons	Change 2020-2022
Stayed within southeastern New Hampshire	28,435	7%
Boston metro (inc. Worcester)	11,136	10%
Maine	2,824	3%
Remainder of New Hampshire	1,510	5%
Vermont	607	8%
Top origins outside the northeast		
Nonmetro Virginia	112	2%
Chicago metro	72	-7%
Nonmetro South Carolina	68	-3%
Hampton Roads metro	60	50%
Nonmetro Indiana	56	-2%

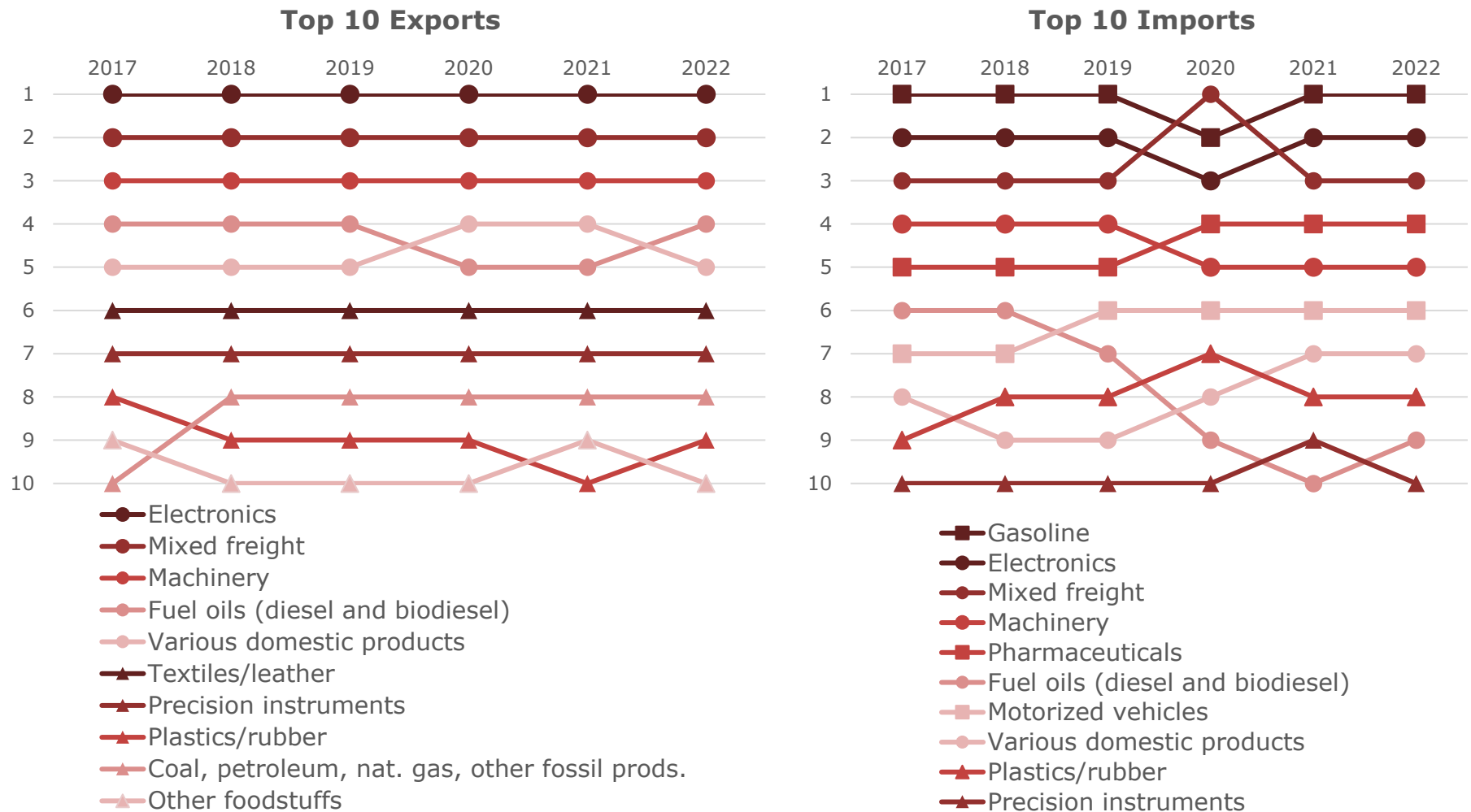


Top Origins by Value	2022 million USD	Change 2020-2022
Boston metro (inc. Worcester)	\$18,258	8%
Stayed within southeastern New Hampshire	\$11,920	3%
Northern New Jersey	\$2,397	10%
Maine	\$2,295	5%
Downstate New York	\$2,039	19%
Top origins outside the northeast		
Los Angeles metro	\$1,360	0%
Chicago metro	\$1,312	-2%
San Diego metro	\$623	30%
Atlanta metro	\$619	2%
Louisville metro	\$545	30%

Southeastern New Hampshire in this definition includes Belknap, Hillsborough, Merrimack, Rockingham, and Strafford counties.

Source: Federal Highway Administration. Year: 2022.
Granularity: United States

Top Imports and Exports of New Hampshire



See the Standard Classification of Transported Goods (SCTG) published by the US Bureau of Transportation Statistics for more detailed information about the categories of freight listed above.

Source: Federal Highway Administration. Year: 2017-2022. Granularity: New Hampshire.

Public Transit

Public transit is a critical component of the transportation system. The Strafford and Rockingham regions have the richest multi-modal mix in the state: fixed route and demand response bus service, inter-city passenger rail, inter-city bus, and a small regional airport. Public transit is imperative workforce mobility, reducing congestion on roads, and ensuring mobility for a wide range of residents.

This section describes fixed route and demand response bus service. Fixed route service is transit service available on a consistent and recurring schedule with stops at consistent locations along defined routes. Fixed route service is provided by the Cooperative Alliance for Seacoast Transportation (COAST) and the University of New Hampshire's Wildcat Transit. Wildcat Transit is dedicated to transportation for UNH students, faculty, and staff, but is open to the public. People generally ride COAST for employment, healthcare, and shopping. Passes for COAST and Wildcat Transit are reciprocal.

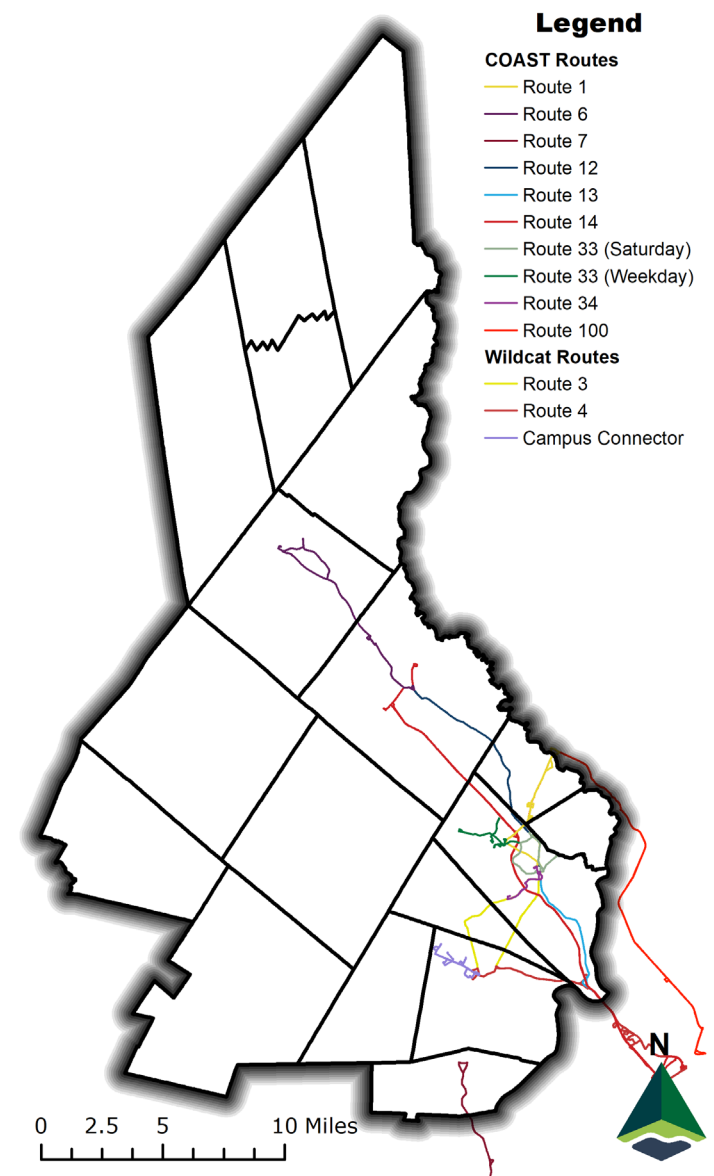
Several demand response providers serve older adults and people experiencing disabilities. They play a critical role in public health as the median age of New Hampshire continues to rise. Demand response services are provided by COAST and several individual transportation providers in southeastern New Hampshire. These agencies may provide transportation for non-emergency medical appointments, while others target nutritional, social, and mental health needs, such as Meals on Wheels. In the Seacoast region, many of these services are coordinated through the Alliance for Community Transportation (ACT).

In New Hampshire, the extent and frequency of public transit service is limited by a lack of state funding for the operation of public transit, which is the most expensive part of a transit agency's budget.

This subsection contains data about:

- Transit routes and ridership.
- Access to fixed route and demand response (ADA) transit.
- Condition of transit fleet vehicles and their compliance with energy efficiency goals.

Source: COAST, UNH. Year: 2022. Granularity: SRPC, RPC.



Fixed Route Transit Ridership

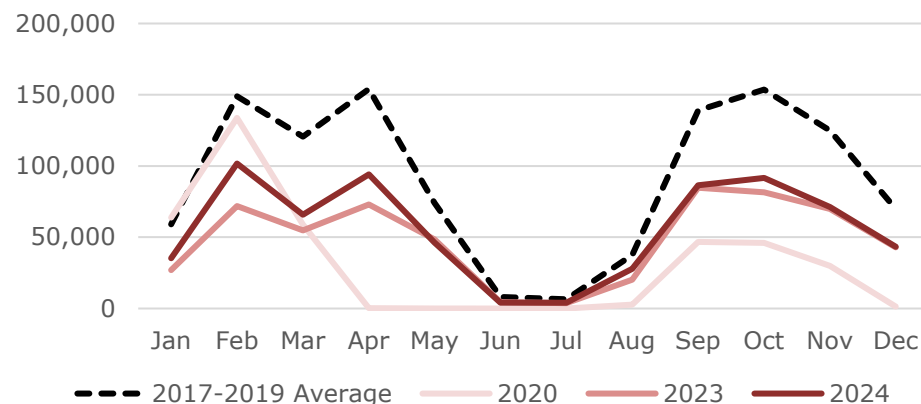
Fixed route service is transit service available on a consistent and recurring schedule with stops at consistent locations along defined routes. The Cooperative Alliance for Seacoast Transportation (COAST) is the public transportation provider for parts of Rockingham, Strafford, and York (Maine) counties. The other major transit provider is Wildcat Transit, operated by the University of New Hampshire. COAST and Wildcat Transit retain reciprocal agreements for the general public to use Wildcat service with purchase of a COAST fare, and COAST to likewise allow free boarding for students, faculty, and others with a UNH ID.

Ridership of UNH Wildcat had been falling prior to the pandemic, likely due to increased student housing being built closer to the core of Durham and the campus of UNH. It has been suggested that rising housing costs in Newmarket have contributed to falling ridership on Wildcat Transit's Route 5 in particular. This route was eliminated following the spring 2023 semester. In 2024, ridership continued to improve, particularly in the spring semester, but still hovers at around 60% of pre-pandemic ridership.

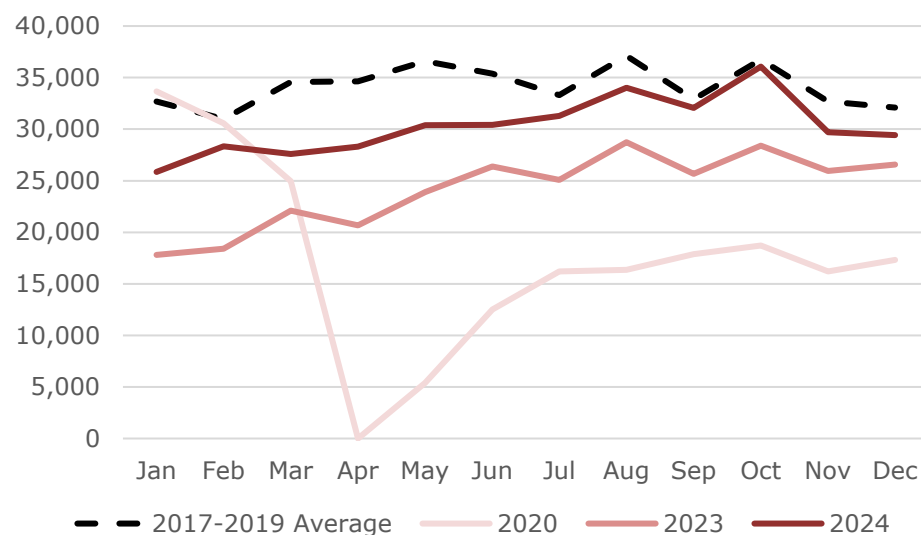
COAST ceased operation for several weeks early in the COVID-19 pandemic. Fixed route ridership has been slower to improve in contrast to paratransit services (see next page), however 2024 ridership saw closer to pre-pandemic ridership. 2024 ridership was as high as 98% of pre-pandemic ridership in October compared to 2023 ridership which hovered around 70% for most of that year.

Source: FTA, UNH. Year: 2017-2024. Granularity: SRPC, RPC.

UNH Wildcat Transit Ridership
2017-2019 Month Average vs 2020, 2023, 2024



COAST Fixed Route Ridership
2017-2019 Month Average vs 2020, 2023, 2024



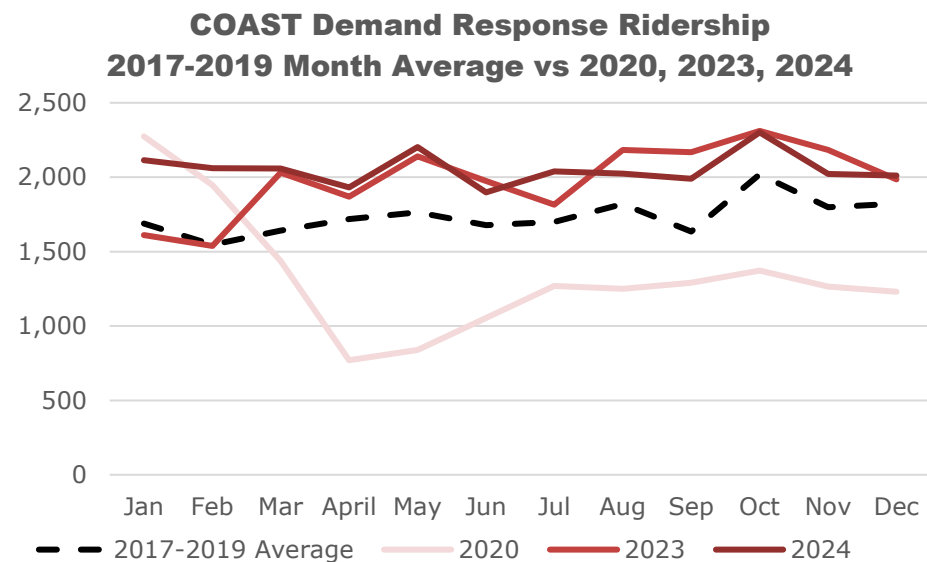
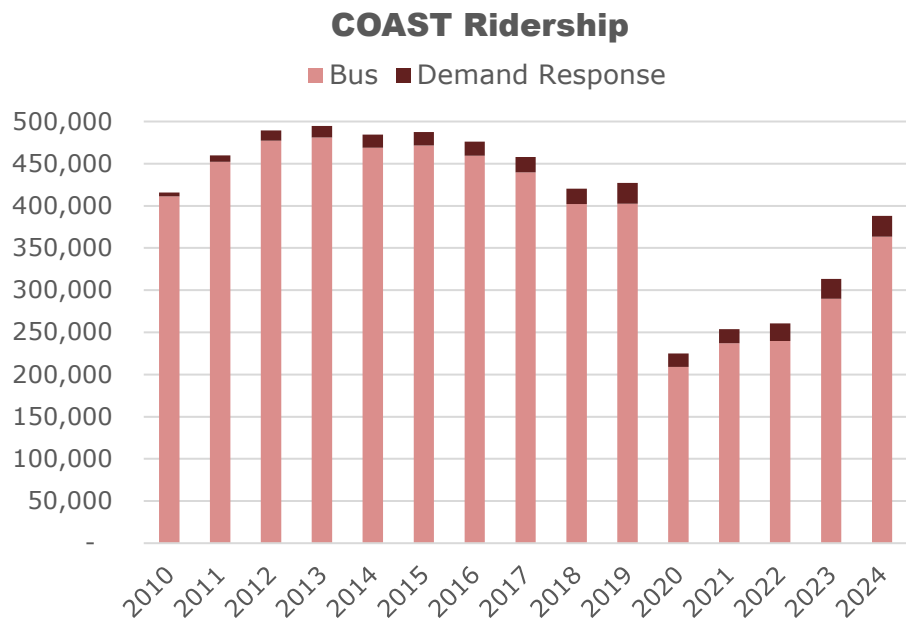
Demand Response Transit Ridership

Demand response transportation, also known as “paratransit,” is special curb-to-curb service offered by public transit agencies for individuals experiencing disabilities and/or limited mobility who experience difficulty reaching transit access points (bus stops). Vehicles used for this purpose are also intended to be more compatible with the use of walkers, wheelchairs, or service animals. Demand response service may be free or subsidized for the user, although this is not the case for COAST in the SRPC region.

COAST’s paratransit is available to eligible users who have an origin and destination within $\frac{3}{4}$ mile of a COAST bus stop, with some exceptions. The fare is \$1.50 each way – twice the base cash fare of the equivalent trip on the fixed route bus network. Use of COAST paratransit requires advanced reservation, which is not uncommon for paratransit networks of any size.

COAST demand response ridership was rising prior to the COVID-19 pandemic, which matches New Hampshire’s aging demographic trend. Demand for COAST’s paratransit services has quickly exceeded traditional fixed-route service since the pandemic. 2024 paratransit ridership was no less than 110% of its pre-pandemic levels, in contrast to traditional fixed-route ridership which hovers around 88% of its pre-pandemic ridership.

Source: FTA. Year: 2017-2024. Granularity: SRPC, RPC.



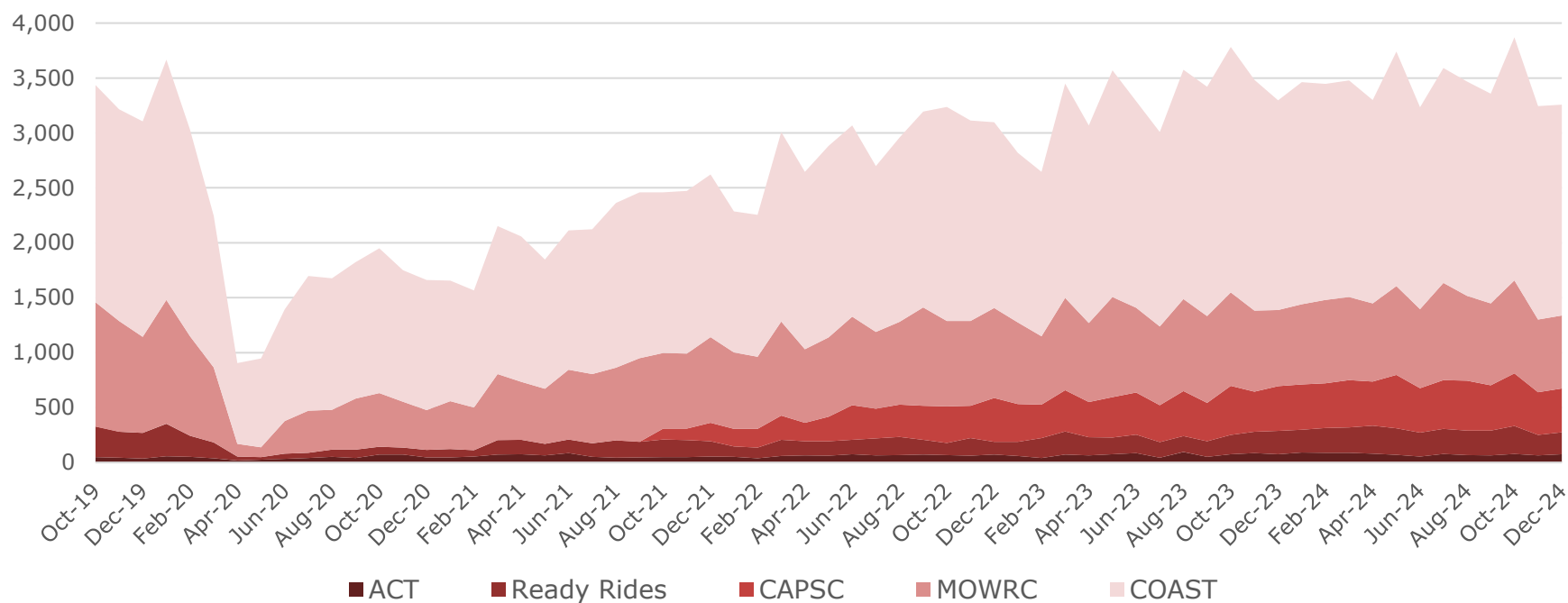
ACT Ridership and Services

The Alliance for Community Transportation (ACT) is a state-designated Regional Coordination Council (RCC) organizing community transportation services for older adults and individuals with disabilities in southeastern New Hampshire. ACT operates a regional call center to schedule rides with various transportation providers according to clients' needs.

Several transportation providers serve communities in the SRPC and RPC regions. Not all rides recorded in the chart (right) occurred in the SRPC region. The chart displays ridership by owner of the vehicle providing the ride.

The most recent coordinated transit plan is found on the SRPC website at <http://strafford.org/plans/coordinated-transit-plan/>.

Ridership by Owner
October 2019 to December 2024



Source: ACT. Year: 2019-2021. Granularity: SRPC, RPC.

Transit Vehicles Beyond Their Useful Life

This is a performance measure defined by FTA in 49 USC 625 Subpart D. Transit Agencies are required to set targets every year and MPOs are required to set targets when updating the Metropolitan Transportation Plan. Since transit agencies manage their own asset procurement, SRPC sets targets that correspond to the targets set by COAST and UNH.

COAST and UNH report their asset inventories to the FTA. Note that transit fleets require replacement throughout the year so annual targets may not be representative of the current fleet makeup.

A Useful Life Benchmark (ULB) is the expected lifespan of a vehicle and varies by vehicle type and use. The ULD and year of manufacture provide an approximation of when a vehicle will require replacement.

The FTA TERM Scale is a series of criteria for assessing the condition of non-vehicle assets owned by transit agencies. These include storage and maintenance facilities, parking lots, and others. The TERM scale is a scale from 1-5, where 1 is poor and 5 is Excellent.

Asset Category*	Performance Measure	Asset Class	2022 Baseline	2024 Baseline	2026 Target
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	10%	100%	100%
		Cutaway	0%	47%	76%
		Large Bus	13%	41%	51%
Equipment	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	71%	71%	71%
Facilities	% of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	NA	NA	NA
		Administrative	0%	80%	60%
		Maintenance	0%	80%	60%
		Parking	100%	100%	100%

Source: FTA. Year: 2024. Granularity: SRPC, RPC.

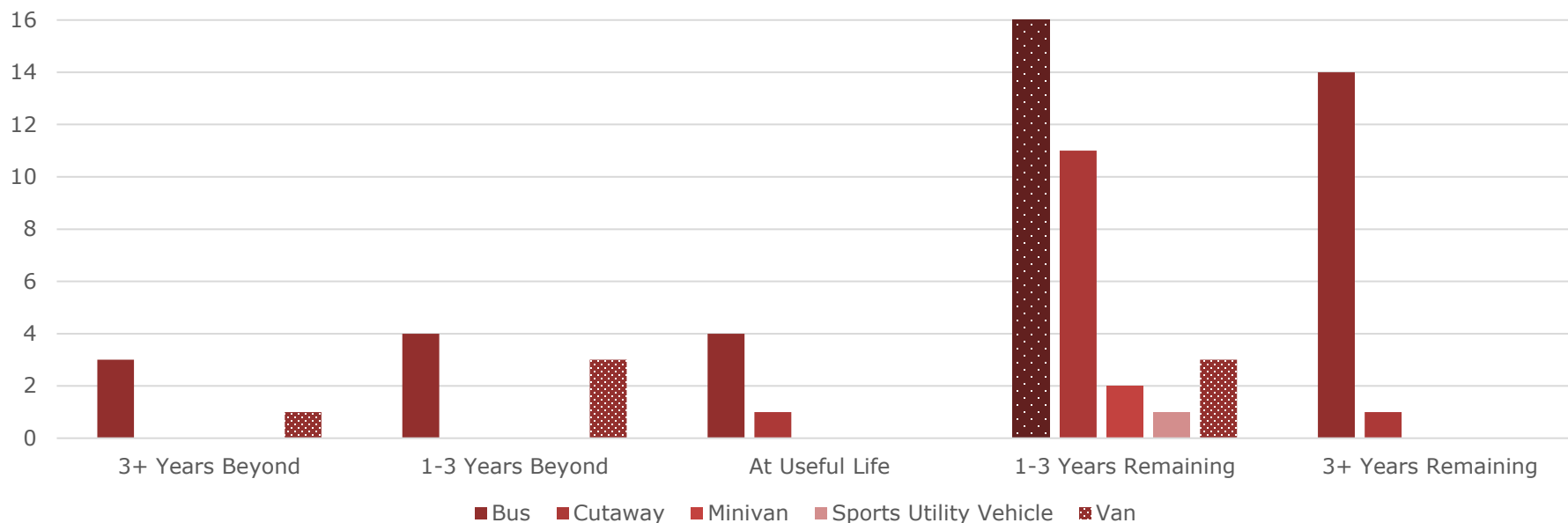
Remaining Useful Life of Transit Vehicles

These calculations illustrate the frequency with which transit agencies can expect to replace vehicles based on their current ages and expected ULBs. Three averages are calculated:

- For buses that have exceeded their ULB, the average number of years they have exceeded it by.
- For buses that have some remaining years before reaching their ULB, the average number of years remaining.
- For all buses in the fleet, the average years over or under the ULB.

Category	Class	Average Years Beyond ULB (for vehicles exceeding their ULB)	Average Years Remaining (for vehicles not exceeding their ULB)	Average Years Remaining for all vehicles
Rolling Stock	Cutaway	None	2.57	1.4
	Van		3	2.57
	Bus	-2.8	4.4	2.31
	Over-the-road Bus	None	None	None
	Minivan	None	1	1

Age of Transit Fleet



Source: FTA. Year: 2023. Granularity: SRPC, RPC.

Transit Fleet Using Alternative Fuels

This data is supplied by COAST and Wildcat Transit asset inventories reported to FTA transit database. These alternative fuels come from dedicated fueling stations. Wildcat Transit has dedicated CNG and bio-diesel facilities in Durham and COAST has a dedicated bio-diesel facility in Dover.

COAST regularly assesses the feasibility of converting to alternative fuel options such as electric, but the technology for electric buses is not yet feasible in a service area such as southeastern New Hampshire. In 2019, the longest-range electric bus models could run 225 miles on one charge without on-board charging or HVAC on. COAST's routes can range from 200-440 miles a day, meaning that some of these routes would not be possible for a single bus without an on-board charger.

In 2020, Wildcat Transit received a grant through the Congestion Mitigation & Air Quality Improvement Program (CMAQ) to purchase two more CNG heavy duty buses.

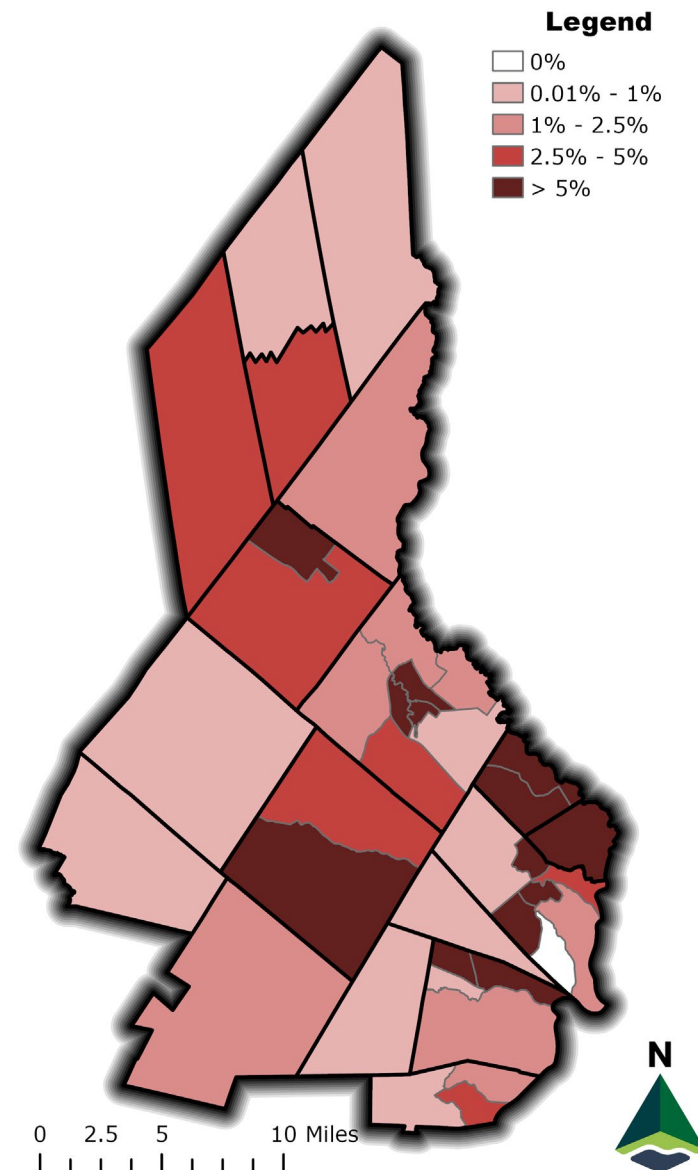
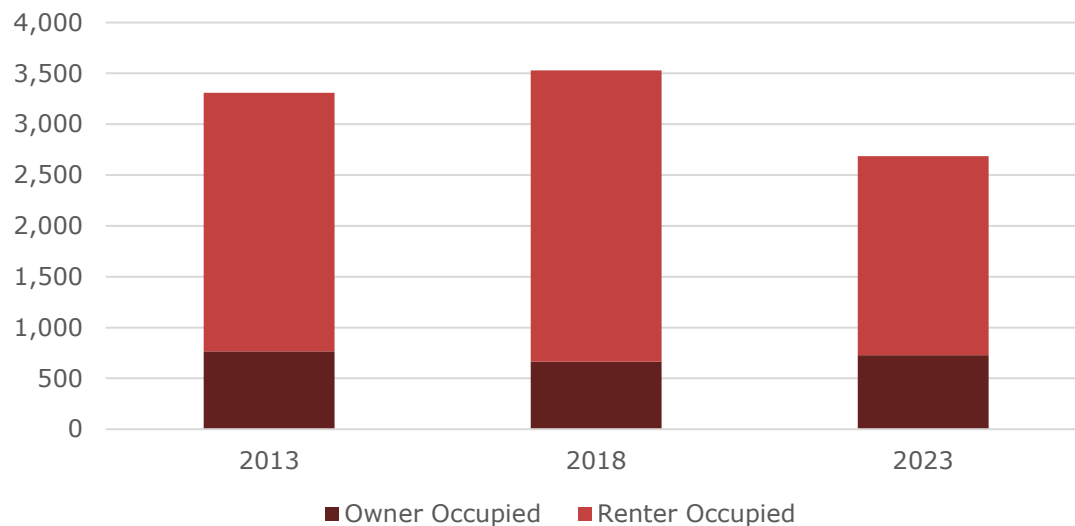
Category	Class	Percent using CNG
Rolling Stock	Cutaway	23%
	Van	0%
	Bus	31.6%
	Over-the-road Bus	None
	Minivan	0%

Source: Wildcat Transit. Year: 2023. Granularity: SRPC, RPC.
Source: COAST. Year: 2023. Granularity: SRPC, RPC.

Access to Vehicles

In rural areas, personal vehicles are a dominant form of transportation and transportation systems nationwide have historically been implemented with an assumption that most people have access to a personal vehicle. The cost of housing in New Hampshire forces many to live outside urbanized areas where employment is concentrated. This often results in increased personal transportation costs and makes transit service more expensive and less efficient. When public transportation is not available, inconsistent access to a vehicle can still create difficulty in accessing housing, healthy food (including fresh produce), employment, education, and healthcare. Renters constitute a larger share of the households without vehicle access.

Households with No Vehicles by Tenure



Source: US Census Bureau ACS, 2013-2023. Granularity: Counties, Municipalities, Census Tracts.

Commute Times

While Northern New England has seen an increase in remote workers since the COVID-19 pandemic, many jobs have since recalled workers “back to the office” on a limited basis and employees of low-paying service industry jobs continue to commute long distances due to rising costs of living.

Housing costs especially are forcing workers to live farther from jobs. For example, many people who work in hotels and restaurants in Portsmouth or Dover cannot find or afford housing in those communities. COAST and UNH Wildcat Transit transport people to a wide range of jobs throughout the region. Public transit providers must cover a large, mostly rural area, which makes it expensive to run buses more frequently than one per hour.

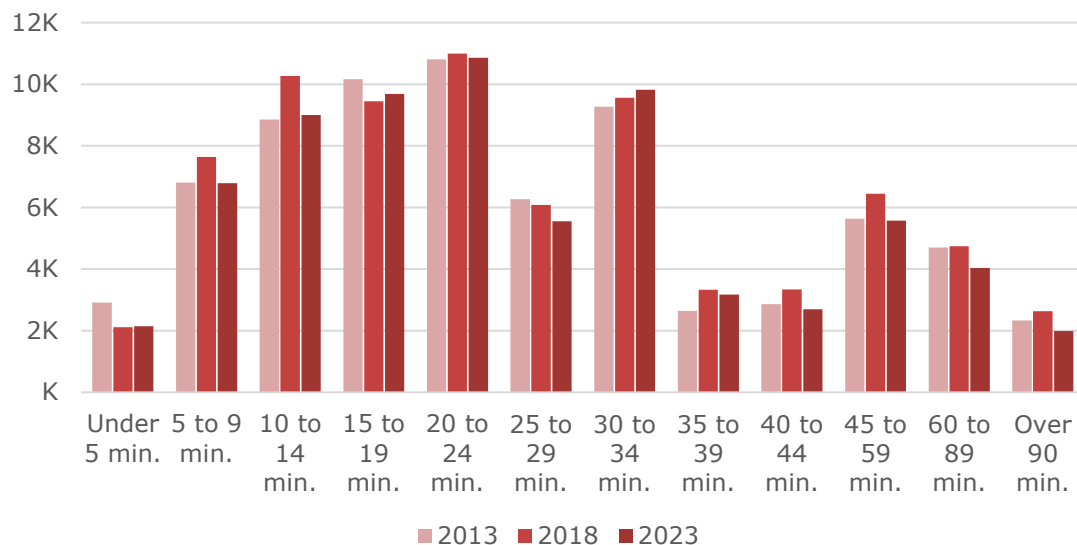
80%

of SRPC commutes were under 40 minutes in 2023 (+2% in 2022)

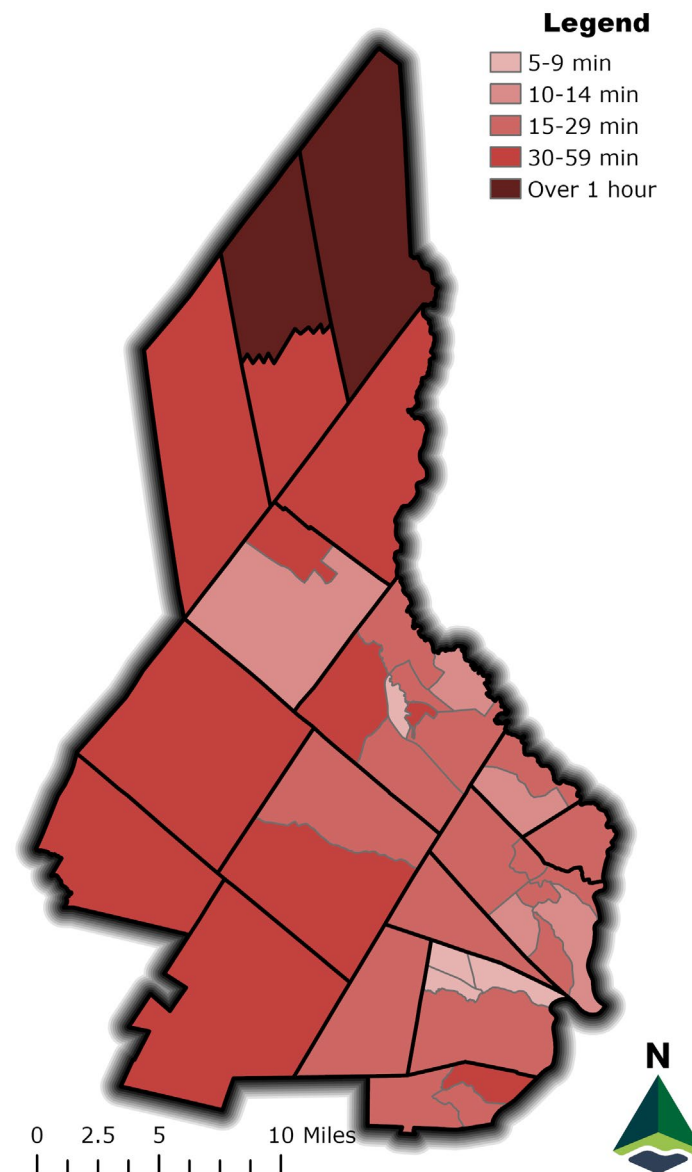
Lee and Middleton have the highest percentage of commutes over 90 minutes (10% and 9%).

59% of Durham commuters and just 15% of Strafford commuters travel less than 20 minutes.

Commute Times



Source: US Census Bureau ACS, 2013-2023. Granularity: Municipalities, Tracts



Active Transportation

This subsection contains information about where the road network in the SRPC region is suitable for supplemental active transportation (e.g. walking and biking).

SRPC maintains data about bicycle level of traffic stress (BLTS) for the region's roads. BLTS uses a scale to assess road segments based on different presumed comfort levels of cyclists near motor vehicle traffic. See the following page for more information.

SRPC routinely collects data about the presence and condition of sidewalks upon request by municipalities. SRPC completed a city-wide assessment of Rochester's sidewalks, curb ramps, and crosswalks in the summer of 2019 using a comprehensive data collection protocol. The rest of the region was collected using a shortened methodology that is for planning purposes only.

SRPC is working to build up bike and pedestrian count data for additional analysis. SRPC has 3 bicycle and pedestrian counters that can be set on posts. Historically they have only been set at a few locations in any given summer. Starting in 2022, bike and pedestrian counting will be incorporated into the data collection season so that data can be collected at 40 locations.

SRPC will be publishing a Bicycle and Pedestrian Plan later this year that will incorporate this data.

Sidewalks

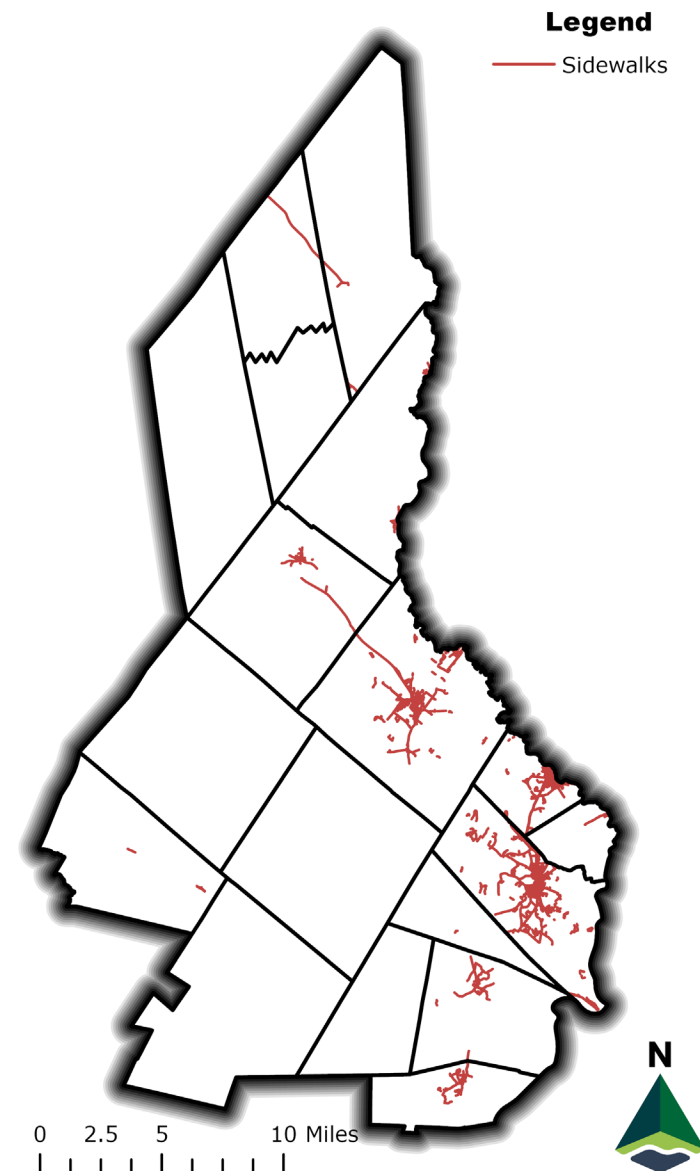
SRPC routinely collects data about the region's sidewalks and pedestrian friendliness. The most recent full inventory of sidewalks was conducted regionally in 2020. SRPC is in the process of prioritizing select sidewalks in the region for counts of foot traffic in the 2022 data collection season, with additional counts being conducted at some recreational locations outside the immediate urban areas of the region's communities.

Dover leads the way for pedestrian infrastructure in the region with nearly 80 miles of sidewalks! In fact, it's likely much more as this data does not account for the nearly 4-mile Dover Community Trail, half of which is paved. Regional and local connectivity of sidewalks is constantly being addressed to reduce the dependence of cars in our everyday lives.

*SRPC does not have access to UNH sidewalk data.

Municipality	Miles
Dover	87
Durham	10.1*
Farmington	13
Madbury	0.1
Milton	3.9
Newmarket	3.9
Northwood	2.2
Rochester	44.6
Rollinsford	2.5
Somersworth	26.1
Wakefield	1.1

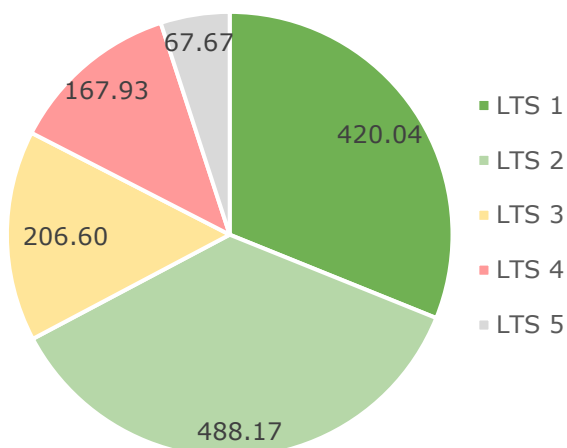
Source: SRPC. Year: 2025. Granularity: SRPC.



Bicycle Level of Traffic Stress (BLTS)

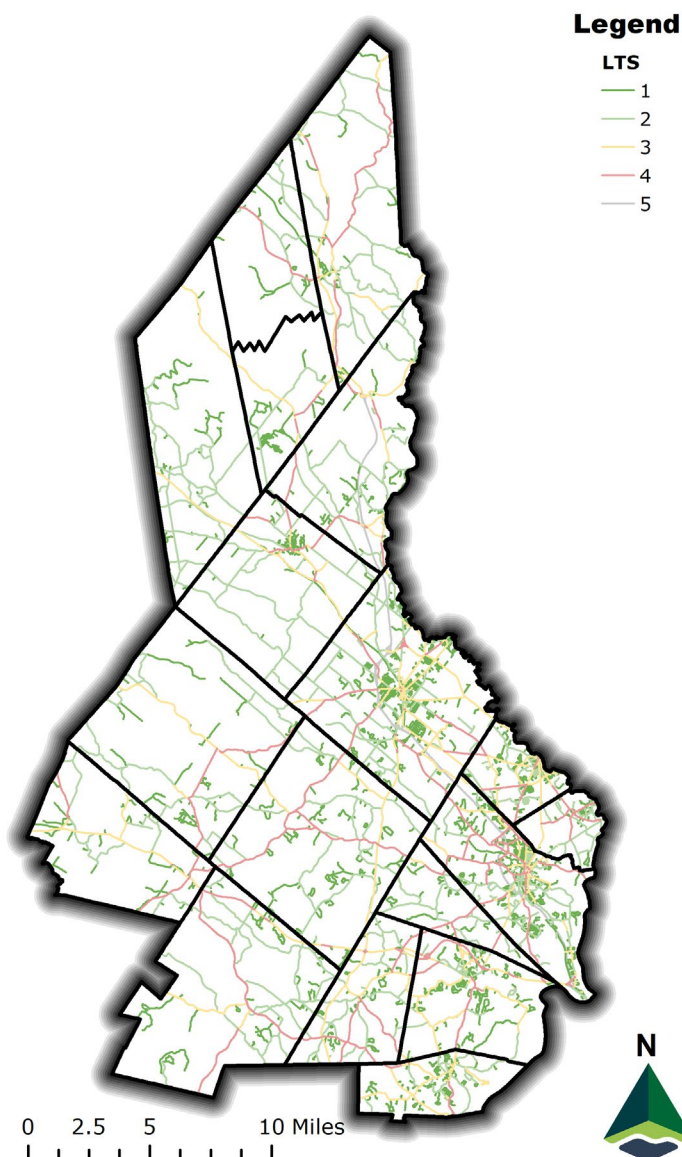
SRPC maintains data on the bicycle level of traffic stress (BLTS) for the region's road network. BLTS uses a four-tiered scale to assess road segments based on presumed comfort levels of cyclists near motor vehicle traffic (below). For instance, a road with a separated path dedicated to pedestrians and cyclists would have the lowest level of stress, while a high-speed road with no shoulders and lots of traffic would constitute the highest level of stress.

SRPC Miles of Road by LTS Score



LTS Rating	LTS Rating Description	Population Class
LTS 1	Lowest stress ; suitable for all riders	Kids and Beginners
LTS 2	Lower stress ; suitable for adults with some experience	Willing but Wary Riders
LTS 3	Moderate stress ; suitable for those who ride regularly	Comfortably Confident Riders
LTS 4	High stress ; suitable for experienced riders with tolerance to high speeds and traffic	Exposure-Experienced Riders
LTS 5	Bicycles prohibited	

Source: Bicycle Level of Traffic Stress. Year: 2019. Granularity: SRPC.



Road Classification Systems

The maps and data of this subsection outline the types and extent of roads that make up the transportation network in the SRPC region. Different classification systems are used to describe segments of road based on capacity, ownership, and maintenance responsibility.

In New Hampshire, there are three legal classifications of roads:

- Functional System – defined by FHWA.
- Legislative Class – defined by NH RSA 229.5.
- Tiers – defined by NHDOT.

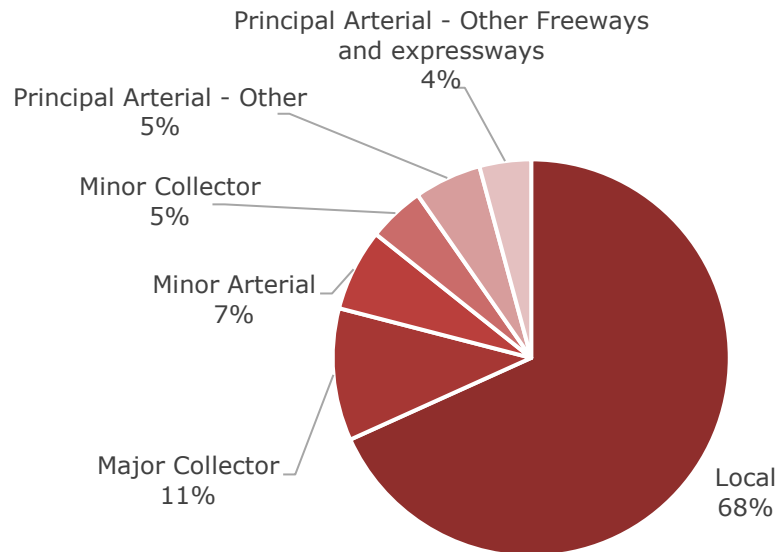
Functional Class

The Federal Highway Administration (FHWA) uses the highway functional classification system (functional class) to define a road's role in the transportation network. Functional class implies expectations for speed limits, capacity, and impacts on land use and future development. It is also used in determining federal funding categories that can be applied to the road, and what the minimum lane requirements are for that road. There are three functional classes: Arterial, Collector, and Local.

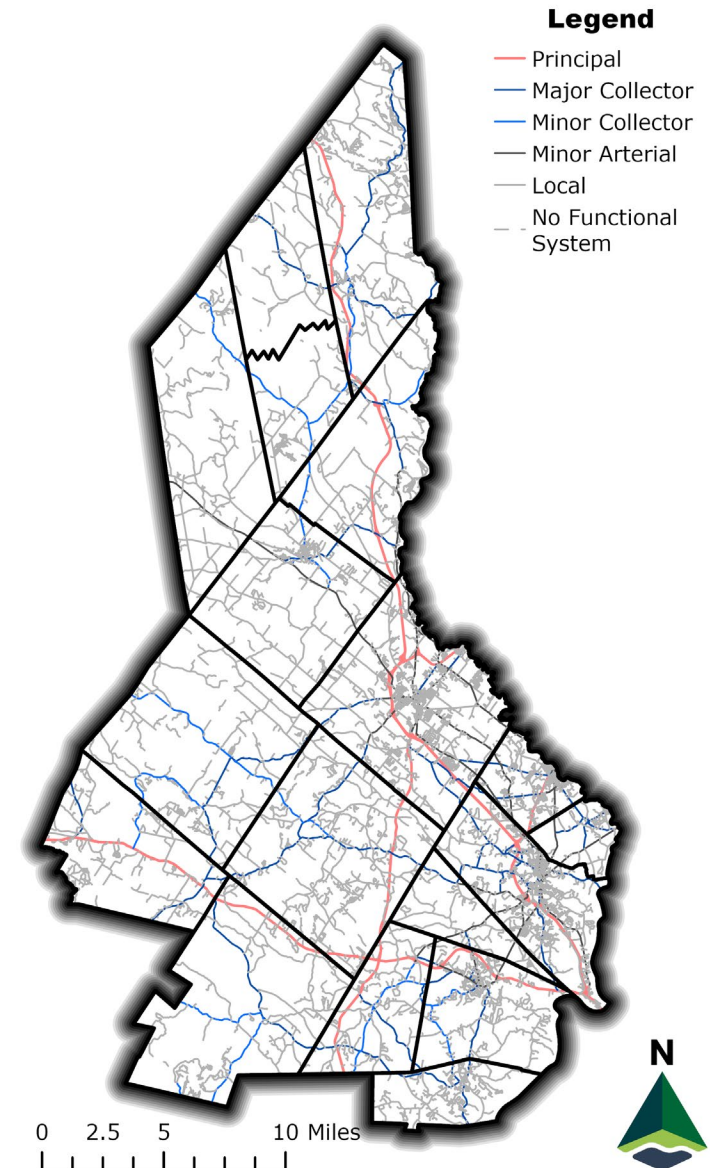
These are the generalized determinations and assumptions made for the respective classes:

Functional Class	Speed Limit	Daily Traffic	Distance Served	Significance
Arterial	High	High	Long	Statewide
Collector	Medium	Medium	Medium	Medium
Local	Low	Low	Short	Local

Roads by Functional Class



Source: NHDOT. Year: 2024. Granularity: SRPC.

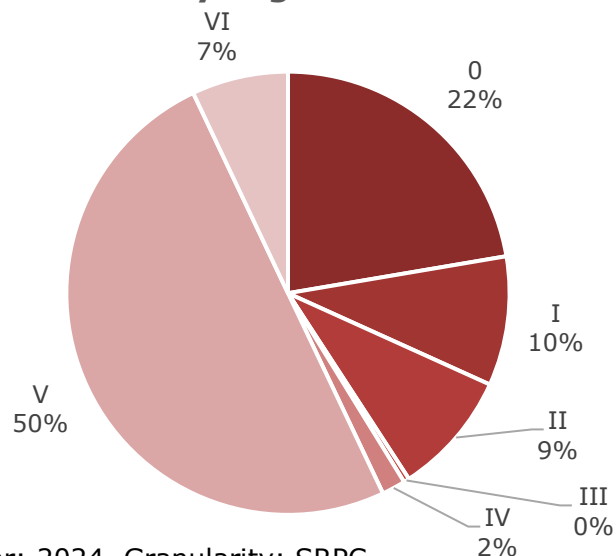


Legislative Class

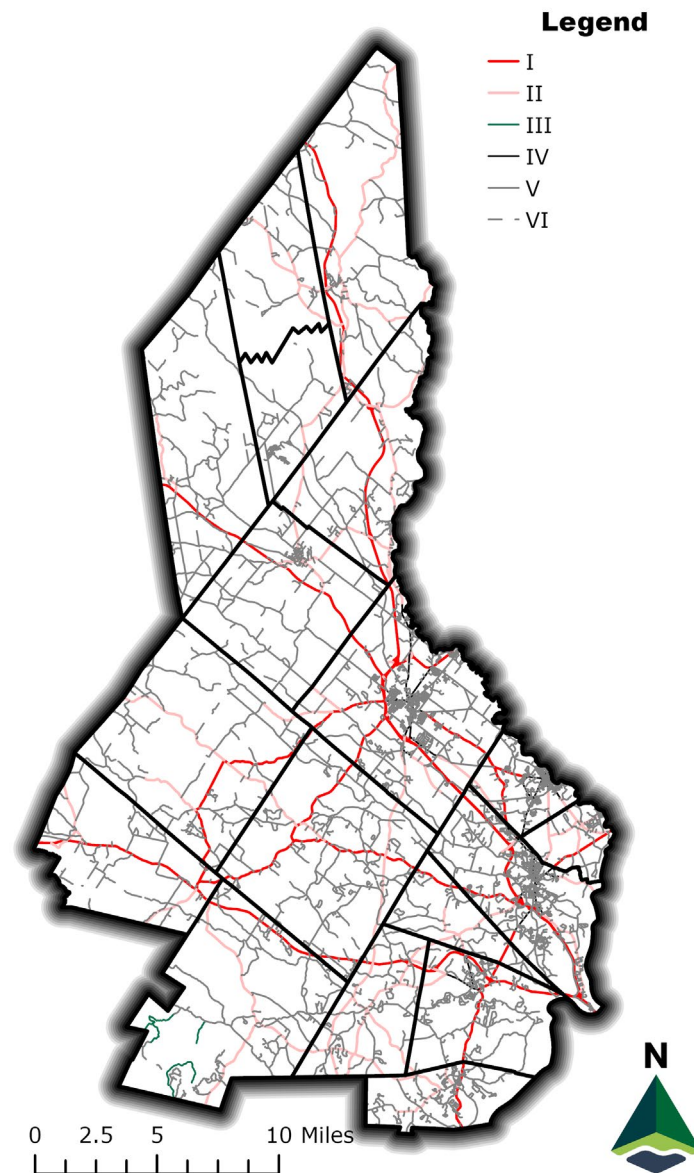
The New Hampshire Legislative Classification System as defined by RSA 229.5 is comprised of seven classes of roads. The legislative classes indicate ownership and maintenance responsibility. This system is separate from the FHWA Functional Class system.

Class	Ownership	Maintenance Responsibility
I	State	State
IIa	State	State
IIb	State	Municipal
III	State	State
IV	Municipal	Municipal
V	Municipal	Municipal
VI	Municipal	Not maintained
VII	Federal	Federal

Roads by Legislative Class



Source: NHDOT. Year: 2024. Granularity: SRPC.

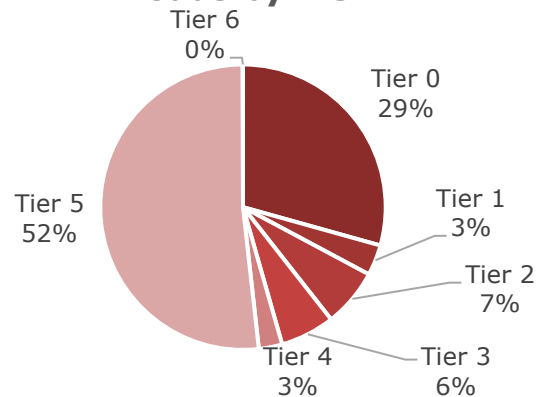


Tier

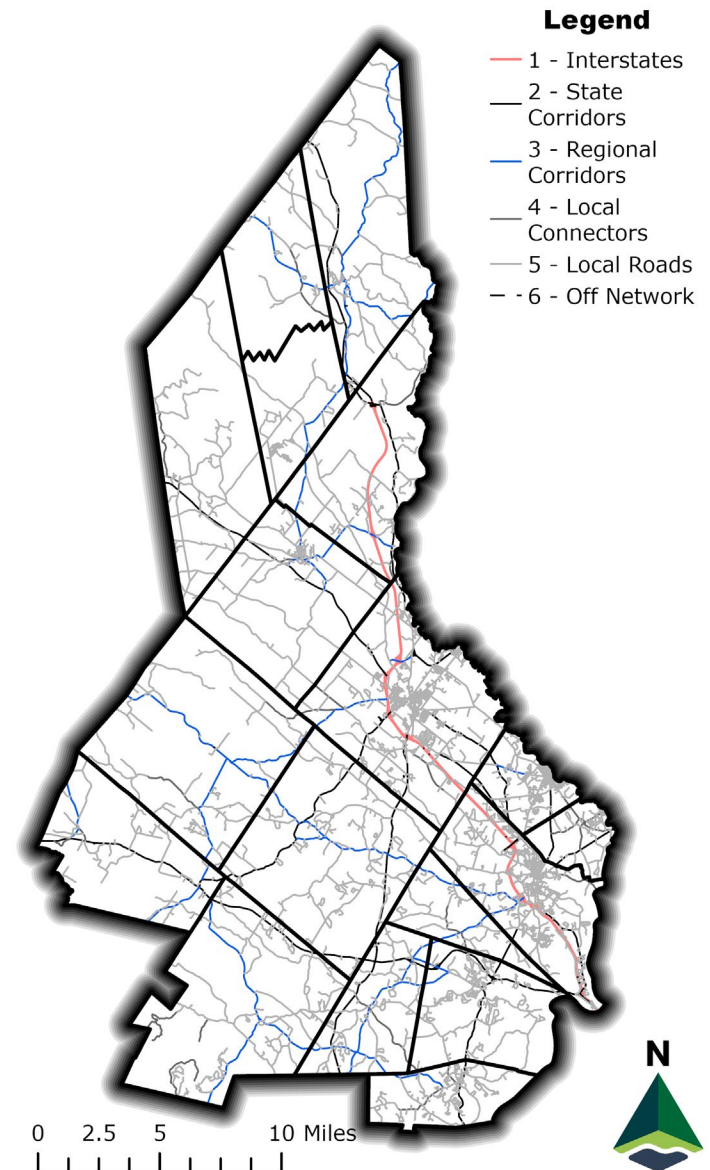
NHDOT additionally uses a six-tier system to categorize roads by volume and mobility in contrast to ownership and maintenance responsibilities. This system is used in statewide pavement programs and planning.

Tier	Description	Significance	Speed Limit (mph)	Daily Traffic	Connectivity	Distances served
1	Interstates, Turnpikes, & Divided Highways	Statewide	50+	Highest	State to state	Longest
2	Statewide corridors	Statewide	40 – 55	High	State to state	Long
3	Regional corridors	Regional	40 – 45	Moderate	Access to Tiers 1 & 2	Medium
4	Local Connectors	Regional	30 – 40	Low	Access to Tier 3	Short
5	Local Roads	Local	≤35	Lowest	Access to destination	Shortest
6	Off Network (State owned parking lots)	N/A	N/A	N/A	N/A	N/A

Roads by Tier



Source: NHDOT. Year: 2024. Granularity: SRPC.



RESILIENCY

Table of Contents

Pollution and Renewables..... 149

Alternative Fuels..... 150

Renewable Energy 151

Climate Change Impacts on the Region..... 152

Sea Level Rise and Flooding..... 153

Precipitation Projections..... 157

Snow Cover Days Projection..... 158

Monthly Maximum Snow Depths..... 159

Temperature Projections..... 160

Extreme Temperature Projections..... 161

Heating and Cooling Degree Day Projections..... 162

Urban Heat Islands..... 163

Plant Hardiness Zones..... 164

High Tide Flooding Frequency..... 165

Cyanobacteria Warning Days..... 166

Shoreline Ecology..... 167

Living Shorelines..... 168

Mitigation and Emergency Response..... 169

Hazard Mitigation..... 170

FEMA Hazard Risk Summary..... 171

Emergency Response Capacities..... 178

Pollution and Renewables

Maintaining a healthy and resilient region involves observance and removal of harmful contamination and pollutants in the ground, water and air. Pollution and inefficient infrastructure contributes to climate change and impacts public health. This section includes data on contaminated sites (locations where the New Hampshire Department of Environmental Services (DES) has identified hazardous waste, Methyl tertiary-Butyl Ether (MtBE), petroleum, or other contaminants) and Green House Gas Emissions.

To prevent future pollutants and protect the region from existing harmful contaminants, it is important to monitor progress in remediation efforts. Some of the easier-to-track initiatives are the ones surrounding the use of fossil fuels. The innovation of technology in the energy sector in the past 20 years has made transitions to cleaner energy affordable for utility networks and the average consumer.

This subsection contains metrics about:

- Contaminated (and remediated) sites.
- Alternative fueling stations.
- Renewable energy sources.

Alternative Fuels

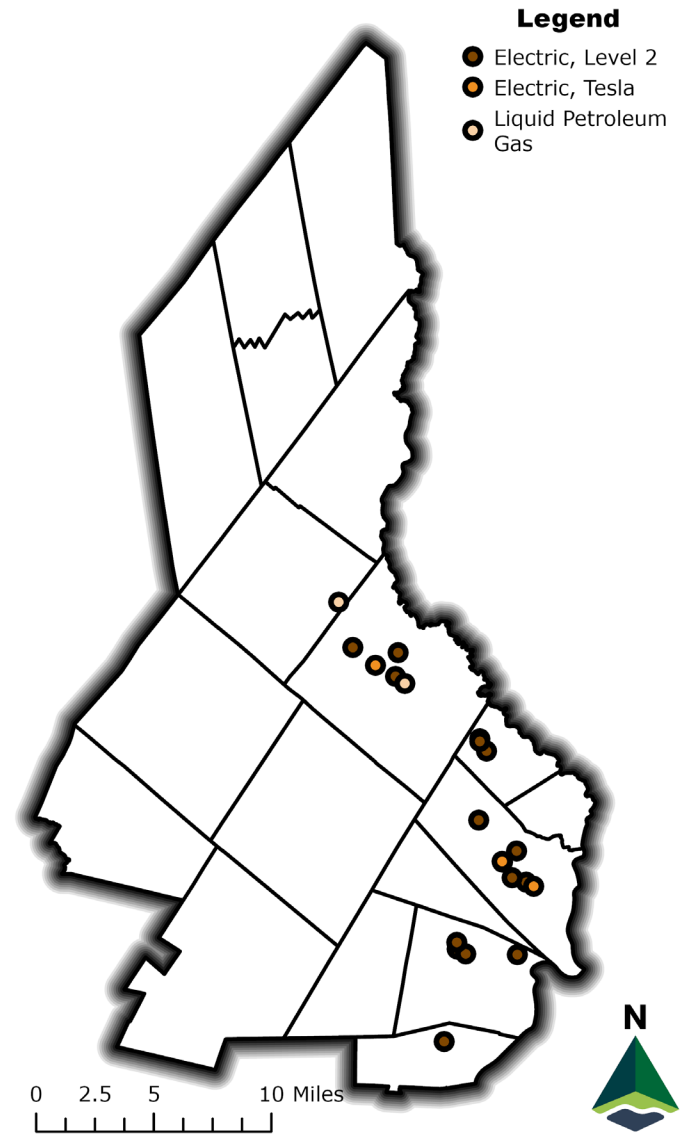
Adoption of alternative transportation fuels is growing nationwide and in the SRPC region. Electric and propane are the most common alternative fuel types. Charging rates vary by station "level" and planning is required to install stations at appropriate locations. Expansion of public vehicle charging will require continued public and private investment and upgrades of electric infrastructure. Most electric stations in the SRPC region are "Level 2," except for eight DC Fast Charging (Level 3) stations at Hannaford's in Rochester and one station at Hilltop Chevrolet in Somersworth reserved for Tesla vehicles. See the table below for the differences between each level. Liquid Petroleum Gas (LPG) is also known as propane Autogas where it is used primarily for fleet applications such as buses and heavy-duty machinery. Propane vehicles are typically as efficient as gasoline but offer lower carbon and oil contaminants for a longer lasting engine.

Electric vehicle charging stations will become more common throughout the United States in the coming 10 years as demand rises and new models become available. An increase of electric vehicle charging stations will potentially boost tourism, better protection for our environment, and encourage economic development during wait times. However, it will require additional infrastructure to support the stations, especially in rural areas.

RESOURCE: In 2023, SRPC launched a new **Municipal Guide to EV Charging Stations**. Check it out here: <https://arcg.is/yL1SL>

Municipality	Electric Station	Liquified Petroleum Gas
Dover	7	0
Durham	5	0
Farmington	0	1
Newmarket	1	0
Rochester	4	1
Somersworth	5	0

Charging Station Table - Source: DOE. Year: 2024. Granularity: United States.
Map - Source: DOE. Year: 2024. Granularity: SRPC.



Renewable Energy

Renewable energy within the SRPC region is very limited with a large majority of power stemming from non-renewable sources outside of Strafford County. Significant power sources in the Seacoast region are found to the right. Hydroelectric dams represent a large portion of renewable energy generation in the Strafford Region. Generation depends on river currents which are highest during Spring melting months. The UNH-Turnkey biomass project has been fully operational since 2010 helping reduce the total emissions from UNH by about 25% since then.

In 2023, 18% of New Hampshire's electricity generation came from renewable resources, including small-scale solar installations. Most of the state's renewable generation comes from hydroelectric power, biomass, and wind.

Seabrook, one of only two nuclear power plants in New England and the largest power plant in New Hampshire, provided 56% of New Hampshire’s 2023 total in-state electricity net generation.

New Hampshire has the last two remaining coal-fired power plants in New England: Schiller at Portsmouth and Merrimack at Bow. However, Schiller is scheduled to be retired by 2025 and Merrimack by 2028.

Utility Renewable Power within SRPC Region

Power Type	Name of Facility	Peak Capacity
Hydroelectric	Milton Hydro	1.4 MW
Hydroelectric	Somersworth Lower Great Dam	1.3 MW
Hydroelectric	Green Mountain Power Corp	1.4 MW
Solar	Milton Solar Farm	0.9 MW
Solar	Dover High School	1 MW
Biomass	Turnkey Landfill Gas Recovery	9.2 MW
Biomass	UNH - Turnkey Landfill Gas	7.9 MW

Other Significant Local (NH) Power Sources

Power Type	Name of Facility	Peak Capacity
Natural Gas	Newington Natural Gas (EP)	605 MW
Natural Gas	Newington Natural Gas (GS)	414 MW
Coal	Newington Schiller Coal	171 MW
Nuclear	NextEra Energy Seabrook LLC	1247 MW

Tables - Source: DOE. Year: 2024. Granularity: SRPC, RPC.
Text – Source EIA Year: 2023. Granularity: New Hampshire

Climate Change Impacts on the Region

Climate change is the process of long-term change in the average weather patterns that have been defined in today's climates. Climate change can be driven by natural factors, such as variations in solar output and volcanic eruptions. However, over the last century human activity has been the primary driver of climate change. Activities which emit greenhouse gasses, such as the burning of fossil fuels, contribute to a process which warms the Earth's atmosphere. These gasses (including carbon dioxide, methane, and nitrous oxide) prevent heat from escaping the atmosphere into space, and this is known as the greenhouse effect. As greenhouse gas concentrations increase in the atmosphere, warming accelerates at a rate exceeding naturally driven trends.

For the Strafford Region, several impacts of climate change will be seen in the next 100 years as water becomes a significant challenge to maintain a resilient region. This section will examine the following impacts of climate change in the SRPC region.

1. Sea Level Rise and Flooding
2. Infrastructure Impacted by Sea Level Rise
3. Precipitation Projections
4. Snow Cover Days Projected
5. Monthly Maximum Snow Totals
6. Temperature Projections
7. Extreme Temperature Projections
8. Heating and Cooling Day Projections
9. Urban Heat Islands
10. Plant Hardiness Zones
11. High Tide Flood Frequency
12. Cyanobacteria Warning Days
13. Shoreline Ecology
14. Living Shorelines

The New Hampshire Climate Assessment is a report published by the University of New Hampshire (UNH) in 2021. The report studies the projected impacts of global climate change on New Hampshire's local weather over the next 80 years. The next several pages will examine some of the factors studied in this report. This report was a combination of several years of scientific evidence and information sourced from several local groups. The full report can be found here:

<https://scholars.unh.edu/cgi/viewcontent.cgi?article=1209&context=ersc>

Sea Level Rise and Flooding

The Sea Level Rise (SLR) scenarios to the right display 3 different levels of green-house gas emissions that would lead to either 1.7, 4, or 6.3 feet of sea level rise by 2100. This data was created in 2014 and was supplemented by the “C-Rise” project that SRPC completed for the region in 2016. Each of these data points are summaries of the 5 coastal communities within the region (Dover, Durham, Madbury, Newmarket, and Rollinsford). UNH conducted a more recent analysis for climate modeling in 2019 as a matter of probability (see “High Tide Flooding frequency” section) which are not incorporated in the infrastructure tables on this page.

A **storm surge** is defined as a large coastal storm event that caused an abnormal increase in water level from normally predicted tidal levels. Several factors influence the impact of a storm surge such as wind direction, orientation of the coastline, and size/intensity of the storm. All these factors can be exacerbated by flooding during high tide called a Storm Tide. 100-year flood zones are not the same as storm surge and are a technical term from FEMA to classify insurance maps. This does not mean that it will only happen every 100 years, but that it has a 1% chance of flooding every year and is typically used by the National Flood Insurance Program to regulate insurance policies and by extension, local codes.

For example, there were two inland 100-year floods in 12 months in New Hampshire between the Mother’ Day Flood of 2006 and the Patriot’s Day Flood of 2007. Each of these storms brought tremendous damage to the SRPC region along riverine communities with up to 10 inches of rain. 100-year floods are becoming more regular with longer, more powerful precipitation events projected in the future. In the maps on the following pages, Dover point, Coastal Great Bay, and the Oyster/Bellamy river are anticipated to have significant flooding impact their coasts.

Infrastructure	Sea Level Rise			Sea Level Rise + Storm Surge		
	1.7 feet	4.0 feet	6.3 feet	1.7 feet	4.0 feet	6.3 feet
Homes	3	25	92	192	212	212
Bridges	17	18	18	18	18	20
Miles of Roads	0.32	1.29	3.3	7.96	8.05	8.05
Critical Facilities	0	2	3	3	3	3

SRPC Critical facilities impacted by SLR

Critical Facilities	Municipality	SLR Scenario	SLR + Storm Surge Scenario
Primary Sewer Lift Station	Durham	6.3 feet	1.7 feet
Riverwalk Park	Newmarket	4 feet	1.7 feet
Creighton Street Pump Station	Newmarket	4 feet	1.7 feet

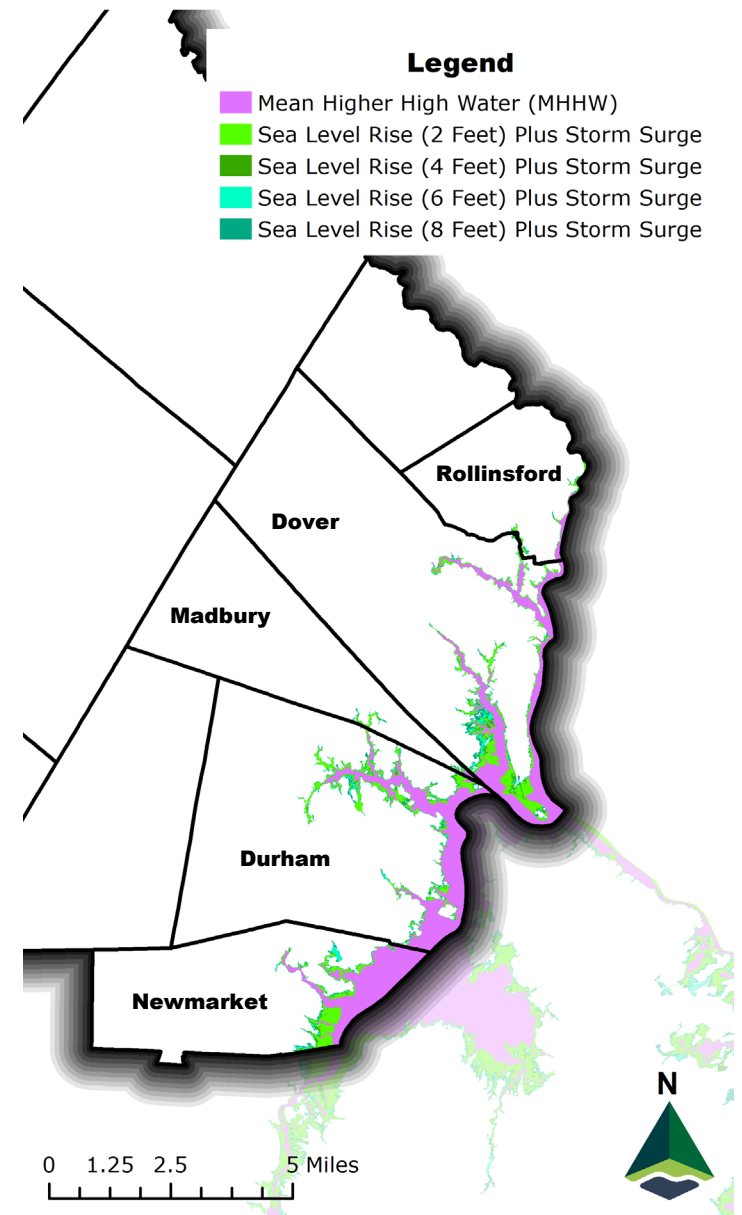
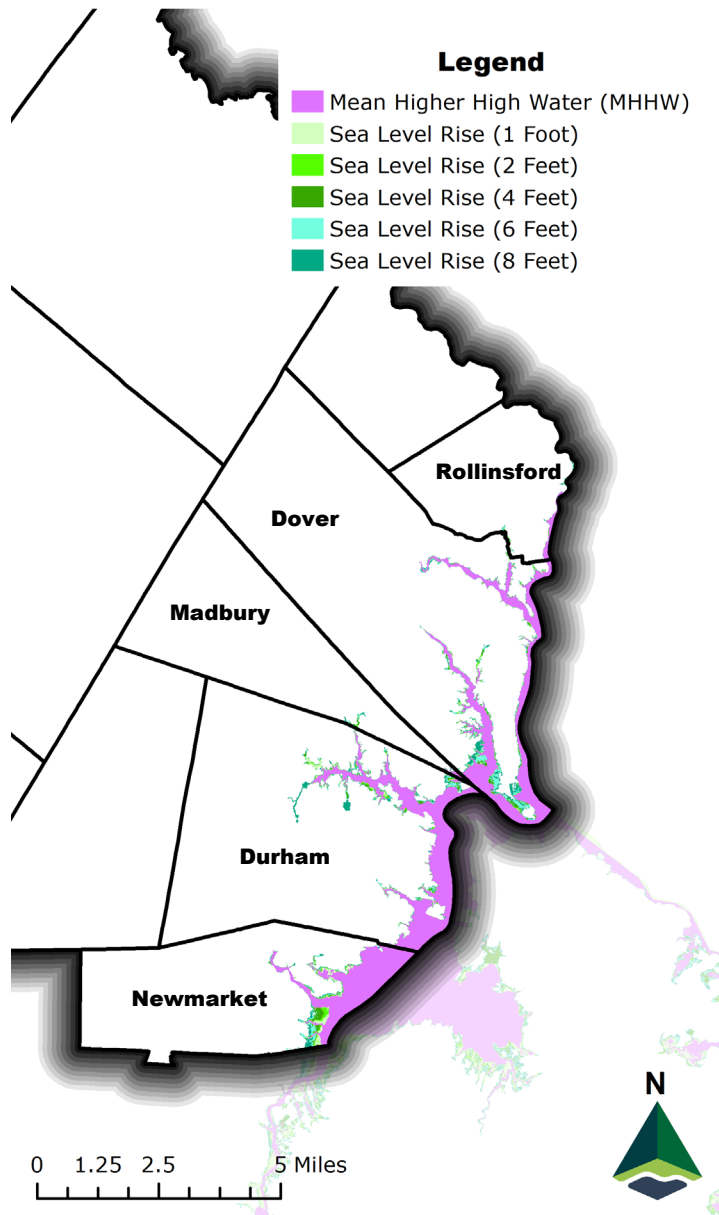
Critical Facilities include all public and private facilities that a community considers essential for the delivery of vital services for the protection of the community, such as emergency operations centers, shelters, or utilities.

For 2014 report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1017&context=sustainability>

Text - Source: UNH. Year: 2014. Granularity: Coastal New Hampshire.

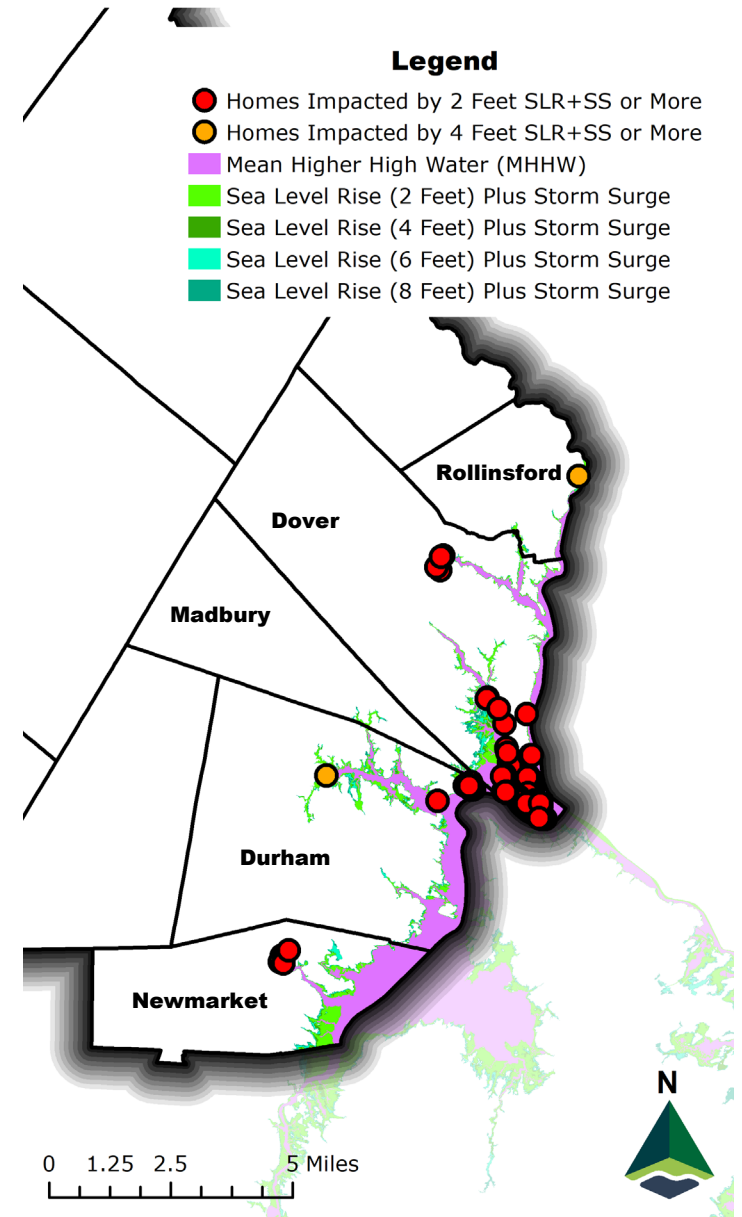
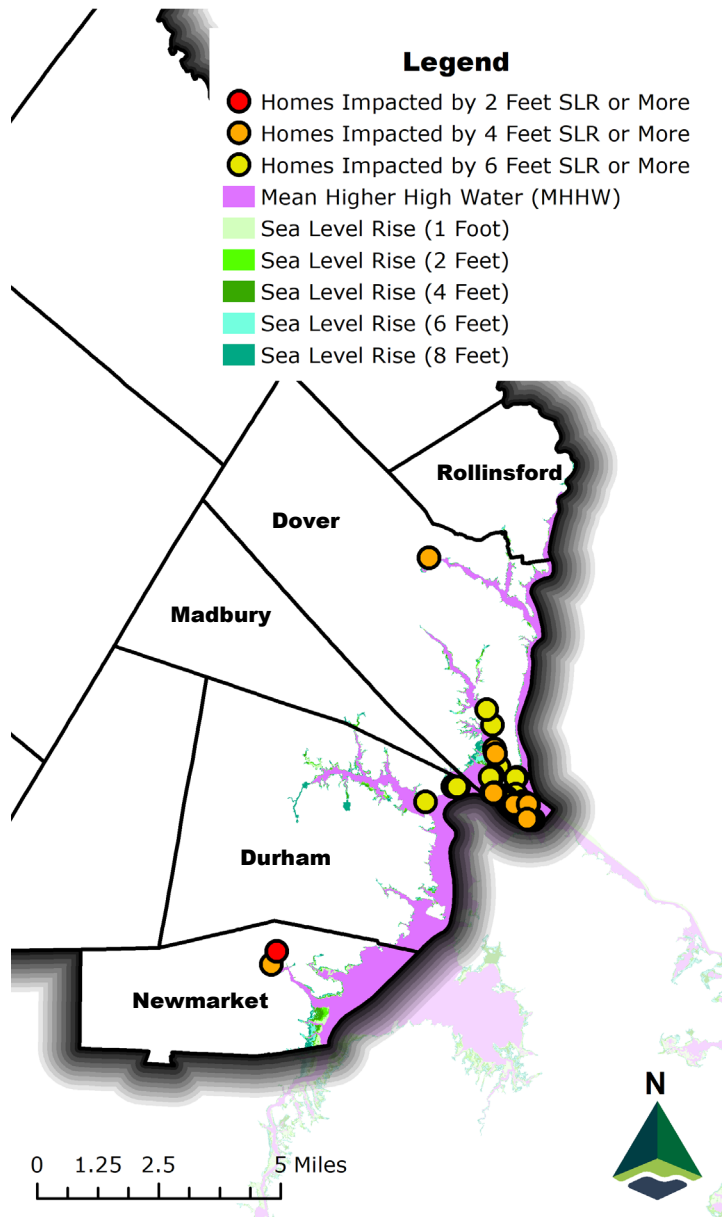
Infrastructure table - Source: SRPC. Year: 2014. Granularity: SRPC.

Sea Level Rise and Storm Surge



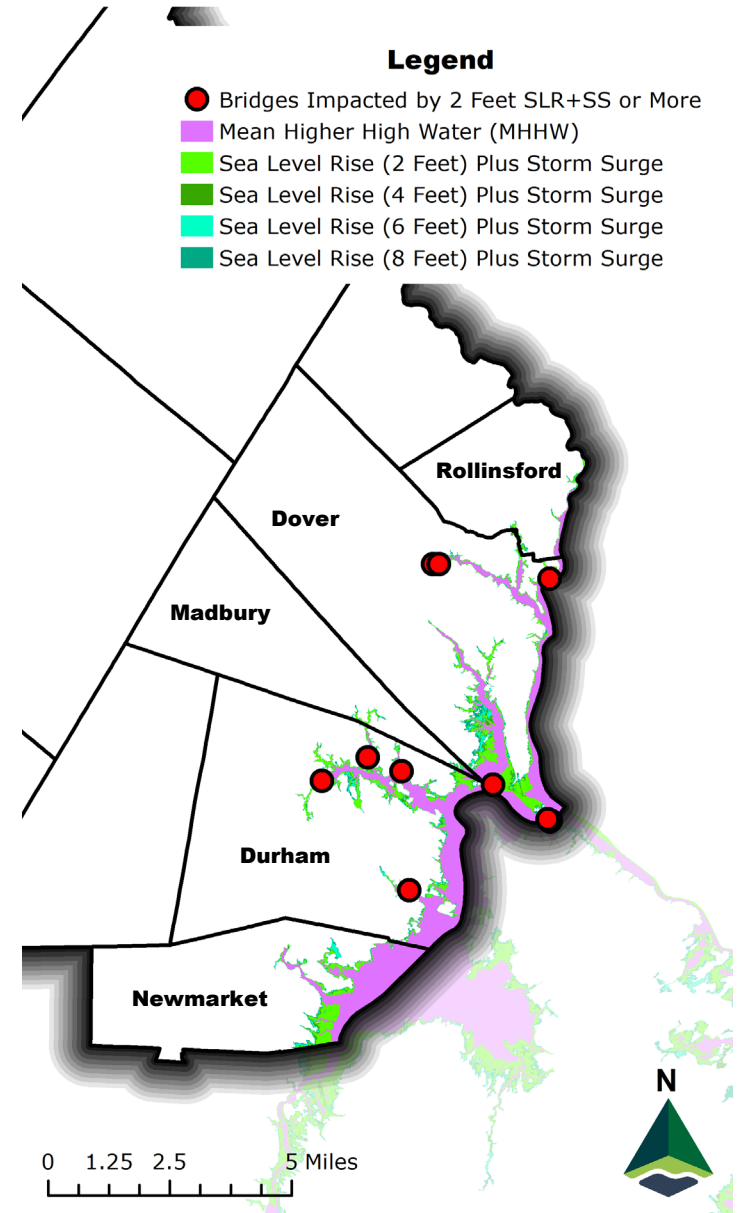
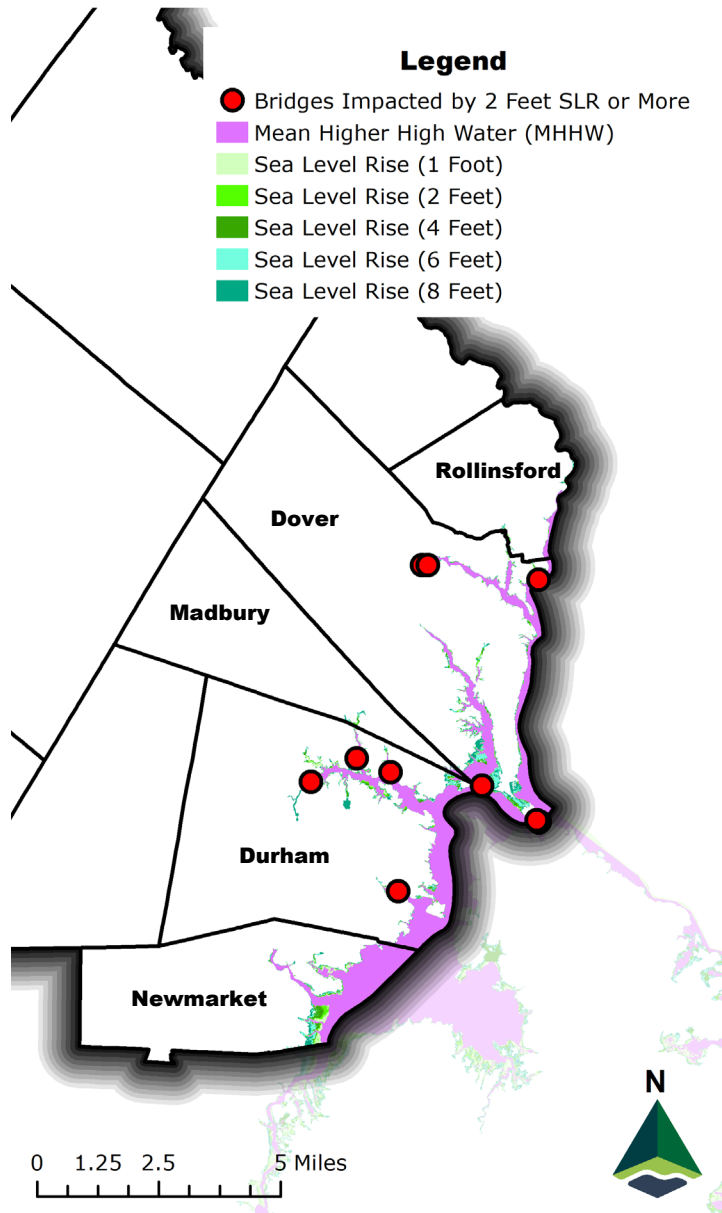
Source: UNH. Year: 2019. Granularity: SRPC coastal communities.

Homes Impacted by Sea Level Rise and Storm Surge



Source: UNH. Year: 2019. Granularity: SRPC coastal communities.

Bridges Impacted by Sea Level Rise and Storm Surge



Source: UNH. Year: 2019. Granularity: SRPC coastal communities.

Precipitation Projections

Representative Concentration Pathways (RCP) are a collection of four different global greenhouse gas concentration scenarios that consider melting ice sheets and industrial trends. For precipitation, the New Hampshire Climate Assessment only researched the two most likely scenarios. It appears under either RCP 4.5 (assuming carbon emissions begin to stabilize and then slowly decline after 2050) or RCP 8.5 (assuming carbon emissions continue to grow through the end of the century) that precipitation events will be longer and carry more water.

This is evident at Durham's weather station where it is predicted that 2" precipitation events will increase by 273% by the end of the century under the RCP 8.5 scenario. This means that 2" precipitation events will occur nearly 28 times per decade by the end of the century if nothing is done to reduce dependence of fossil fuels. Also of note is the seasonality of precipitation, where the largest increases are expected to occur in the winter – anywhere between 13-22% more precipitation could be seen.

Examples of local 2" precipitation events within 24 hours include Hurricane Irene in 2011 where the state saw 3-6" of rain, and Winter Storm Nemo in 2013 which brought two feet of snow.

Future extreme weather projections will impact the planning and development of critical infrastructure, particularly as it relates to stormwater and other facilities whose designs rely on flooding and snowmelt scenarios.

	Historical Average (1980-2009)	Approximate Change from Historical (+ or -)					
		Short Term (2010-2039)		Medium Term (2040-2069)		Long Term (2070-2099)	
		RCP 4.5	RCP 8.5	RCP 4.5	RCP 8.5	RCP 4.5	RCP 8.5
Durham, NH (Precipitation in Inches)							
Annual	43.3	1.6 (4%)	1.7 (4%)	2.4 (5%)	3.2 (7%)	3.1 (7%)	4.8 (11%)
Winter	10.5	0.6 (6%)	0.5 (5%)	0.8 (8%)	1.4 (13%)	1.4 (13%)	2.2 (22%)
Spring	11	0.4 (4%)	0.7 (6%)	0.6 (5%)	1.0 (9%)	0.9 (8%)	1.7 (16%)
Summer	9.9	0.3 (3%)	0.4 (4%)	0.6 (6%)	0.4 (4%)	0.7 (7%)	0.5 (5%)
Fall	11.9	0.2 (1%)	0.3 (2%)	0.4 (4%)	0.4 (3%)	0.4 (3%)	0.3 (2%)
MAX Precip in 24 hours	2.3	0.2 (9%)	0.2 (9%)	0.2 (10%)	0.4 (16%)	0.3 (15%)	0.5 (24%)
Extreme Precipitation (# of events per year)							
1" in 24 hours	6.1	-2.6 (-42%)	-2.5 (-41%)	-2.2 (-36%)	-1.9 (-30%)	-2.0 (-34%)	-1.2 (-20%)
2" in 24 hours	1	1.6 (154%)	1.7 (163%)	1.9 (183%)	2.2 (209%)	2.1 (202%)	2.8 (273%)
4" in 48 hours	0.3	0.1	0.1	0.2	0.3	0.2	0.4
Snow Cover Days	114	-13	-14	-27	-42	-38	-95

For Report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1071&context=sustainability>

Source: UNH. Year: 2021. Granularity: Town of Durham.

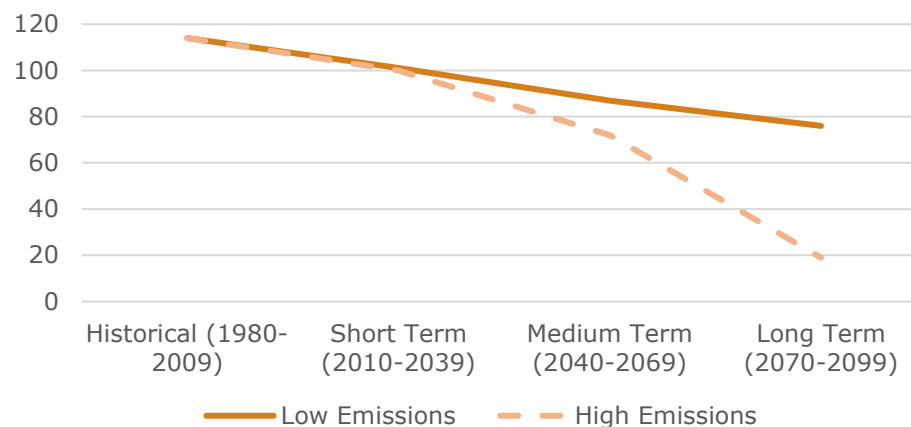
Snow Cover Days Projection

Representative Concentration Pathways (RCP) are a collection of four different global greenhouse gas concentration scenarios that consider melting ice sheets and industrial trends. For precipitation, the New Hampshire Climate Assessment only researched the two most likely scenarios. It appears under either RCP 4.5 (assuming carbon emissions begin to stabilize and then slowly decline after 2050) or RCP 8.5 (assuming carbon emissions continue to grow through the end of the century) that snow cover days in Coastal NH are anticipated to drop substantially. In Durham by 2100, snow cover days could total drop as low as 19 days/year if we remain on a “business as usual” trend or RCP8.5 (High Emissions). This could potentially be damaging to local ecosystems, animals, and plants.

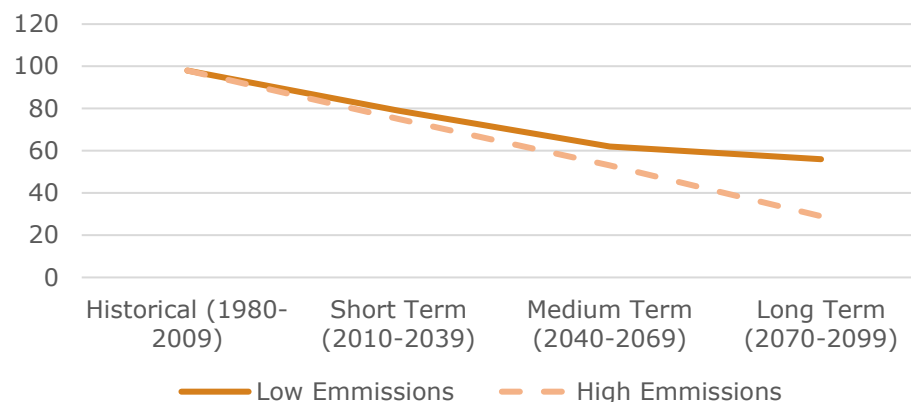
On the bottom right chart, you can see an anticipated drop in deep snow cover across NH by 2100 regardless of the emission trajectory. This could also be potentially damaging to the ecological systems across NH in multiple ways by not providing sufficient snowpack in mountainous regions to supply freshwater throughout the Spring/Summer. The snowpack itself being a habitat would also be severely diminished resulting in more migration of plants and animals.

Lastly, the effect this could have on the economic resiliency in NH could be substantial even within the SRPC region. Activities such as snowmobiling, skiing, and other winter sports could see their seasons substantial decline to 1-2 months a year with deep snow cover effecting a \$500 Million-Dollar industry as of 2018.

Durham Snow Cover Days



New Hampshire Historical and Projected Days with Deep Snow Cover (> 6 inches deep)



For Report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1071&context=sustainability>

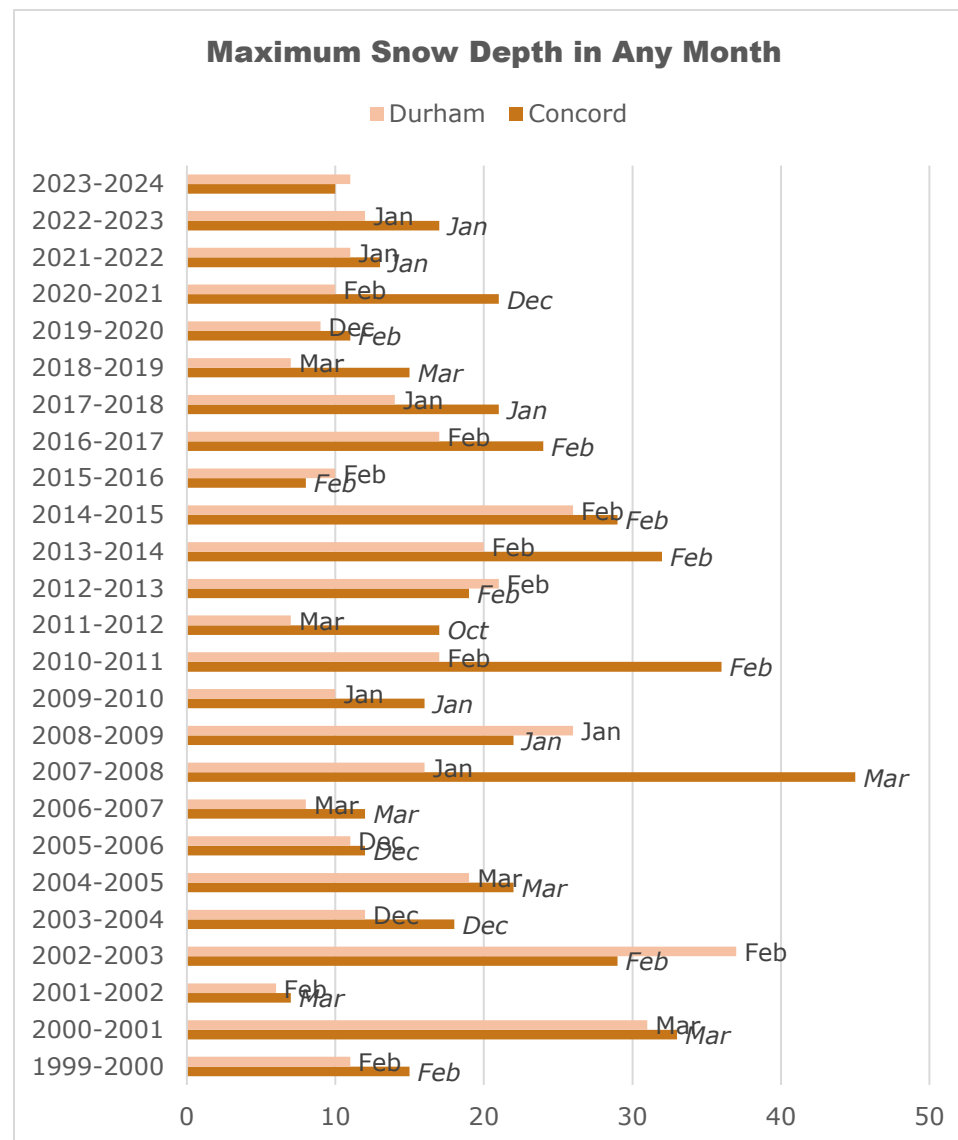
Source: UNH. Year: 2021. Granularity: New Hampshire; Town of Durham.

Monthly Maximum Snow Depths

Monthly Maximum Snow Totals is a dataset showing maximum snow depth by month and year. The stations of Concord and Durham were chosen as they were the only weather stations available with this level of detail in proximity or within our region. SRPC typically uses the Concord weather station as more representative of our In-land communities such as Strafford, Northwood, and Nottingham while the Durham station is used for coastal communities such as Newmarket, Dover, and Durham.

This metric over 24 years shows just how quickly the weather has changed in this short period in our region. Durham has not had snow cover over 15 inches maximum since February 2017, which would include multiple snowstorms in a single month. While this is a look at recent weather, this could potentially be the beginning of the climatic decline in snowfall as pointed out in the previous page's projections for snow cover days. However, it is impossible to project if these are truly climatic changes yet or if it is annual variability from the jet stream. As seen on the right, both Durham and Concord have some inconsistencies in their snow totals from year to year especially looking at the difference between 2015-2016 and 2016-2017.

We will see these maximum snow totals decline by 2100, but the intensity of the decline will depend on which representative concentration pathway (RCP), as described on page 141, becomes a reality.



For Source Data: <https://www.weather.gov/wrh/Climate?wfo=gyx>

Source: NOAA. Year: 1999-2024. Granularity: Town of Durham. City of Concord.

Temperature Projections

Representative Concentration Pathways (RCP) are a collection of four different global greenhouse gas concentration scenarios that consider melting ice sheets and industrial trends. For precipitation, the New Hampshire Climate Assessment only researched the two most likely scenarios. It appears under either RCP 4.5 (assuming carbon emissions begin to stabilize and then slowly decline after 2050) or RCP 8.5 (assuming carbon emissions continue to grow through the end of the century) that average temperatures will be higher and have fewer freezing days.

Specifically at the Durham weather station, a 5 to 9 degree rise in average max temperatures by the end of the century is predicted. If this is accurate, there will be significant impacts to the ecology of the region along with inundation from the ocean due to higher air temperatures that affect ocean temperatures. We will see an increase of 4 more degrees of average daily high temperatures in the next 40 years.

Heating degree days and cooling degree days' definitions are stated in the "Heating and Cooling Degree Day Projections" page on page 146.

	Historical Average (1980- 2009)	Approximate Change from Historical (+ or -)					
		Short Term (2010-2039)		Medium Term (2040-2069)		Long Term (2070-2099)	
		RCP 4.5	RCP 8.5	RCP 4.5	RCP 8.5	RCP 4.5	RCP 8.5
Durham, NH (Degrees in Fahrenheit) Max Temperatures							
Annual	59.5	2.1	2.2	3.9	5.4	5	9.2
Winter	36.4	2.2	2.5	4.3	5.7	5.3	9.4
Spring	57.6	2.2	2	3.8	5.1	4.9	8.5
Summer	81.4	2	2.1	3.7	5.2	4.6	9.3
Fall	62.1	2	2.2	3.9	5.6	5	9.7
Extreme Temperatures							
Days <0F	8	-3	-4	-6	-7	-7	-8
Days <32F	155.5	-13	-15	-26	-36	-34	-62
Days >90F	11.1	8	9	17	27	23	53
Days >95F	2	3	3	7	12	9	31
Days where heating or air conditioning are needed							
Heating Degree Days	6820	-586	-1484	-1096	-1461	-1383	-2360
Cooling Degree Days	514	+179	+192	+355	+524	+457	+1042

For Report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1071&context=sustainability>

Source: UNH. Year: 2021. Granularity: Town of Durham.

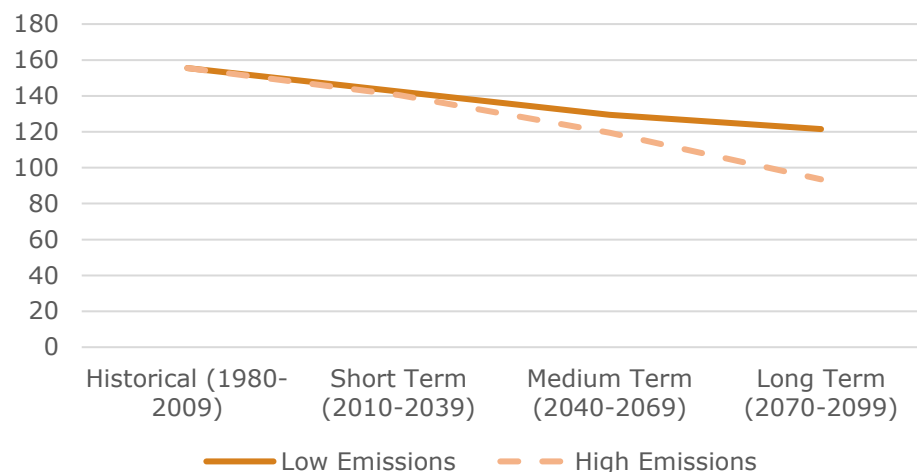
Extreme Temperature Projections

Extreme temperatures are defined as variations of typical weather patterns above or below “normal” conditions. While under 32 degrees is not an abnormal temperature in New Hampshire, it was the only cold metric that was significant to project out to 2100. The other metric was days below 0 degrees and we aren’t projected to have more than one per year by 2100. With the days under 32 degrees anticipated to fall, we could see impacts due to an increased freeze-thaw cycle that can cause substantial damage to local infrastructure such as roads and culverts just to name a few.

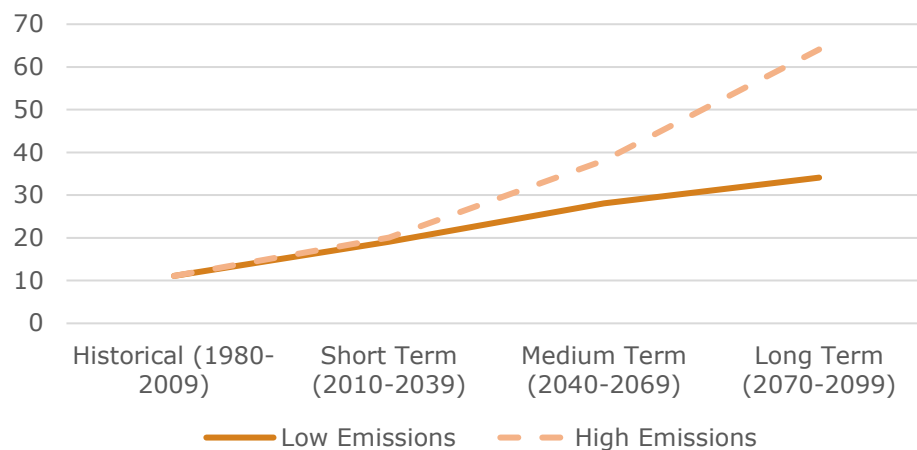
A long-term decrease in the number of freezing days and nights may reduce some of the most acute risks of cold exposure among vulnerable populations, including the hundreds of thousands of people experiencing homelessness in the U.S.

On the other side of extreme temperatures, extreme heat is expected to increase, and change significantly more than days less than 32 degrees. In a High emissions scenario, The number of 90-degree days annually could reach 600% of the historical rate in Durham by 2100. This is where we could see significant increases in health risks and hospital visits in Summer months that hospitals may not have the capacity to handle. While this is projected to get worse, it will likely be a localized issue that persists mainly in more in-land communities such as Strafford, Nottingham, and Northwood. The is evident by the fact that Concord experiences historically 13, 90-degree days a year while Durham has around 10 annually.

Days Less than 32 Degrees



Days Greater Than 90 Degrees



For Report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1071&context=sustainability>

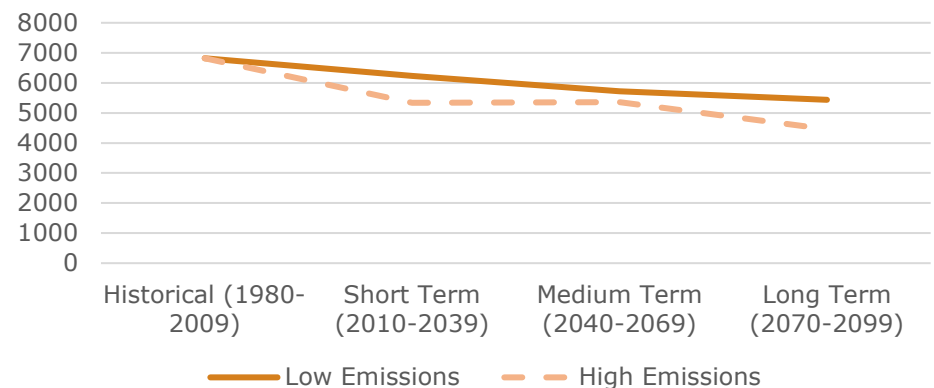
Source: UNH. Year: 2021. Granularity: Town of Durham.

Heating and Cooling Degree Day Projections

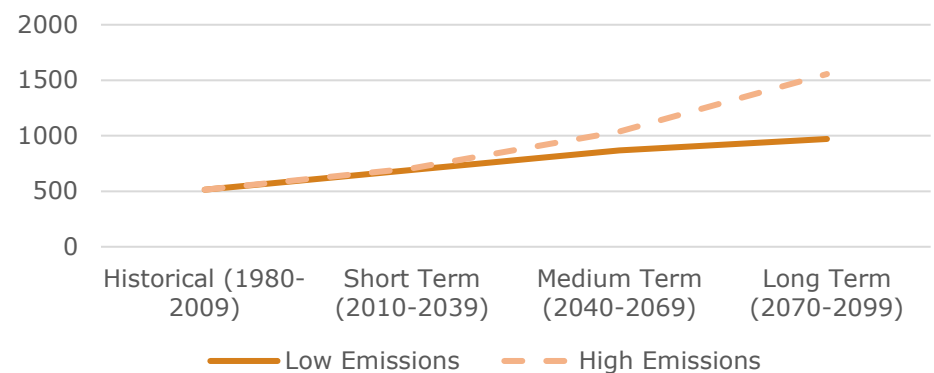
Heating and cooling degree days are defined by the difference between 65°F and the mean temperature. Extreme temperatures are likely to see a lot of change as a result of increased temperatures and moisture in the atmosphere. Days under 0 degrees may not happen by the end of the century in the region even assuming carbon emissions slowly decline after 2050. Conversely, days over 90 degrees could double if not triple by the end of the century leading to the doubling of cooling degree days by 2100. This will lead to greater reliance on energy for cooling our homes while heating will decrease by 20-35% by the end of the century.

This will have both positive and negative effects. Positively, you will likely have to pay less for heating in New Hampshire on an annual basis but conversely you will likely pay a lot more for cooling your home. Due to the majority of home cooling coming from air conditioning (90%), there will be a large influx to the power grid during the day. This will likely inflate the cost of the electricity especially as other new infrastructure will also be pulling from the grid by 2100 such as electric vehicle charging stations.

Heating Degree Days



Cooling Degree Days



For Report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1071&context=sustainability>

Source: UNH. Year: 2021. Granularity: Town of Durham.

Urban Heat Islands

Extreme heat is a hazard becoming more commonplace as 19 of the last 20 summers set record highs for temperatures. Due to lack of efforts to significantly cut the greenhouse gas emissions responsible for climate change, the Union of Concerned Scientists predicts that the number of Americans experiencing 30 or more days with a heat index above 105 degrees in an average year will increase from 900,000 people today to more than 90 million by mid-century. New Hampshire can expect many more 90-degree days. The Environmental Protection Agency (EPA) defines urban heat islands as urbanized areas which experience higher temperatures as compared to outlying areas due to their lack of greenery and high concentrations of hard infrastructure that re-emit the sun's heat much more than natural landscapes do. Urban areas may experience temperatures 1-7 degrees higher than outlying areas during the day, and 2-5 degrees higher during the night. Green spaces can reduce the amount of heat being absorbed in urban infrastructure surfaces such as asphalt and concrete and reduce the urban heat island effect. Areas within a 10-minute walk of a park can be as much as 6 degrees cooler than neighborhoods outside that range.

Recreation sites are often the most readily accessible shaded areas of the region, in addition to municipal pools and formal and informal beaches or lake access points. 13% of the region's recreation sites have manmade shade structures while 64% have shaded trees. The remaining 23% have no shade at all. Cooling centers, frequently operated by municipalities or social service providers, are operated for vulnerable groups who face housing challenges or in the event of power outages.

Annual NH Heat Index Frequencies	Annual Historical	Midcentury		Late century		Rapid action
		Slow action	No action	Slow action	No action	
NH with 90 + degree days	3	16	23	22	49	17
NH with 100 + degree days	0	2	6	4	19	2
NH with 105 + degree days	0	0	2	1	10	0

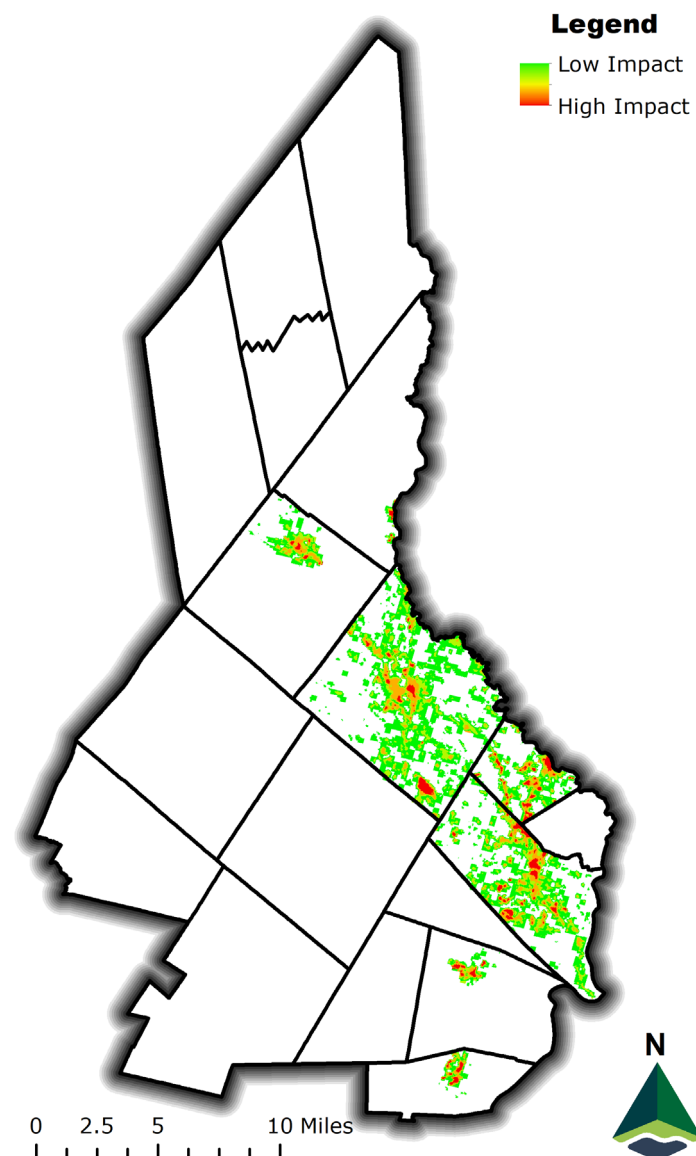
Text - Source: SRPC. Year: 2020. Granularity: SRPC.

Text - Source: Trust for Public Land. Year: 2020. Granularity: United States.

Text - Source: EPA. Year: 2024. Granularity: United States

Map - Source: UNH. Year: 2020. Granularity: SRPC

Table - Source: Union of Concerned Scientists. Year: 2019. Granularity: New Hampshire.

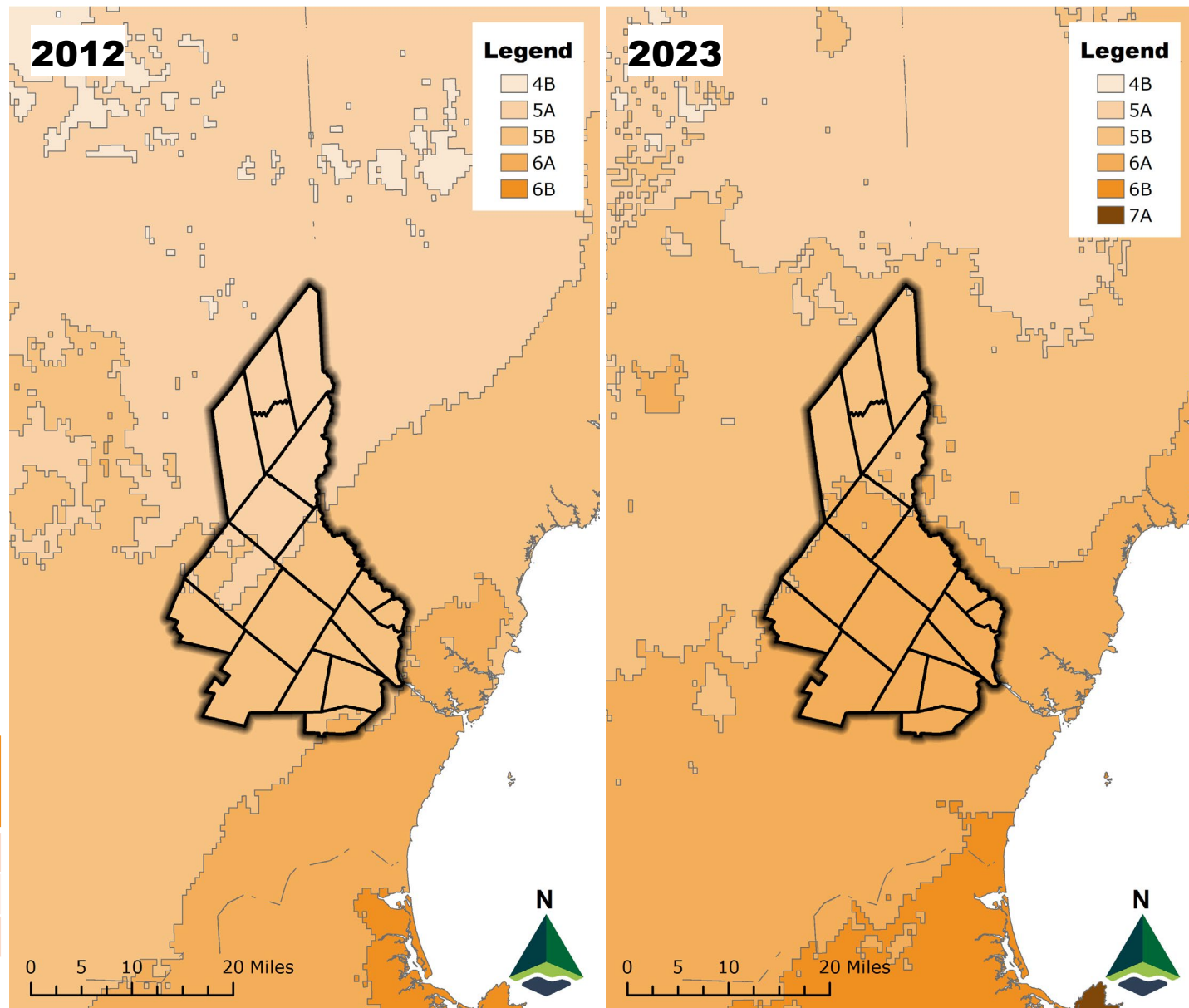


Plant Hardiness Zones

The USDA's Plant Hardiness Zones indicate what types of plants can survive and where. In 2012, the region was mostly 5A and 5B, with a bit of 6A in Newmarket. In 2023, there are mere acres of 5A in Wakefield, and the majority of the region is 6A with a band of 5B in the northern communities.

As a result, plants that could previously survive in neighboring Mass. are starting to survive in New Hampshire, and many crops are growing longer into October before the first frost. This is great for crops like peaches and tomatoes. Conversely, the now milder winters with shorter springs means shorter maple tapping seasons.

Average Extreme Minimum Temperatures by Zone	
5A	-20 to -15
5B	-15 to -10
6A	-10 to -5



Source: USDA Agricultural Research Service, 2012-2023. Granularity: United States.
See the full interactive map here: <https://planthardiness.ars.usda.gov>

High Tide Flooding Frequency

As relative sea level rise continues in coastal New Hampshire, the frequency of high tide flooding will also increase. High tide in the Northeast is predicted to reach or exceed 10 feet above Mean Lower-Low Water a total of 56 times in 2019 according to NOAA, not including storm surge. Under the Intermediate Global mean sea level rise (GMSLR) scenario of 3.3, high tide flood frequencies could increase to 132 days per year by 2050 in the Northeast. For reference, water levels of 10 feet, 11 feet, 12 feet, and 13 feet above the Mean Lower-Low Water level correspond with Hampton's threshold for "taking action" on minor flooding, moderate flooding, and major flooding, respectively, as defined by the National Weather Service.

Sea Level Rise Scenario	High Tide Flood Frequency	Year
Current (Hampton, NH)	56 (not including storms)	2019
3.3 feet (GMSLR) NE US	132+/-26 days per year	2050
3.3 feet (GMSLR) NE US	Daily (365 days)	2100

"A separate analysis found that under a 3.9 feet of SLR scenario by the end of the century, 40% of all East Coast communities will be chronically inundated (defined as flooding that occurs at least 26 times per year) (UNH New Hampshire Coastal Flood Risk Summary)"

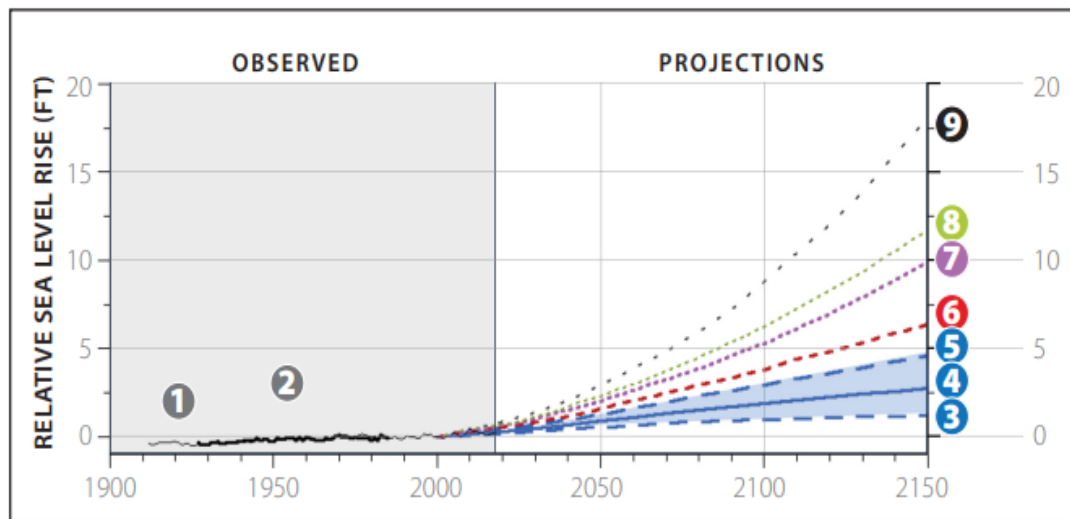


Figure 4.5. Observed and Projected Relative Sea-Level Rise for Seavey Island Tide Gauge K14 Projections | Stabilized Greenhouse Gas Concentrations (RCP 4.5).

- ① Historical data for Portland, ME (1912-2018; thin black line)
- ② Historical data for Seavey Island, ME (1927-1986; thick black line)
- ③ Lower end of "likely range"
- ④ Central estimate
- ⑤ Upper end of "likely range"
- ⑥ 1-in-20 chance estimate
- ⑦ 1-in-100 chance estimate
- ⑧ 1-in-200 chance estimate
- ⑨ 1-in-1000 chance estimate

The graph to the left was the approach to sea level rise calculations taken by UNH by examining the probabilities of each of these sea level rise scenarios rather than having 3 concrete scenarios. It is also indicative of the continuous change in the research field, where analysis is completed for several possible scenarios to account for the complex changes in our planet's climate.

For Report: <https://scholars.unh.edu/cgi/viewcontent.cgi?article=1209&context=ersc>
 Source: UNH. Year: 2019. Granularity: Northeast United States; Town of Hampton.

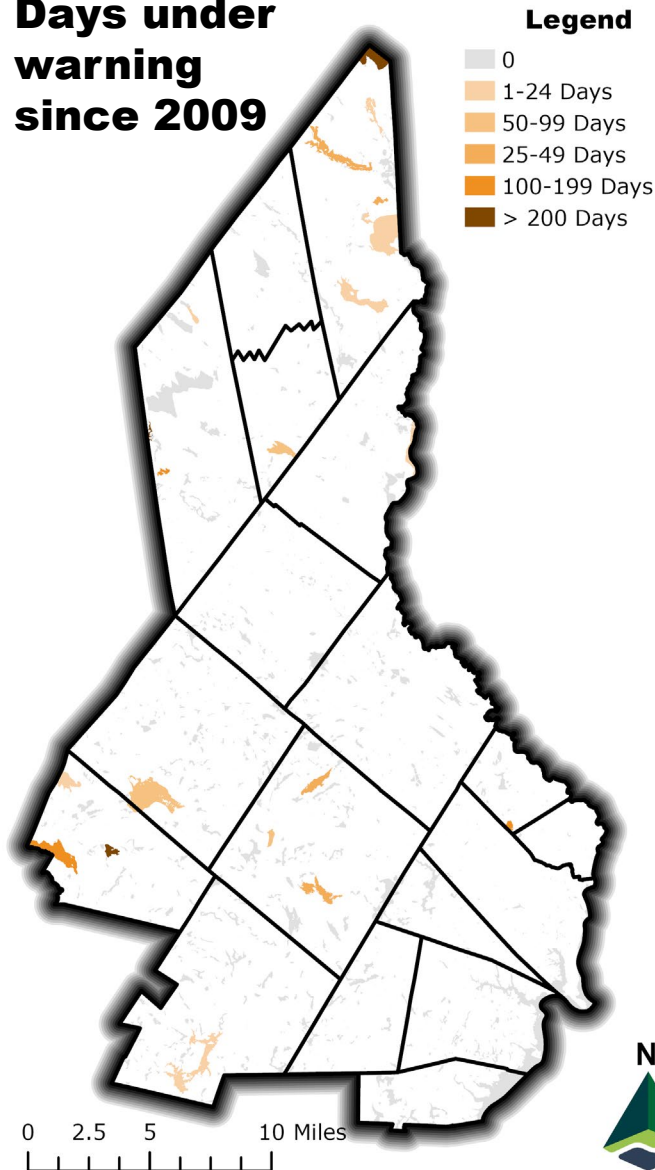
Cyanobacteria Warning Days

Cyanobacteria blooms are algae blooms that contain potentially harmful cyanotoxins that can cause potential health dangers to the public. These are typically caused by nutrient inputs that allow these organisms to bloom and produce large concentrations. Each bloom is often unique from previous years or from lake-to-lake making it impossible to eliminate and hard to prioritize.

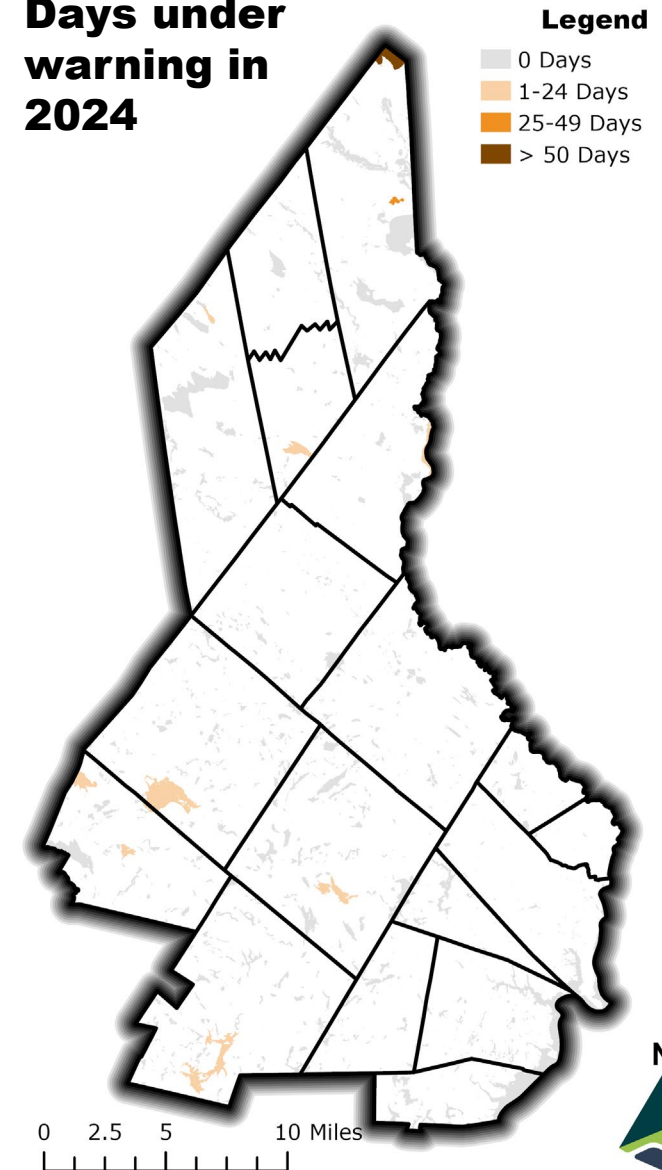
The maps on the right are aggregations of cyanobacteria warnings and their total days active. Not every cyanobacteria bloom has been documented as NHDES only reports what they receive from the public or discover in-house.

2023 saw several days of cyanobacteria blooms in 15 waterbodies in our region restricting recreation swimming during those days.

Days under warning since 2009



Days under warning in 2024



Shoreline Ecology

Salt Marshes are defined as coastal wetlands that typically flood due to tidal intervals that can range from twice per day to twice per month depending on the geography of the marsh. They are among the most productive ecosystems in the world that provide shelter from high-energy ocean wave action.

Shoreline ecology has become an integral part of combatting the impacts of climate change in the past several years. The health and consistency of our shoreline allows our region to be more resilient from effects such as sea level rise, coastal storm surge, and other erodible processes. Maintaining these riverine and coastal ecosystems allows the region to have a natural capacity for flood mitigation.

In New Hampshire, an estimated 18-50% of the state's original salt marsh habitat has been lost to development or inadequate tidal flow, further exacerbated by the spread of invasive species. These invasive species are likely to spread much further as the impacts of climate change such as reduced salinity content in the water column and excess nutrients from higher river discharges create ideal locations for these invasive species to thrive.

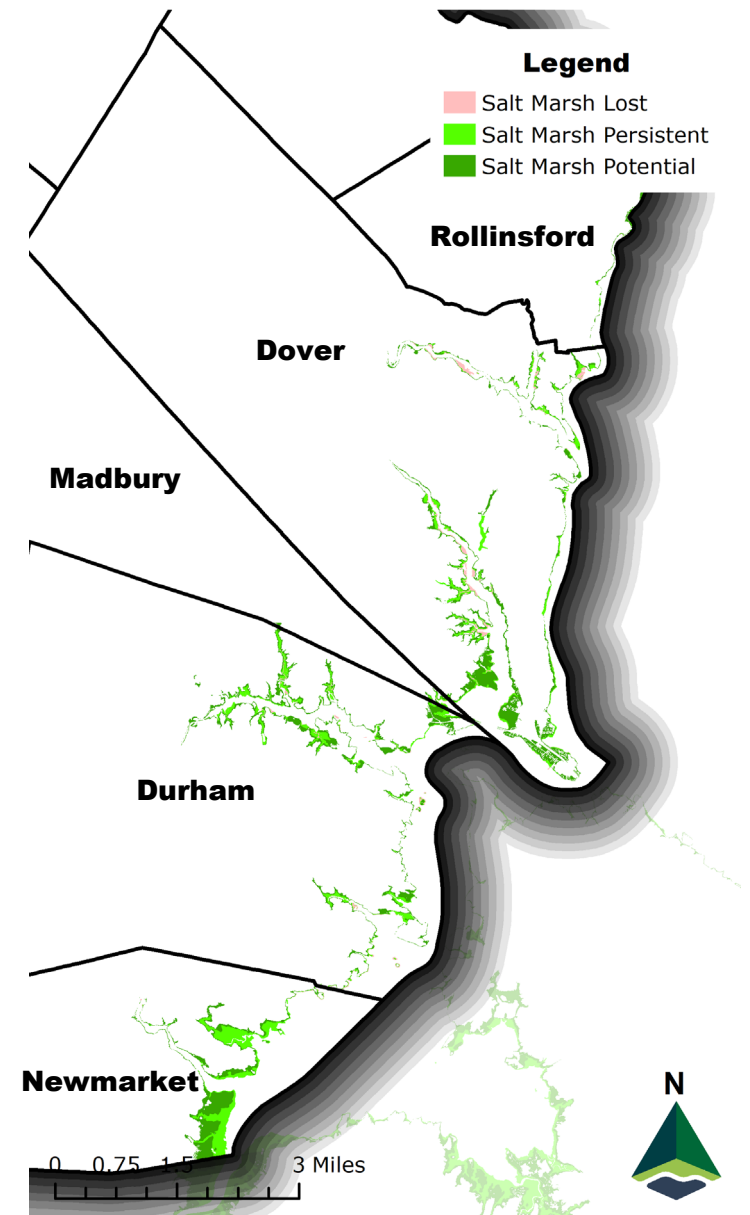
The SRPC region has not lost much salt marsh due to local conservation efforts and protected natural erosion barriers, but there are areas where the salt marsh has potential to protrude inland due to sea level rise. Because the region is largely located on the inland side of the Great Bay Estuary, the Town of Newmarket has the greatest concentration of salt marshes in the region along the mouth of the Squamscott and Lamprey Rivers. This area has a significant salt marsh that could be pushed inland due to factors listed above.

Persistent salt marshes are defined by the ability of the plant life to persist despite rising waters. These marshes must grow at or greater than the rate of sea level rise.

Status	Acres
Salt marsh lost	81.9
Salt marsh persistent	440.5
Salt marsh potential	816.8

Text - Source: New Hampshire Fish and Game. Year: 2015. Granularity: New Hampshire.

Map & Table - Source: UNH GRANIT. Year: 2014-2021. Granularity: SRPC.



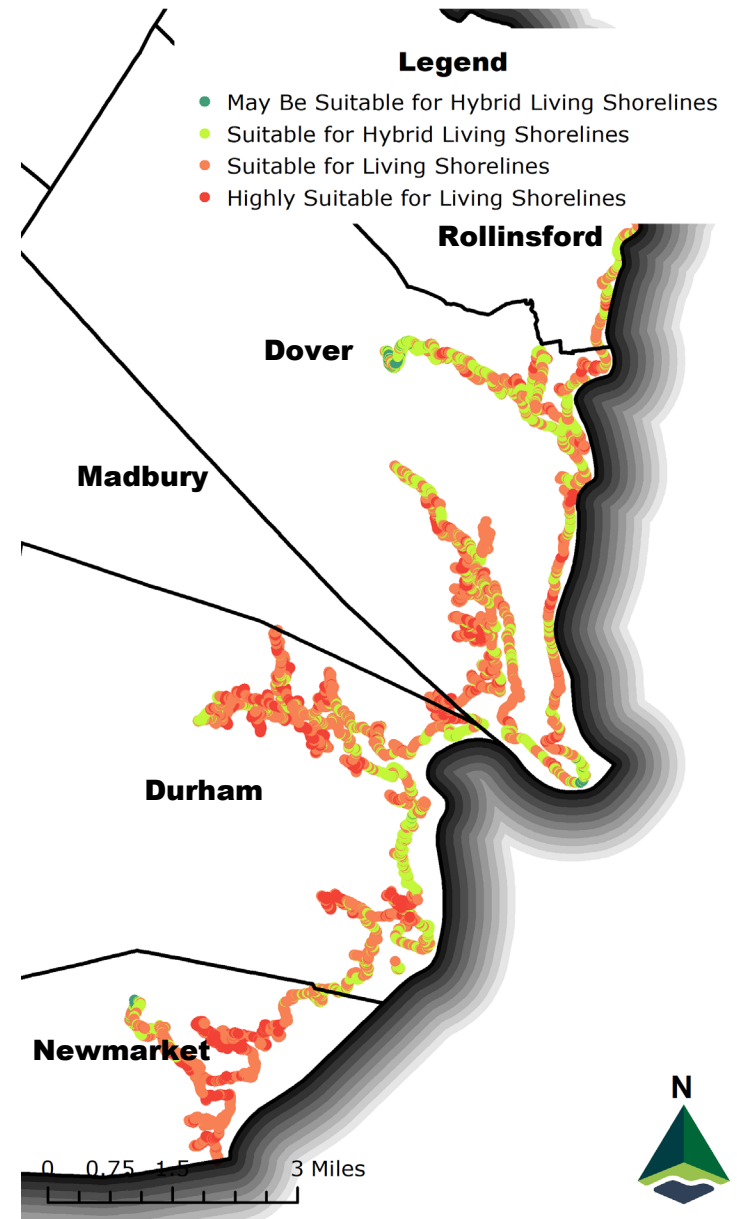
Living Shorelines

A living shoreline is a protected, stabilized coastal edge made of natural materials such as plants, sand, or rock. Unlike a concrete seawall or other hard structure, which impede the growth of plants and animals, living shorelines grow over time. Natural infrastructure solutions like living shorelines provide wildlife habitat and natural resilience to communities near the waterfront. Living shorelines are sometimes referred to as nature-based, green, or soft shorelines. They are an innovative and cost-effective technique for coastal management to improve flood resilience.

Recent efforts are identifying a pipeline of living shoreline projects that enhance resilience of salt marsh habitat and coastal community assets and avoid future hard shoreline stabilization. However, adoption remains slow in New Hampshire, partly due to a lack of visible projects and a small community of professional engineers experienced enough to recommend projects to their clients. Momentum is mounting to advance living shoreline adoption as the preferred alternative to hard structural stabilization in coastal New Hampshire.

Eighty-two percent of the New Hampshire tidal shoreline received biophysical suitability index numbers between 4 and 6 (red to light green), suggesting that the majority of the New Hampshire tidal shoreline may be suitable for no stabilization action, low impact management, or nature-based stabilization.

SRPC partners with the New Hampshire Coastal Adaption Workgroup (CAW) on the Great Bay Living Shoreline project, centered on creating more living shoreline projects in the Seacoast. More information can be found at <https://www.nhcaw.org/greatbaylivingshorelineproject/>



Map - Source: NHDES. Year: 2019, 2022. Granularity: New Hampshire.

Mitigation and Emergency Response

Hazard mitigation is the process of reducing or eliminating loss of life or property damage for future events. This is done by undertaking activities that will minimize the impact on the community in advance of a possible hazard. These hazards can be manmade like oil spills or gas leaks but are primarily natural phenomena such as thunderstorms and flooding. Mitigation is a key component in preventing hazards from becoming costly repairs and saving lives.

The United States government has attempted to mitigate the impact on flood-prone areas by establishing the National Flood Insurance Policy (NFIP) in 1968 to reduce future flood damage and protect property owners. The goal of the NFIP was to disincentivize property owners from buying in flood areas by paying a monthly premium. This premium was to offset the costs of a potential flood impact and to promote the property owner to follow good practices of floodplain management. All municipalities participating in the program must establish floodplain management regulations, and all SRPC municipalities participate in the NFIP. The private industry will have greater influence on flood insurance in the coming years, as is seen in many localities in Florida.

Lastly, one major “litmus test” of resilience in the past 3 years has been health care and emergency response services. The COVID-19 pandemic has pushed the whole nation to capacity as we navigate the most significant pandemic since Yellow Fever nearly 100 years ago. This section contains information about the following in the SRPC region:

1. Hazard Mitigation
2. FEMA RISK Maps
3. Emergency Response Capacities

Hazard Mitigation

Municipalities must update Hazard Mitigation plans every five years, which will enable them for mitigation funding for projects that will help reduce the loss of life and property (i.e. culvert upgrades and more). This process involves creation of a hazard mitigation committee to collect information regarding ongoing mitigation projects and procedures that may have been instituted in recent years as well as to set goals for the next five years. The map to the right shows the status of the region's Hazard Mitigation Plans. Each community is labeled with the expiration date of the current plan. Several hazard mitigation plans in the region are out of date.

Across the US, billion-dollar disaster events are becoming more common. In New Hampshire, single weather events have not yet reached the billion-dollar level, however multiple events in 1998 had a combined disaster cost of over a billion dollars for the first time in the 40 years of data. As these events become more common and widespread, it is important for New Hampshire communities to prepare now through mitigation to reduce the cost of damages to infrastructure that are inevitable for New Hampshire.

Town	Expiration Date	Status
Barrington	2/20/2029	Active
Brookfield	7/17/2029	Active
Dover	3/29/2023	Expired
Durham	4/18/2029	Active
Farmington	8/28/2023	In Progress
Lee	6/12/2029	Active
Madbury	9/5/2024	In Progress
Middleton	1/21/2030	Active
Milton	1/21/2030	Active
New Durham	7/19/2027	Active
Newmarket	5/4/2023	In Progress
Northwood	7/26/2025	Active
Nottingham	12/5/2029	Active
Rochester	11/28/2023	In Progress
Rollinsford	1/19/2027	Active
Somersworth	2/16/2027	Active
Strafford	4/14/2022	In Progress
Wakefield	7/17/2029	Active

United States Billion-Dollar Disaster Events 1980-2024 (CPI Adjusted)

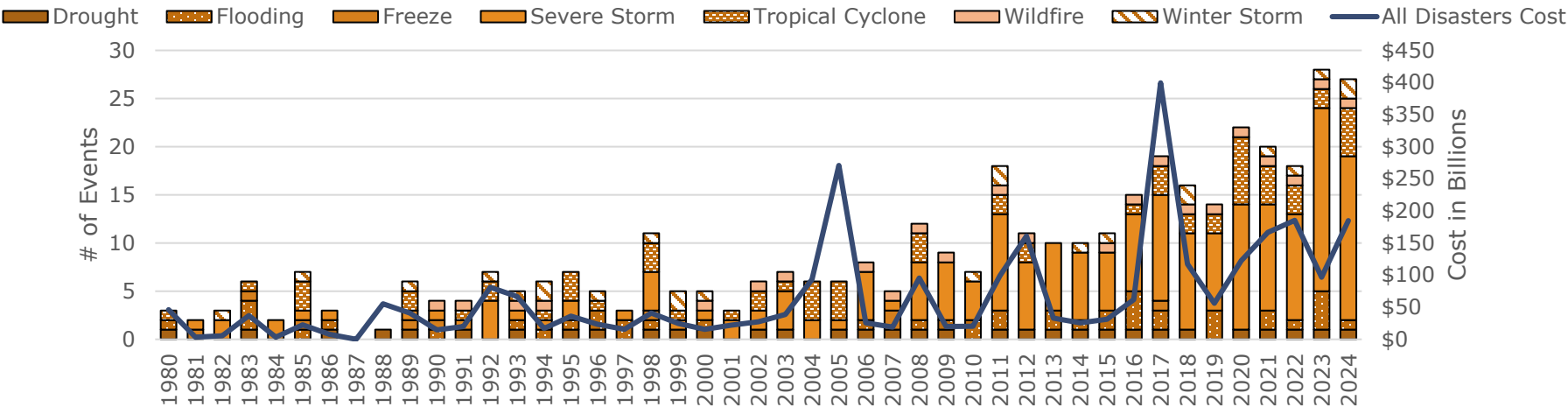


Chart - Source: NOAA. Year: 1980-2024. Granularity: United States
Map - Source: NHHSEM. Year: 2024. Granularity: SRPC.

FEMA Hazard Risk Summary

The Federal Emergency Management Agency (FEMA) National Risk Index is a national comparative dataset that covers all towns and census tracts in the 50 states. The Risk Index can be defined as potential negative impacts caused by a natural disaster. The risk is calculated using the following equation:

$\text{Risk} = \text{Expected Annual Loss} \times \text{Community Risk factor}$

$\text{Community Risk factor} = f(\text{social vulnerability}/\text{community resilience})$

Expected Annual Loss is determined by aggregation of population and building data from block group data from the 2020 census. Determination of frequency of events was not done with a historical context and was determined by "likelihood of exposure" on a national scale. There may be some discrepancies in low-risk areas that had historical recent disasters as a results of the way the frequency of the hazards was determined. For example, Northwood had a tornado in 2008 but FEMA scored the risk as relatively low. Here are the breakdowns of each of the nationally ranked risk categories as seen on the maps:

Very High: 80th to 100th percentiles

Relatively High: 60th to 80th percentiles

Relatively Moderate: 40th to 60th percentiles

Relatively Low: 20th to 40th percentiles

Very Low: 0th to 20th percentiles

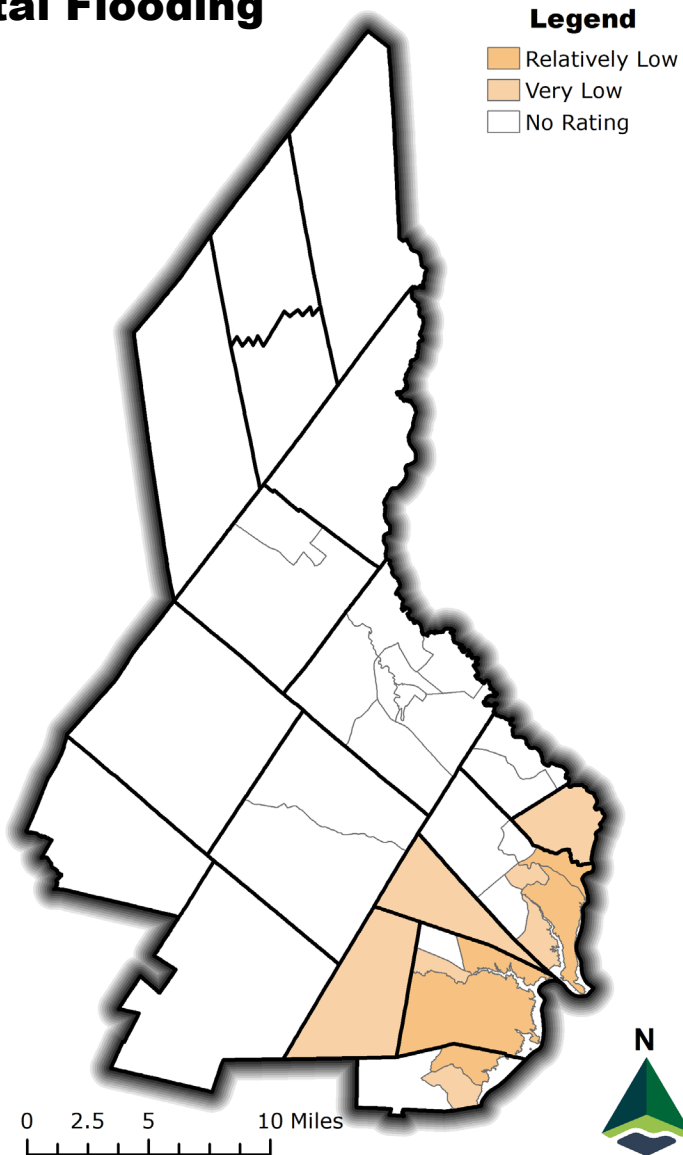
This is valuable data that will help assist with hazard mitigation plan writing and identification. By using this data in-conjunction with historical records from previous hazard mitigation plans, we can supply our steering committees with an education base for better decision making.

For more in-depth summary of the dataset, technical documentation can be found here:

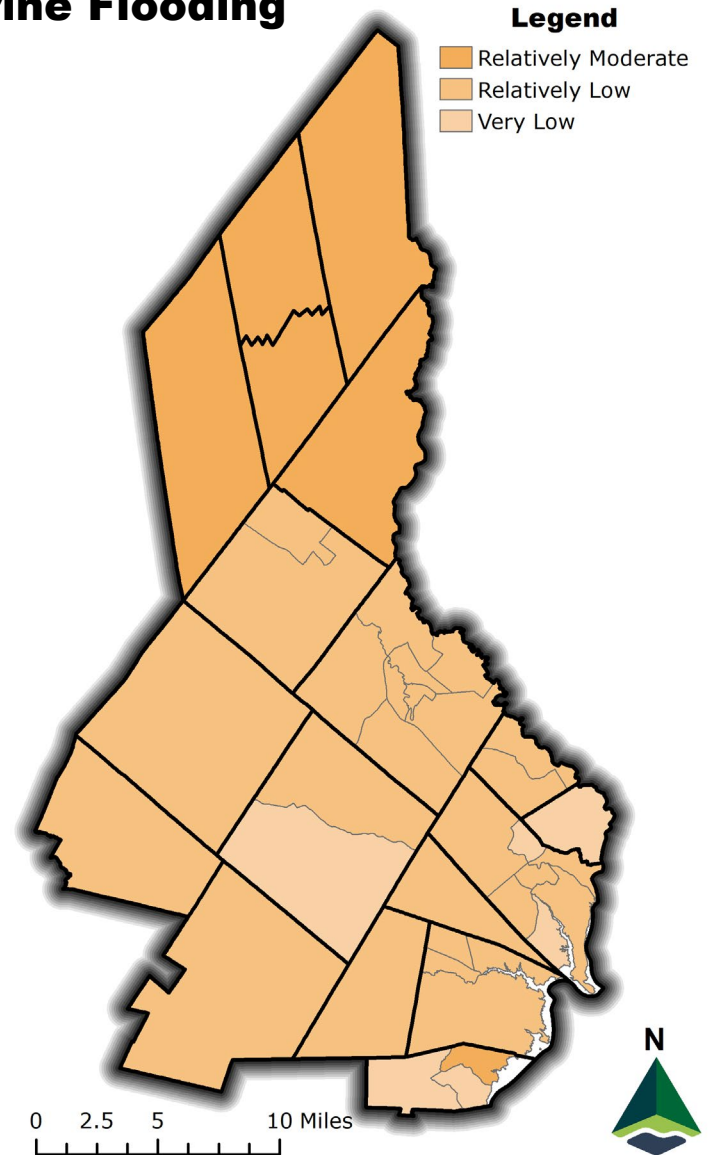
https://www.fema.gov/sites/default/files/documents/fema_national-risk-index_technical-documentation.pdf

FEMA Hazard Risk Maps

Coastal Flooding



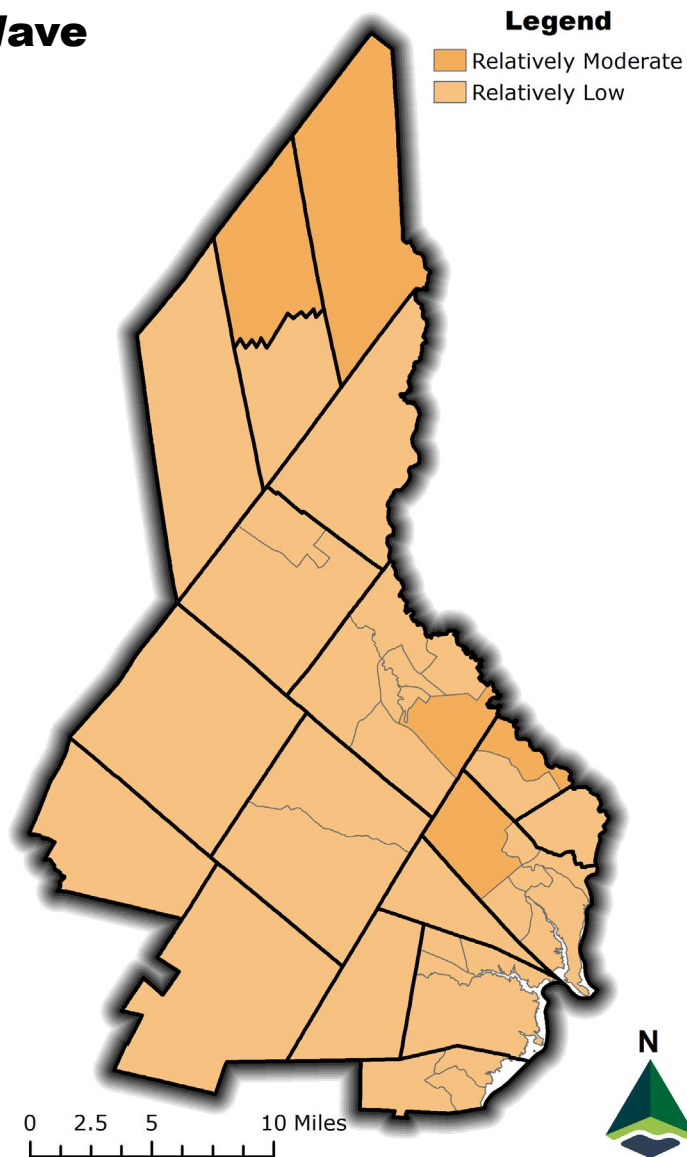
Riverine Flooding



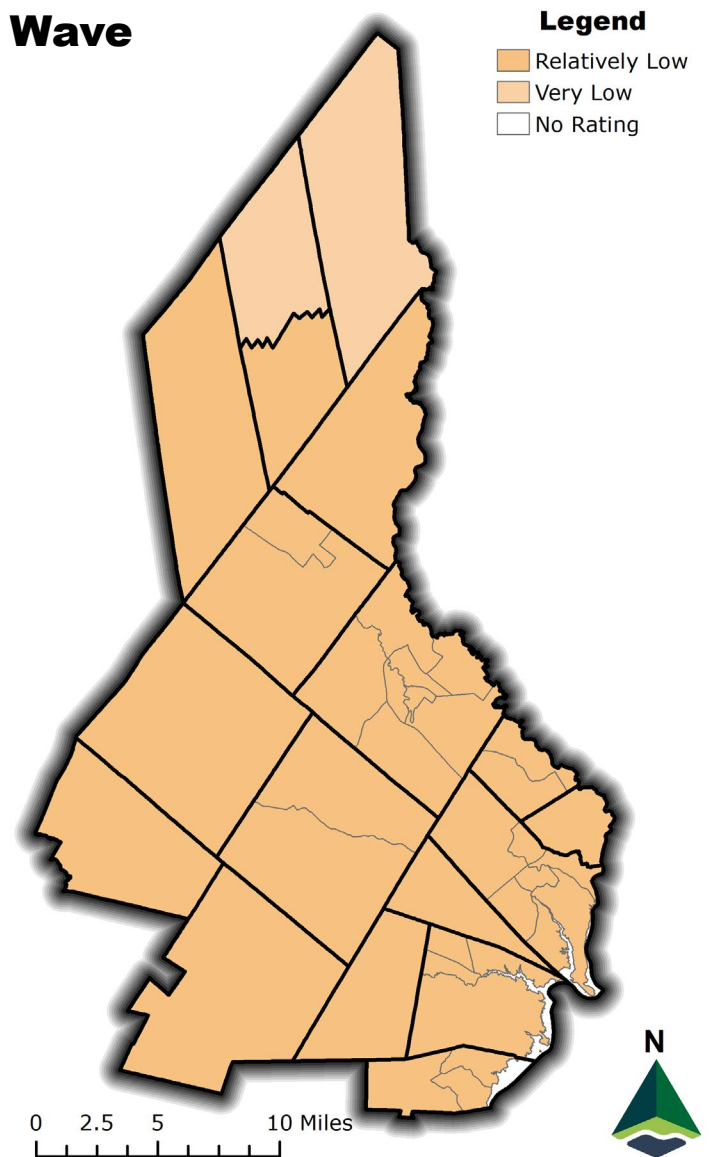
Map - Source: FEMA. Year: 2024. Granularity: SRPC.

FEMA Hazard Risk Maps

Cold Wave



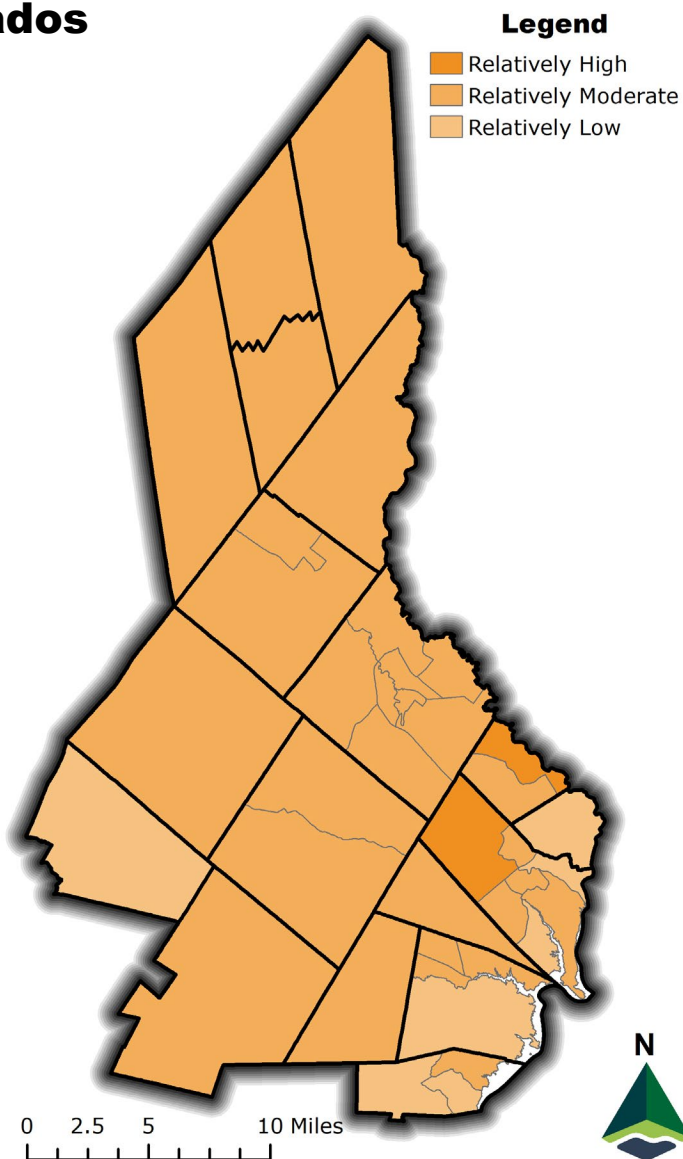
Heat Wave



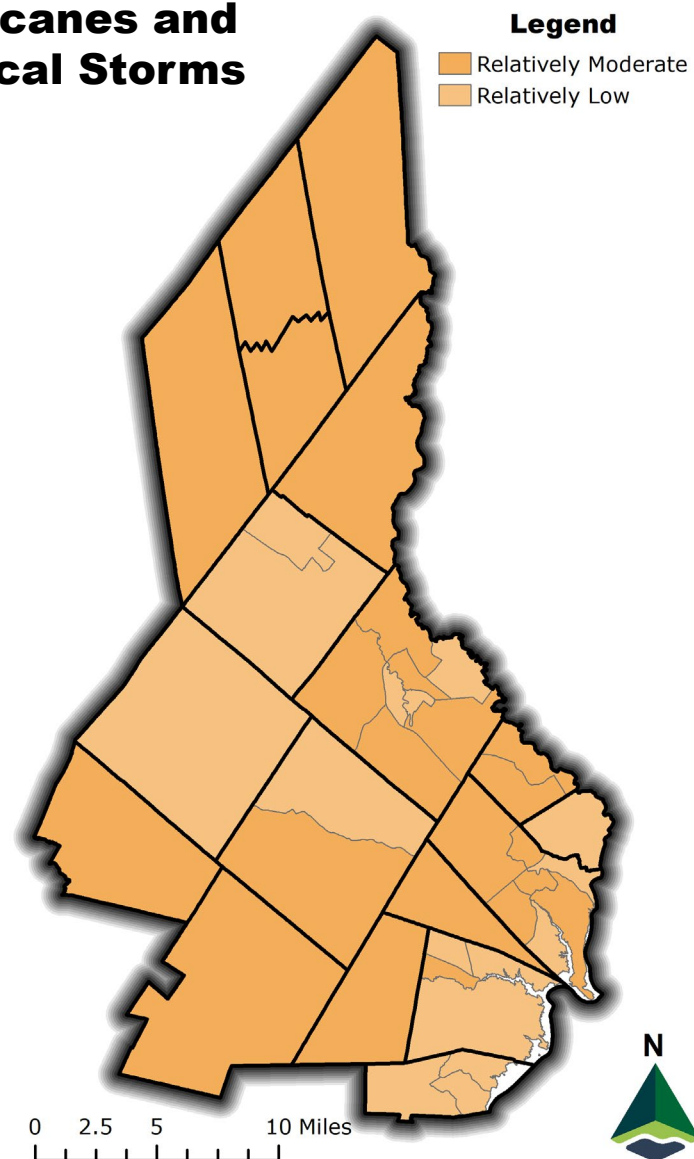
Map - Source: FEMA. Year: 2024. Granularity: SRPC.

FEMA Hazard Risk Maps

Tornados



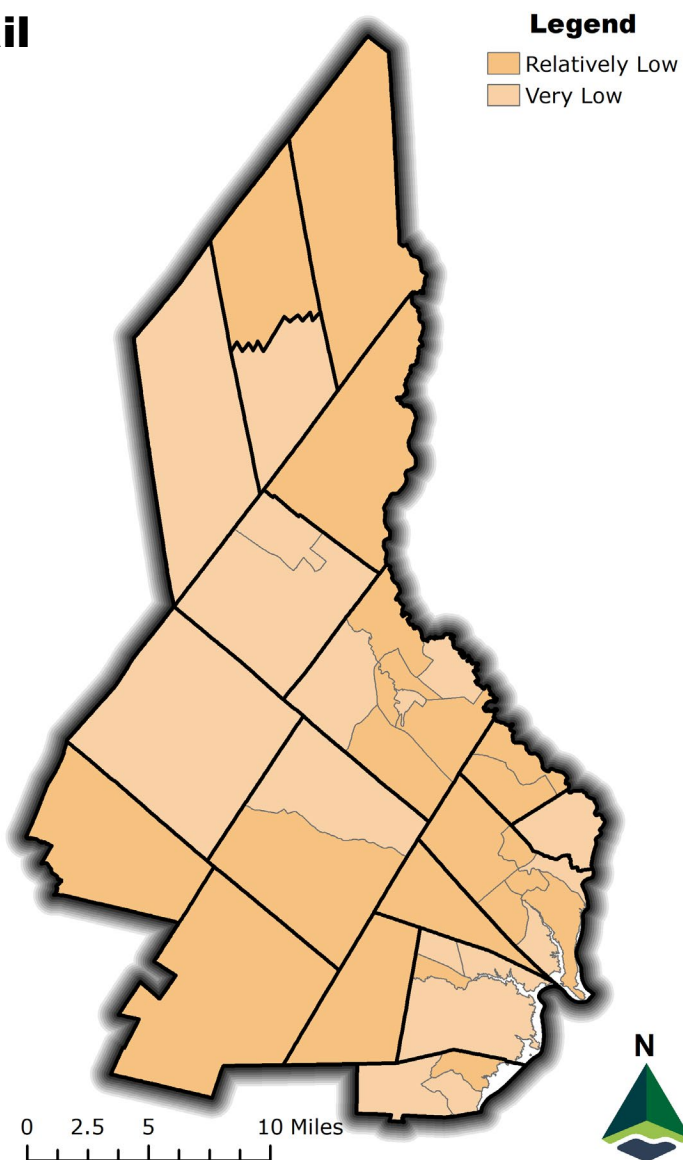
Hurricanes and Tropical Storms



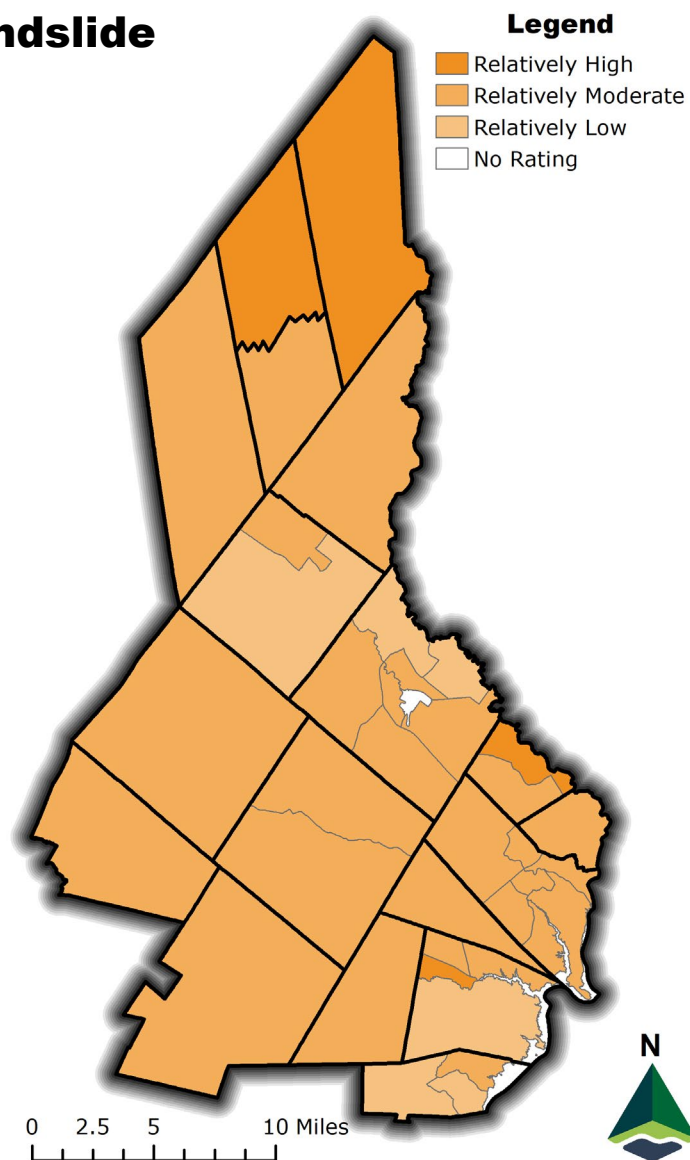
Map - Source: FEMA. Year: 2024. Granularity: SRPC.

FEMA Hazard Risk Maps

Hail



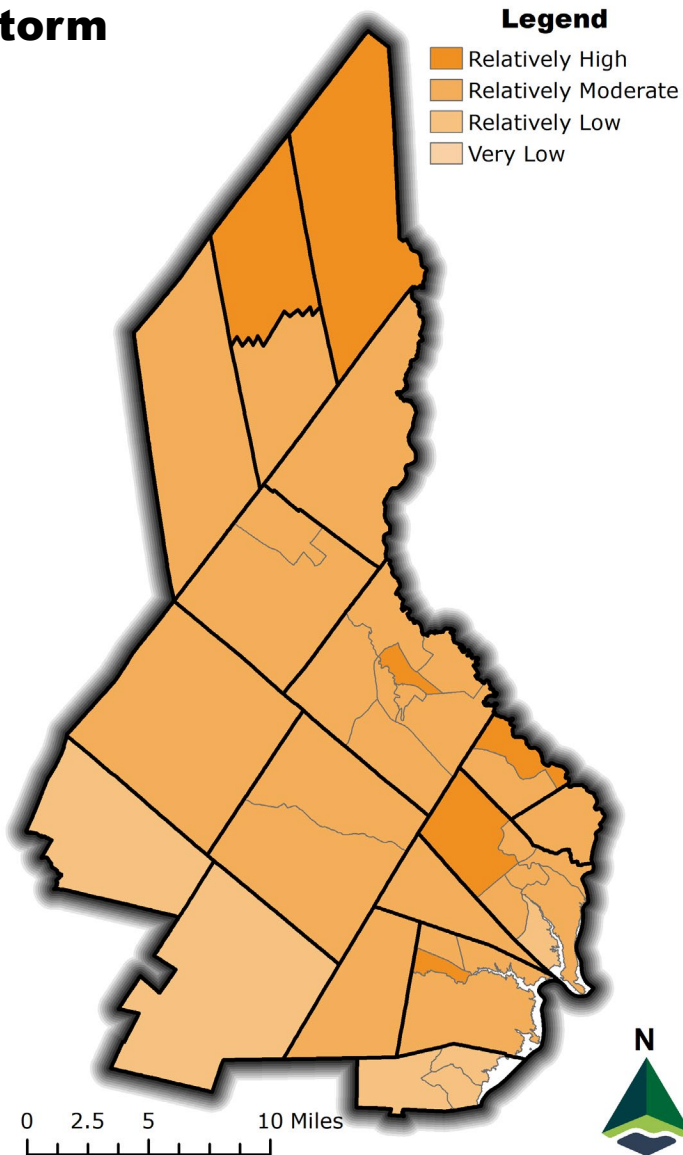
Landslide



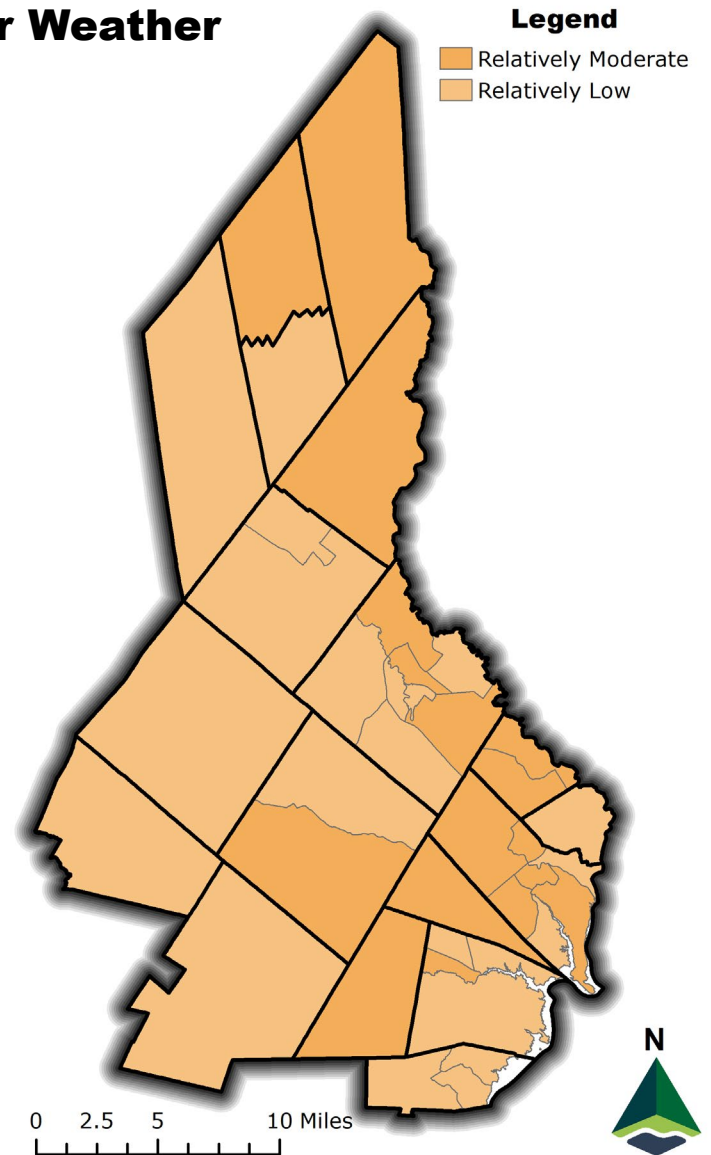
Map - Source: FEMA. Year: 2024. Granularity: SRPC.

FEMA Hazard Risk Maps

Ice Storm

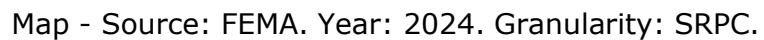


Winter Weather



Map - Source: FEMA. Year: 2024. Granularity: SRPC.

Drought



Wildfire



Emergency Response Capacities

During the COVID pandemic, hospitals in our region were pushed to levels of care they had not seen historically for numbers of hospitalizations and demand for beds. For example, Frisbee Memorial Hospital in Rochester was pushed to its capacity of ICU beds (6 such beds) for nine weeks straight during the fall of 2020. Case numbers fluctuated over the course of 2020-2022, especially during winter months where there were significant changes to weekly case numbers.

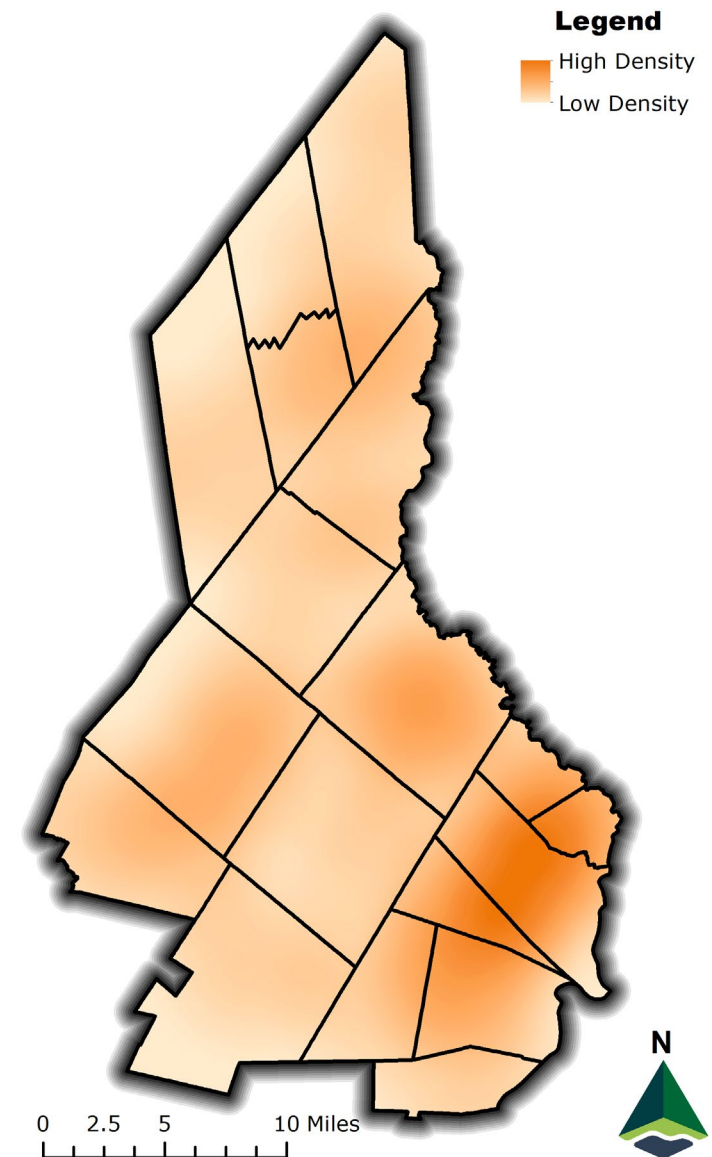
Wentworth Douglass Hospital in Dover has had to continuously adjust their capacity throughout the pandemic to accommodate hospitalizations for both COVID and other routine conditions.

The map on the right refers to the availability of hospital and emergency medical service locations throughout the SRPC region. There is a greater concentration and availability of emergency medical services (EMS) to the more urban southern communities as a result of population density. Each town either operates their own EMS team, enters into multi-municipal agreements, or outsources those operations to private ambulance services.

Hospitals	Frisbee Memorial Hospital (Rochester)	Wentworth Douglass Hospital (Dover)
MAX Inpatient Beds	85	179
Used beds percentage	>20% since October 2022	>70% since October 2022
Beds Since September 2020	68	>150
ICU Beds	6	21

Table - Source: NHHHS. Year: 2025. Granularity: SRPC.

Map - Source: GRANIT. Year: 2015. Granularity: SRPC.



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