STRAFFORD
Regional Planning Commission

Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
Friday August 7, 2026 from 9:00am - 10:30am
Location: Conference Rm 1A, SRPC Office (Remote access via Zoom)

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

Meeting Link: https://teams.microsoft.com/meet/27262379404895?p=xPslvnPfJqLnw44l2h
Meeting ID: 272 623 794 048 95
Passcode: 6KA7gP3Y

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

Agenda Item	Time	Pre-Meeting Task/Notes
1. Introductions	9:00-9:05	
2. Community Updates	9:05 - 9:15	Round table discussion
3. Action Items **a.** Minutes from April 3, 2026 **b.** Officer elections	9:15-9:20	
4. Information & Discussion Items **c.** Draft 2026-2050 Metro transportation Plan Preview **d.** NH Stream Crossing Initiative – Polly Perkins (NHDES)	9:20 – 10:25	Draft MTP in packet; Presentations to be made at meeting
5. Other Business	10:25-10:30	
6. Adjourn		

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

RULES OF PROCEDURE

Strafford Regional Planning Commission Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of and open to the views of others.

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

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

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

Active participation is encouraged from all members.

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

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

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

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

STRAFFORD
Regional Planning Commission

DATE: July 31, 2026

TO: SRPC Technical Advisory Committee

FROM: Colin Lentz, Principal Transportation Planner

RE: August 7, 2026 Meeting Discussion Items & Upcoming Meeting Schedule

Action Items

Officer Elections

TAC bylaws require the election of officers (Chair and Vice Chair) at the first meeting of the fiscal year. Michelle and Michael have kindly said they would be able to continue in their current roles. Other nominations will be accepted during the meeting.

Information & Discussion Items:

Draft 2026 Metropolitan Transportation Plan

A public comment period for the draft update to the Metropolitan Transportation Plan (Metro Plan) will begin on August 19th. The draft primarily updates themes, goals, and objectives that were developed from recent outreach for the Regional Comprehensive Plan and reviewed by a Steering Committee of Commissioners. The financial plan was also updated to reflect current funding estimates. The Metro Plan includes an Environmental Impacts section as a companion document that has been updated with current projects and language.

The Metro Plan draft update will include the public launch of an online project database and viewer. The online database has other project development functions that are under development.

NH Stream Crossing Initiative

Polly Perkins will be attending the meeting to discuss the NH Stream Crossing Capacity Pilot. Culverts and bridges are aging, money is limited, funding is confusing, and there's not always time to install "right-sized" solutions. Meanwhile, roads become more vulnerable to flooding, infrastructure is failing, wildlife are struggling to move through their habitats, and local economies are impacted. The Stream Crossing Capacity Pilot provides technical assistance to municipalities, local community groups, supporting engineering firms, and state agencies in prioritizing stream crossings upgrades and identifying sources of funding for projects. RPCs play a role in navigating this process with municipal staff and partners.

https://www4.des.state.nh.us/NH-Stream-Crossings/index.php/stream-crossing-capacity-pilot-project/

Draft Schedule of Upcoming Meetings (subject to change)

Monthly Meetings: 1st Friday of the month, 9-10:30 AM, SRPC Office, Conf. Room 1A
Quarterly Field Trips: Thursdays, 3:45-5:30 PM, in Sept., Dec., Feb., and Jun.

Date	Location	Tentative Agenda Items
Fri. Sept, 4, 2026 9-10:30 AM	SRPC	TIP Amendment 6, Draft Metro Plan approval, project submission portal

Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
Friday April 3, 2026 from 9:00am - 10:30am

1. **Introductions**

At 9:00AM Chair Michelle Mears called the meeting to order and asked for introductions.

Members attending in person: Michelle Mears, City of Somersworth; Mac Bevier, NHDES; Katrin Kasper, Town of Lee; Michael Williams, COAST; April Talon, Town of Durham; Bruce Woodruff, Town of Milton; Gretchen Young, City of Rochester

Members Attending remotely: Leigh Levine, FHW; Michael Nadeau; Donna Benton, City of Dover; William Rose, NHDOT.

Staff in person: Colin Lentz, Jen Czysz

Staff online: Kyle Pimental, SRPC; Natalie Gemma, Rachel Dewey

Guests online: Andrew MacPerson, Town of Durham

2. **Community Updates**

M. Bevier reported that NHDES has two new funding opportunities to replace old diesel vehicles:

- $2.5 million through Volkswagen mitigation trust available for on-road units for replacement through the Granite State Clean Fleets – open to public entities up to 95% reimbursement of eligible costs for projects replacing Class 4-8 diesel vehicles, engines and equipment.
- $1 million is also available through the NH Clean Diesel program. Funded through EPA's Diesel Emissions Reduction Act (DERA), this is a competitive reimbursement program providing between 25% to 100% reimbursement of eligible costs for projects replacing on-road and non-road diesel units. Primarily for private entities.

Katrin Kasper noted two upcoming events in May hosted by Clean Energy NH as part of "Energy Week":

- Energy-Efficient Housing in Barrington: Explore three totally different solutions to making housing energy efficient. Tour a brand new ADU, a

retrofit of another home, and a third energy efficient home all in Barrington. Tuesday May 5th from 4-6pm. More details of where to start will be coming.
- Ribbon Cutting in Lee at the Public Library: Thursday May 7th at 10:00am. People can see how it's set up and learn more about ensuring your community has at least one building in town that will keep running no matter what. 603 Solar will be there to answer any questions as well.
- Keep an eye on the NH Energy Week website for more event announcements.

M. Mears reported that Somersworth staff recently participated in a meeting with Maine and New Hampshire DOTs about emergency planning around potential closures of the Piscataqua River high-level bridge.

3. Action Items

a. Minutes from February 6, 2026

Williams Moved to approve the minutes of February 6, 2026. Second by L. Butler. A roll call vote was taken with all members voting in favor. The motion passed.

b. Transportation Improvement Program Amendment 4

C. Lentz stated public comment formally starts formally Monday. SRPC needs to process an amendment to the Transportation Improvement Program. It contains only one project (intersection safety improvements in US4/Madbury Rd). A public hearing will be held at the Commission meeting on April 17th at 9:00am to consider the amendment.

M. Williams moved to approve Amendment 4 of the Transportation Program. Second by L. Butler. Following discussion on projects that do not make the TIP and alternatives to proceed, a roll call vote was taken with all members voting in favor. The motion passed.

4. Information and Discussion Items

a. 10 Year Plan and Long Range Projects

C. Lentz began a discussion about project development and prioritization. This includes projects for SRPC's longrange Metro Plan, and for 10-year plan projects. We will not be soliciting new projects for the 10-year plan. Efforts need to focus on demonstrating local support and feasibility of advancing current 10-yr plan projects, and projects removed from the plan during the current update cycle. Metro Plan projects also need to be reviewed for local priority and will be scored in coming months.

TAC members discussed challenges and possibilities for alternative approaches to generating revenue through development to fund transportation improvements. One of the central questions is how to incrementally finance transportation corridor improvements and avoid expensive, large scale projects that dwarf local budgets.

SRPC is working on updating its travel demand model for use in projecting travel demand and development patterns. When that tool is ready, SRPC can begin modeling corridor development scenarios and possible funding mechanisms.

b. Cooperative Infrastructure Funding

C. Lentz stated that past commission and TAC meetings have included discussion about innovative approaches to funding transportation infrastructure improvements. Development is a good thing, but can rapidly outstrip the capacity of a transportation system and create safety hazards. Communities are usually left to fund expensive infrastructure projects (such as the NH108 complete streets project). Are there ways to fund transportation infrastructure improvements through the gains from economic development, without disincentivizing development?

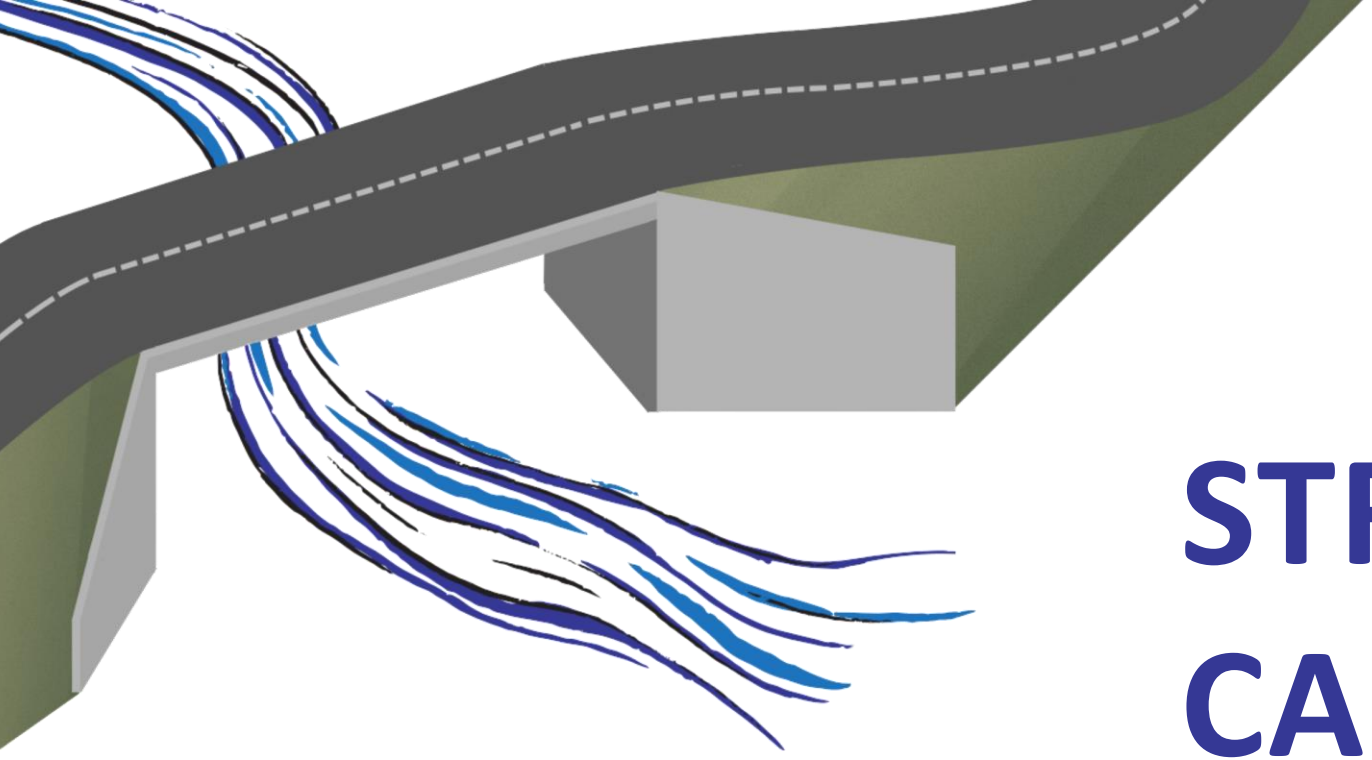
The group discussed options for incrementally funding and implementing transportation improvements as alternative to large, expensive "catch-up" projects.

5. Adjourn

M. Mears moved to adjourn. Second by M. Williams. A roll call vote was taken with all members voting in favor. Meeting adjourned at 10:40AM.

Respectfully submitted,

Megan Taylor-Fetter



NEW HAMPSHIRE STREAM CROSSING INITIATIVE

STREAM CROSSING CAPACITY PILOT PROJECT

RPC Project Intro

6.25.2026

NEW HAMPSHIRE DEPARTMENT OF Environmental Services

Polly Perkins
Watershed Management Specialist
NHDES Coastal Program

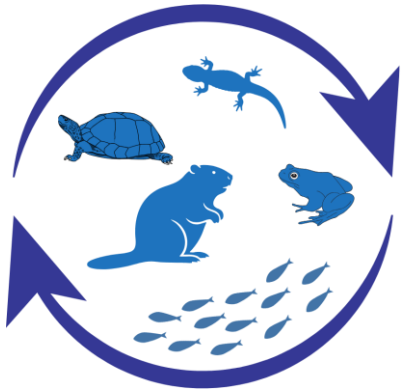
TODAY'S PRESENTATION

- Why this project?
- Crossing Prioritization Model Introduction
- Crossing Capacity Pilot Project Overview

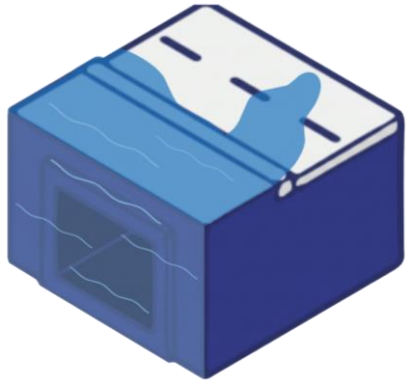
WHY THIS PROJECT?

WHY UPGRADE STREAM CROSSINGS?

NEW HAMPSHIRE STREAM CROSSING INITIATIVE



Habitat connection and wildlife passage



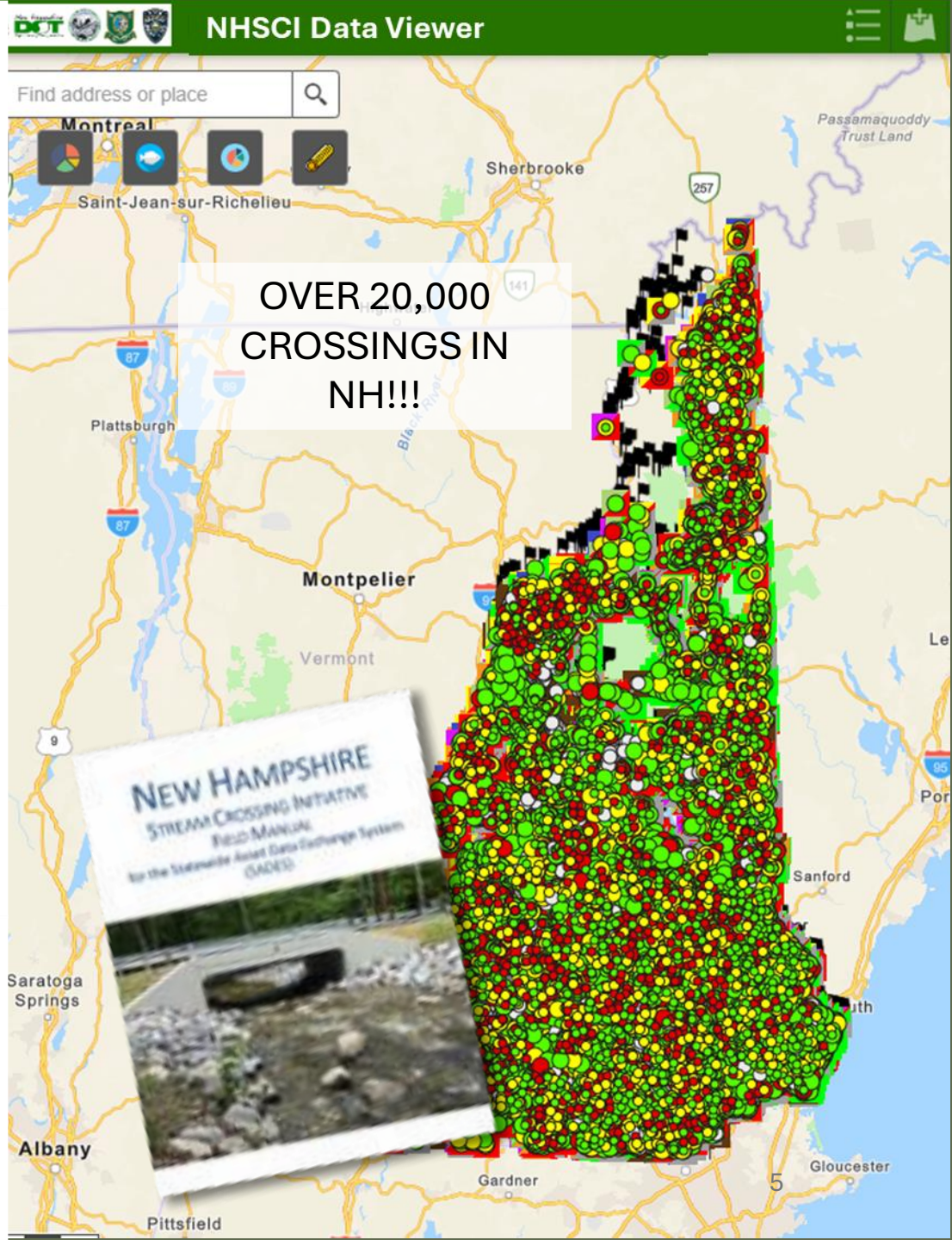
Flood resiliency and water quality protection

Transportation connectivity and public safety

Economic impact

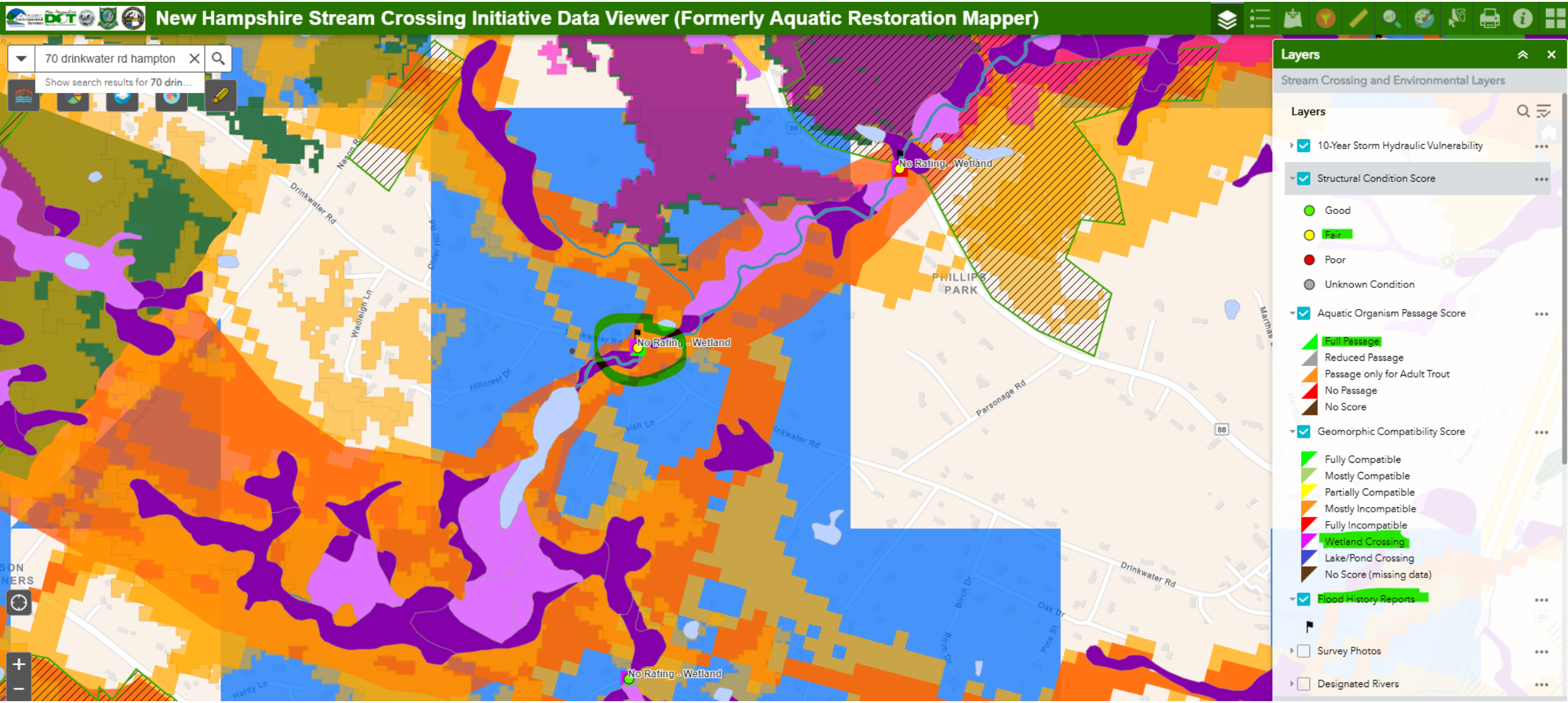
NEW HAMPSHIRE STREAM CROSSING INITIATIVE

https://www4.des.state.nh.us/NH-Stream-Crossings/



CAN BE TOUGH NAVIGATING SO MUCH INFO!

NEW HAMPSHIRE STREAM CROSSING INITIATIVE



…& CONNECT TO THE RIGHT FUNDING

NEW HAMPSHIRE STREAM CROSSING INITIATIVE

New Hampshire Stream Crossing Initiative Funding Table

Funding for stream crossing upgrades is available from a variety of philanthropic, State and Federal sources. Each program has certain criteria that a project must meet to be eligible for funding based on an individual grant program's goals and funding source. Competitive programs use scoring criteria to rank applications based on the projects ability to achieve as many program goals as possible. Utilize data from the NHSCI Data Viewer to determine which eligibility criteria pertain to a specific stream crossing. This information has been summarized by the NHSCI and should not be considered comprehensive, contact grant programs directly for the most up-to-date information.

State and Non-Governmental Funding Opportunities

Funding Program	Max Funding Amount	Match Requirement	Eligible Applicants	*Eligibility Criteria:* Removes a barrier to restore aquatic connectivity	*Eligibility Criteria:* Benefits Threatened, Endangered, or species of concern	*Eligibility Criteria:* Increases the hydraulic capacity of a flood hazard	*Eligibility Criteria:* Addresses problems that required repeated maintenance	*Eligibility Criteria:* Eliminates a public safety hazard	*Eligibility Criteria:* Builds flood resiliency	*Eligibility Criteria:* Benefits recreational, working lands or commercial production	*Eligibility Criteria:* Improves water quality	*Eligibility Criteria:* Identified in a Watershed Plan as a priority
Eastern Brook Trout Joint Venture	$50K	100% non-federal	NGOs, higher ed., tribal gov't, and public entities	✓	✓							
HSEM Hazard Mitigation Assistance Grant Program	varies widely	25% or less	public entities			✓	✓	✓	+			
NFWF Americas Ecosystem Restoration Initiative	$200K-$5M	0-20%, depending on funding source	NGOs and public entities	✓	✓				✓	+	✓	+
NFWF Long Island Sound Futures Fund	$50K-$1.5M	50% of requested amount	NGOs and public entities	✓	✓				✓		✓	
NFWF National Costal Resilience Fund	awards average $100K-$10M	none, but preferred	NGOs and public entities	+	+	✓	✓	✓	✓			
NFWF Northeast Forests and Rivers Fund	$75K-$300K	none, but 50% preferred	NGOs and public entities	✓	✓					✓	✓	
NHDES Aquatic Resource Mitigation Fund	none	none, but preferred	NGOs, for-profit, public entities	✓	✓	✓					+	+
NHDES Clean Water State Revolving Loan Fund	none	n/a	municipalities								✓	+
NHDES Coastal Resilience Grants	$9K-$30K	none, but preferred	coastal NGOs and public entities			✓	✓	✓	✓			

PLANNING AHEAD AVE

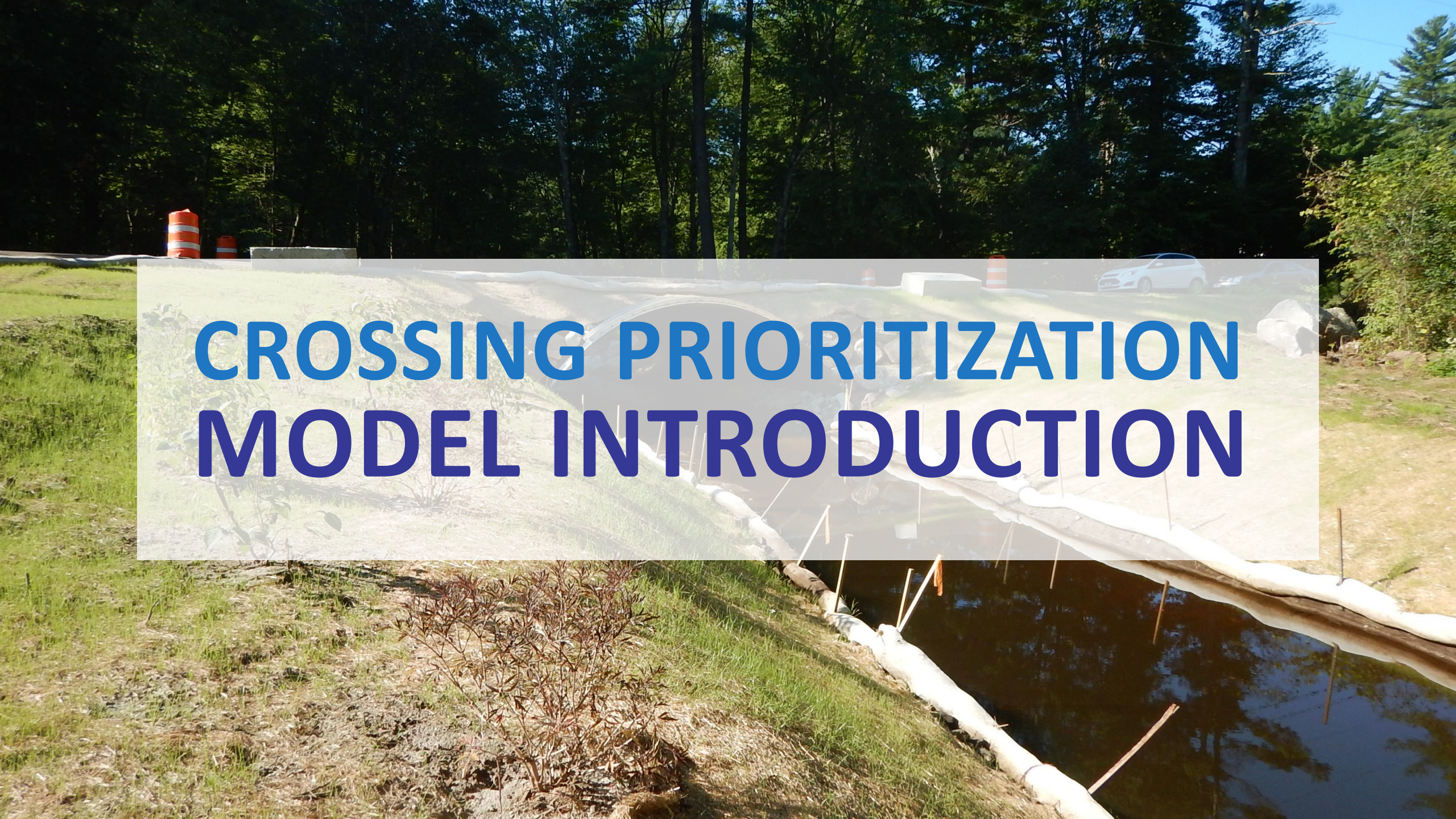
Emergency repairs cost **5-7X more** than proactive fixes!!

Winchester, NH

MORE WHY!

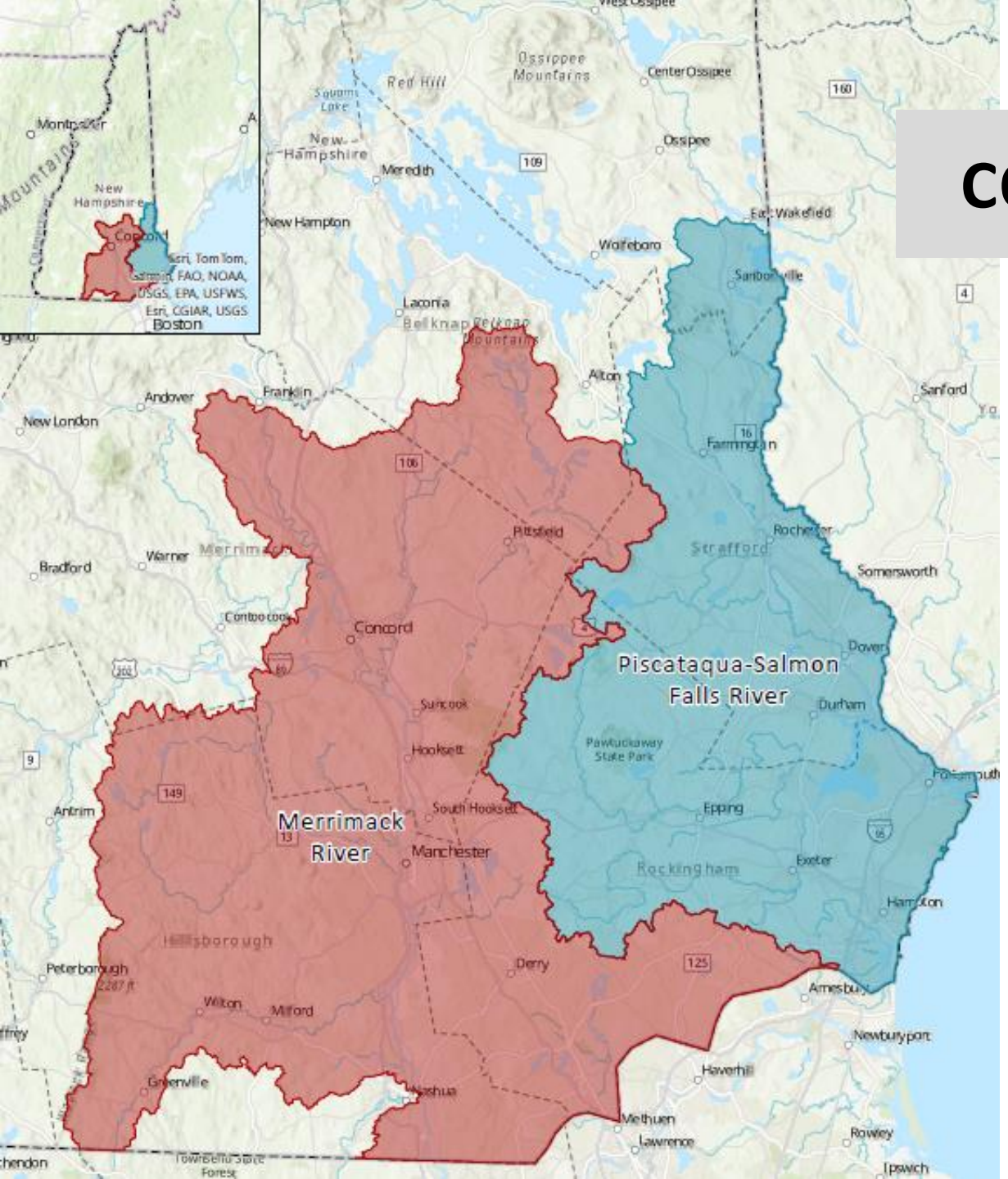
- **Temporary fixes** are made during emergencies that outlast their “temporary” status
- Municipal **staff capacity** is very limited, volunteer boards have turnover, making it hard to plan ahead
- The solution is often replacing pipes with concrete structures, which is **very expensive**
- Connecting critical crossings to resources requires capacity and therefore **partnerships**
- **Equity!**

The New Hampshire Stream Crossing Initiative is developing resources to help streamline implementation of a ***multi-benefit, flood-resilient crossing project pipeline***



CROSSING PRIORITIZATION
MODEL INTRODUCTION

COASTAL WATERSHED AREA



UNH BETA MODEL

Budget: $315K (ARPA)
Timeline: May 2022 – 2025

- Field Assessment
- Stakeholder Engagement
- **Prioritization Beta Model**
- Coming Soon! Final Report & UNH Website

TECHNICAL ADVISORY COMMITTEE

20+ individuals from:

NHDES

NHDOT

NHFG

Upper Valley Lake Sunapee Regional Planning Commission

Southern New Hampshire Regional Planning Commission

The Nature Conservancy

UNH T2

Streamworks PLLC

TAC-FINALIZED GOALS AND CRITERIA

NEW HAMPSHIRE STREAM CROSSING INITIATIVE

Flood Vulnerability

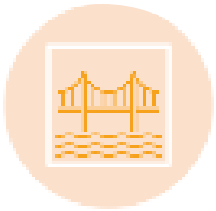
- Hydraulic capacity
- Documented history of flooding

Road Criticality

- AADT
- Distance to the location of Important services
- Functional Classification

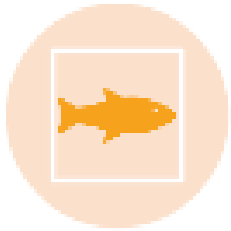
Environmental Quality

- Erosion
- Geomorphic compatibility
- Water quality impairment



Structural Risk

- Structural condition
- Size
- Material



Wildlife Connectivity

- AOP
- Special species presence

Habitat Quality

- Habitat Condition
- Wetland proximity
- Conservation status

Environmental Justice

- Distributional equity

WHY MULTI-BENEFIT PROJECTS?

1

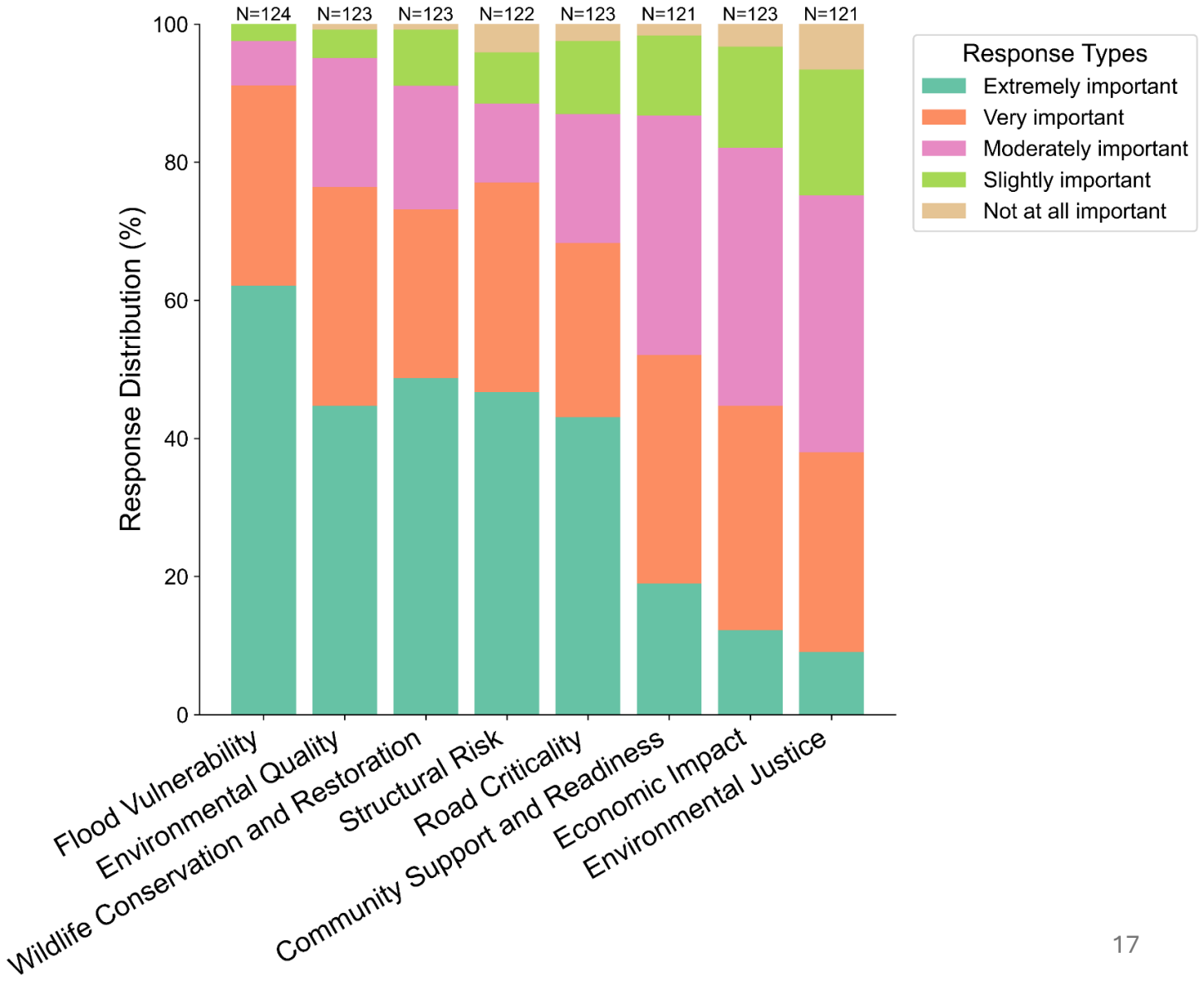
- Reduced Aquatic Organism Passage
- Flood Vulnerability

2

- Reduced Aquatic Organism Passage
- Flood Vulnerability
- Poor Structural Condition
- Near the location of important services
- Special Species present in stream

UNH SURVEY RESULTS

Received over 130 responses!



Meeting the PRIORITIZATION MODEL

Quantify Evaluation Criteria

Identify data sources
Determine **transformation methodologies**

Quantify Overarching Goals

Employing **weightings from survey**

Utilize Overarching Goals Weightings

Composite scores for **draft prioritized list**

TRANSFORMING SCORES: AOP EXAMPLE

NEW HAMPSHIRE STREAM CROSSING INITIATIVE

Aquatic Organism Passage (AOP) Criterion

SADES Score	Numerical Score (0-1)
Full Passage	0
Reduced Passage	0.33
Passage Only for Adult Trout	0.66
No Passage	**1**

WILDLIFE CONNECTIVITY GOAL SCORE

Criteria	Scores	Weights
AOP	**1**	**0.80**
Special Species Presence	0	0.74

$$\text{Goal Score} = \frac{\sum(\text{Criterion} \times \text{Weight})}{\sum \text{Weight}}$$

$$\boldsymbol{Wildlife\ Connectivity\ Goal\ Score} = \frac{(\mathbf{1} * \mathbf{0.80} + \ 0 * 0.74)}{(\mathbf{0.80} + 0.73)} = \mathbf{0.52}$$

TOTAL CROSSING SCORE

Goals	Scores	Weights
Flood Vulnerability	1	0.88
Environmental Quality	0.79	0.79
Structural Risk	1	0.77
Wildlife Connectivity	**0.52**	**0.77**
Habitat Quality	0.93	0.77
Road Criticality	0.09	0.75
Environmental Justice	0	0.54

$$\text{Total Score} = \frac{\sum(\text{Goal} \times \text{Weight})}{\sum \text{Weight}}$$

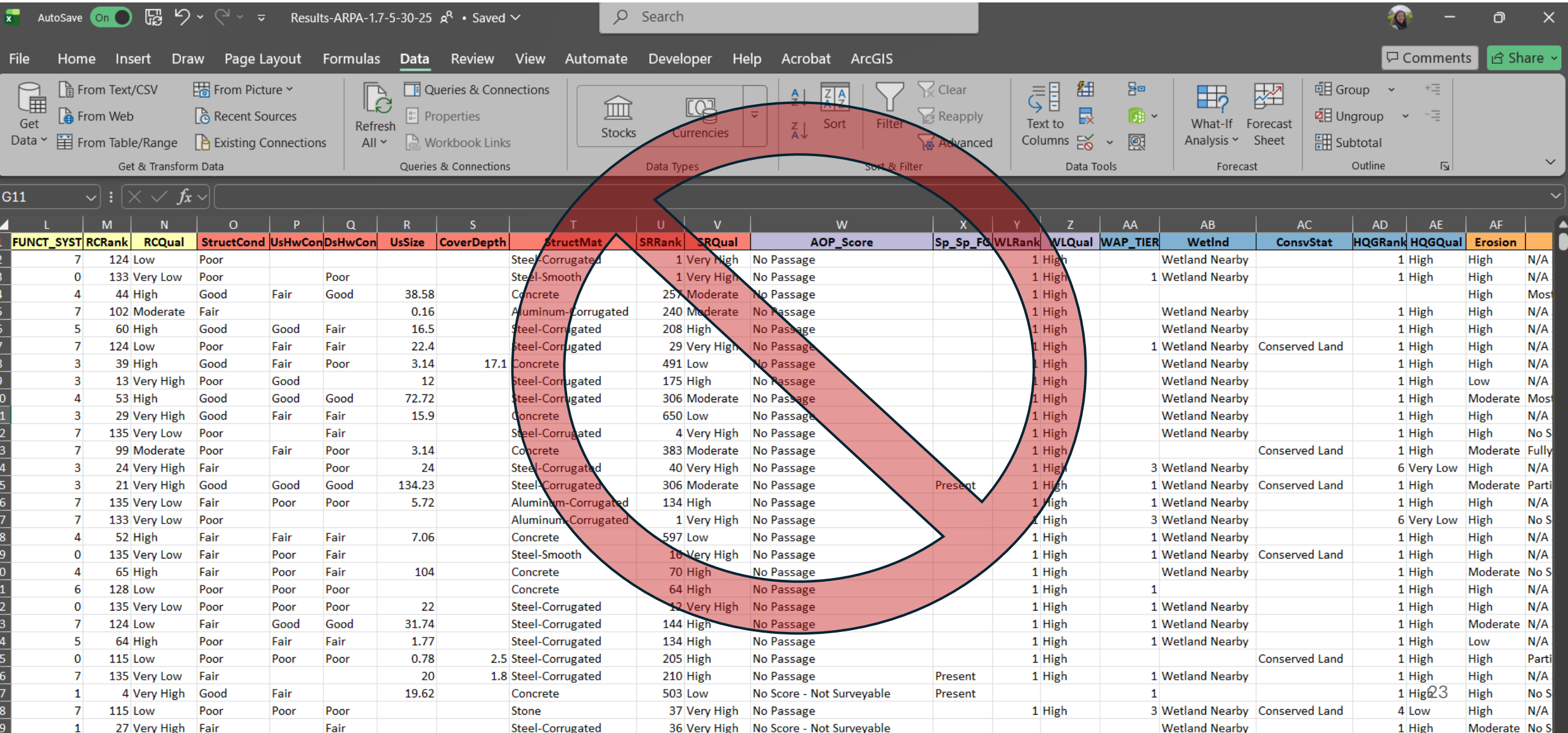
$$\textit{Total Crossing Score} = \frac{(1 * 0.88 + 0.79 * 0.79 + 0.09 * 0.75 + 1 * 0.77 + \mathbf{0.52} * 0.77 + 0.93 * 0.77 + 0 * 0.54)}{(0.88 + 0.79 + 0.75 + 0.77 + 0.77 + 0.6 + 0.54)} = \mathbf{0.64}$$

HOW THE BETA MODEL WORKS!

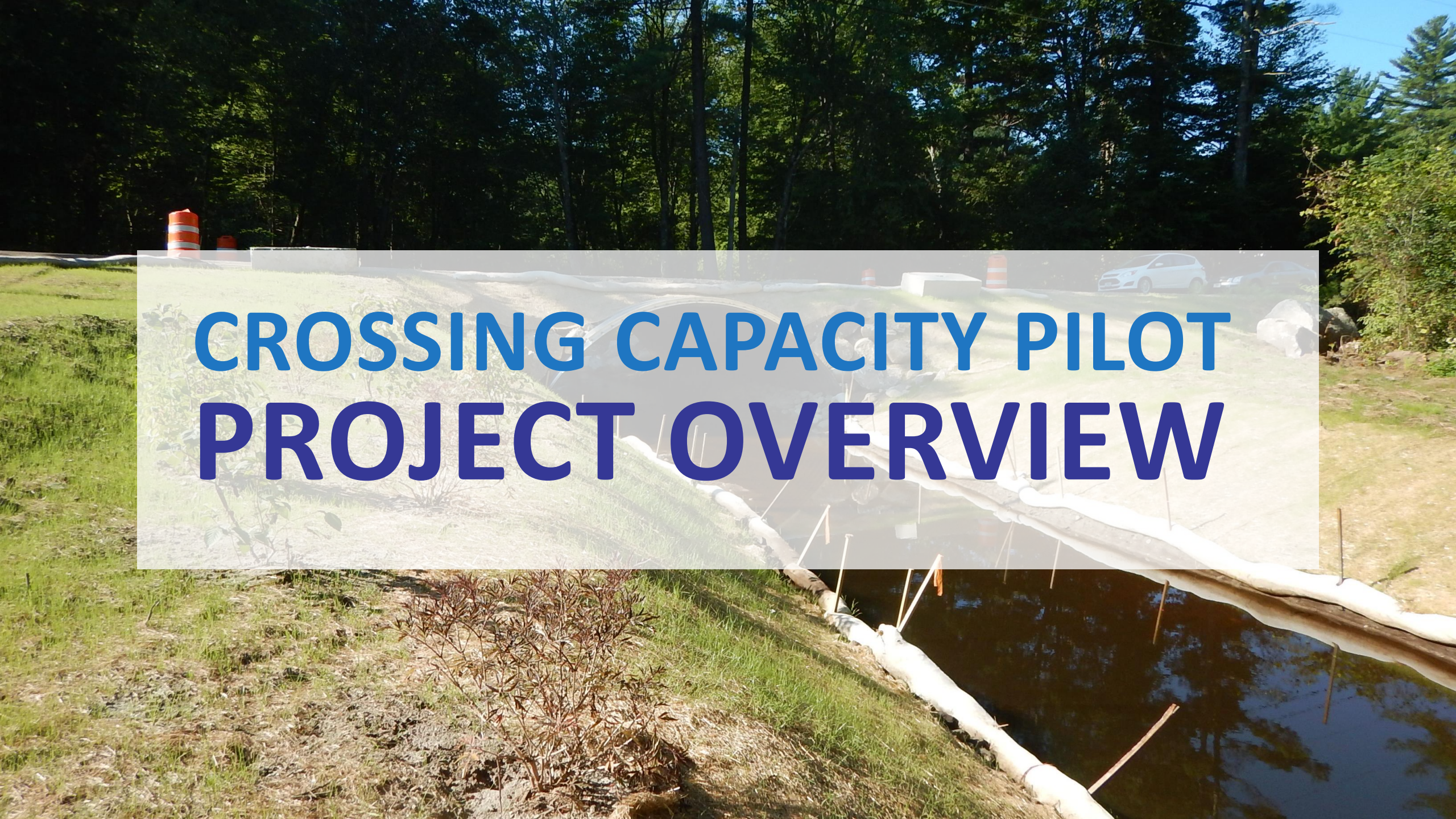
- Uses stakeholder-defined methodologies to **create a score between 0 to 1** for each criterion
- Utilizes **survey weighting for criteria and goals**, informed by a survey of over 130 stakeholders to reflect stakeholder priorities
- For each crossing, **calculate a weighted-average total crossing score** and the corresponding rank between 1 - 6,000, bin into high/med/low priority

RESULTS: A BETA PRIORITIZED LIST

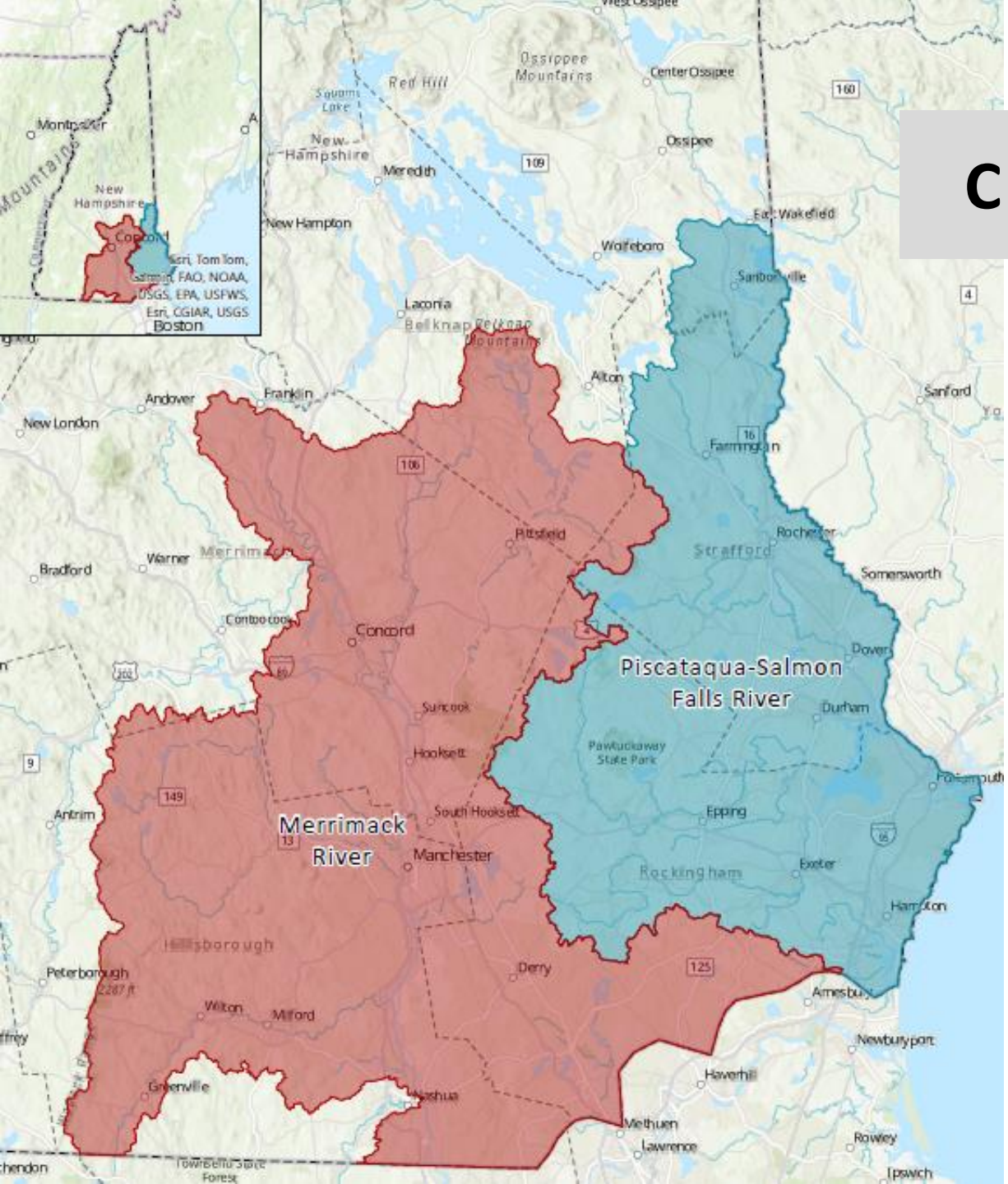
NEW HAMPSHIRE STREAM CROSSING INITIATIVE



L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
FUNCT_SYST	RCRank	RCQual	StructCond	UsHwCon	DsHwCon	UsSize	CoverDepth	StructMat	SRRank	SRQual	AOP_Score	Sp_Sp_FC	WLRank	WLQual	WAP_TIER	WetInd	ConsvStat	HQGRank	HQGQual	Erosion
7	124	Low	Poor					Steel-Corrugated	1	Very High	No Passage		1	High		Wetland Nearby		1	High	High
0	133	Very Low	Poor		Poor			Steel-Smooth	1	Very High	No Passage		1	High	1	Wetland Nearby		1	High	High
4	44	High	Good	Fair	Good	38.58		Concrete	257	Moderate	No Passage		1	High						High
7	102	Moderate	Fair			0.16		Aluminum-Corrugated	240	Moderate	No Passage		1	High		Wetland Nearby		1	High	High
5	60	High	Good	Good	Fair	16.5		Steel-Corrugated	208	High	No Passage		1	High		Wetland Nearby		1	High	High
7	124	Low	Poor	Fair	Fair	22.4		Steel-Corrugated	29	Very High	No Passage		1	High	1	Wetland Nearby	Conserved Land	1	High	High
3	39	High	Good	Fair	Poor	3.14	17.1	Concrete	491	Low	No Passage		1	High		Wetland Nearby		1	High	High
3	13	Very High	Poor	Good		12		Steel-Corrugated	175	High	No Passage		1	High		Wetland Nearby		1	High	Low
4	53	High	Good	Good	Good	72.72		Steel-Corrugated	306	Moderate	No Passage		1	High		Wetland Nearby		1	High	Moderate
3	29	Very High	Good	Fair	Fair	15.9		Concrete	650	Low	No Passage		1	High		Wetland Nearby		1	High	High
7	135	Very Low	Poor		Fair			Steel-Corrugated	4	Very High	No Passage		1	High		Wetland Nearby		1	High	High
7	99	Moderate	Poor	Fair	Poor	3.14		Concrete	383	Moderate	No Passage		1	High			Conserved Land	1	High	Moderate
3	24	Very High	Fair		Poor	24		Steel-Corrugated	40	Very High	No Passage		1	High	3	Wetland Nearby		6	Very Low	High
3	21	Very High	Good	Good	Good	134.23		Steel-Corrugated	306	Moderate	No Passage	Present	1	High	1	Wetland Nearby	Conserved Land	1	High	Moderate
7	135	Very Low	Fair	Poor	Poor	5.72		Aluminum-Corrugated	134	High	No Passage		1	High	1	Wetland Nearby		1	High	High
7	133	Very Low	Poor					Aluminum-Corrugated	1	Very High	No Passage		1	High	3	Wetland Nearby		6	Very Low	High
4	52	High	Fair	Fair	Fair	7.06		Concrete	597	Low	No Passage		1	High	1	Wetland Nearby		1	High	High
0	135	Very Low	Fair	Poor	Fair			Steel-Smooth	16	Very High	No Passage		1	High	1	Wetland Nearby	Conserved Land	1	High	High
4	65	High	Fair	Poor	Fair	104		Concrete	70	High	No Passage		1	High		Wetland Nearby		1	High	Moderate
6	128	Low	Poor	Poor	Poor			Concrete	64	High	No Passage		1	High	1			1	High	High
0	135	Very Low	Poor	Poor	Poor	22		Steel-Corrugated	12	Very High	No Passage		1	High	1	Wetland Nearby		1	High	High
7	124	Low	Fair	Good	Good	31.74		Steel-Corrugated	144	High	No Passage		1	High	1	Wetland Nearby		1	High	Moderate
5	64	High	Poor	Fair	Fair	1.77		Steel-Corrugated	134	High	No Passage		1	High	1	Wetland Nearby		1	High	Low
0	115	Low	Poor	Poor	Poor	0.78	2.5	Steel-Corrugated	205	High	No Passage		1	High			Conserved Land	1	High	High
7	135	Very Low	Fair			20	1.8	Steel-Corrugated	210	High	No Passage	Present	1	High	1	Wetland Nearby		1	High	High
1	4	Very High	Good	Fair		19.62		Concrete	503	Low	No Score - Not Surveyable	Present			1			1	High	High
7	115	Low	Poor	Poor	Poor			Stone	37	Very High	No Passage		1	High	3	Wetland Nearby	Conserved Land	4	Low	High
1	27	Very High	Fair		Fair			Steel-Corrugated	36	Very High	No Score - Not Surveyable					Wetland Nearby		1	High	Moderate



CROSSING CAPACITY PILOT
PROJECT OVERVIEW



CROSSING CAPACITY PILOT PROJECT

Funding Source	National Fish and Wildlife Foundation (NFWF) National Coastal Resilience Fund (NCRF)
Budget	$997,685
Timeline	January 2025 – December 2027

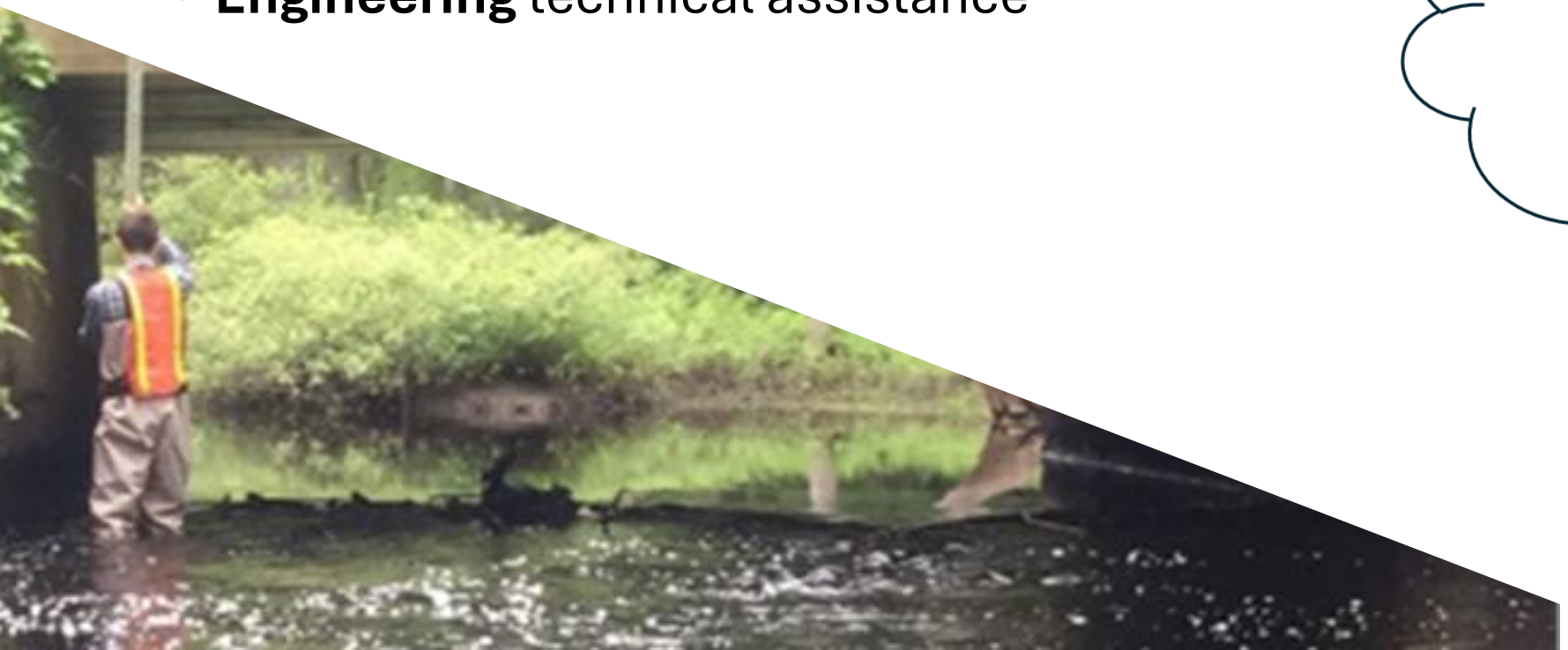
Check out the searchable map!
https://arcg.is/1S5D1G

The Goal

Streamline crossing implementation! (pun intended)

WHAT WE'LL BE OFFERING

- Staffing capacity at local RPCs, **"Stream Crossing Navigators"** for project development
- **Crossing Prioritization Tool** and associated trainings
- Crossing **Planning How-To Guides**
- **Engineering** technical assistance



This is where the model will live!

PROJECT TIMELINE & TO-DO'S

Soft launch of the Manu

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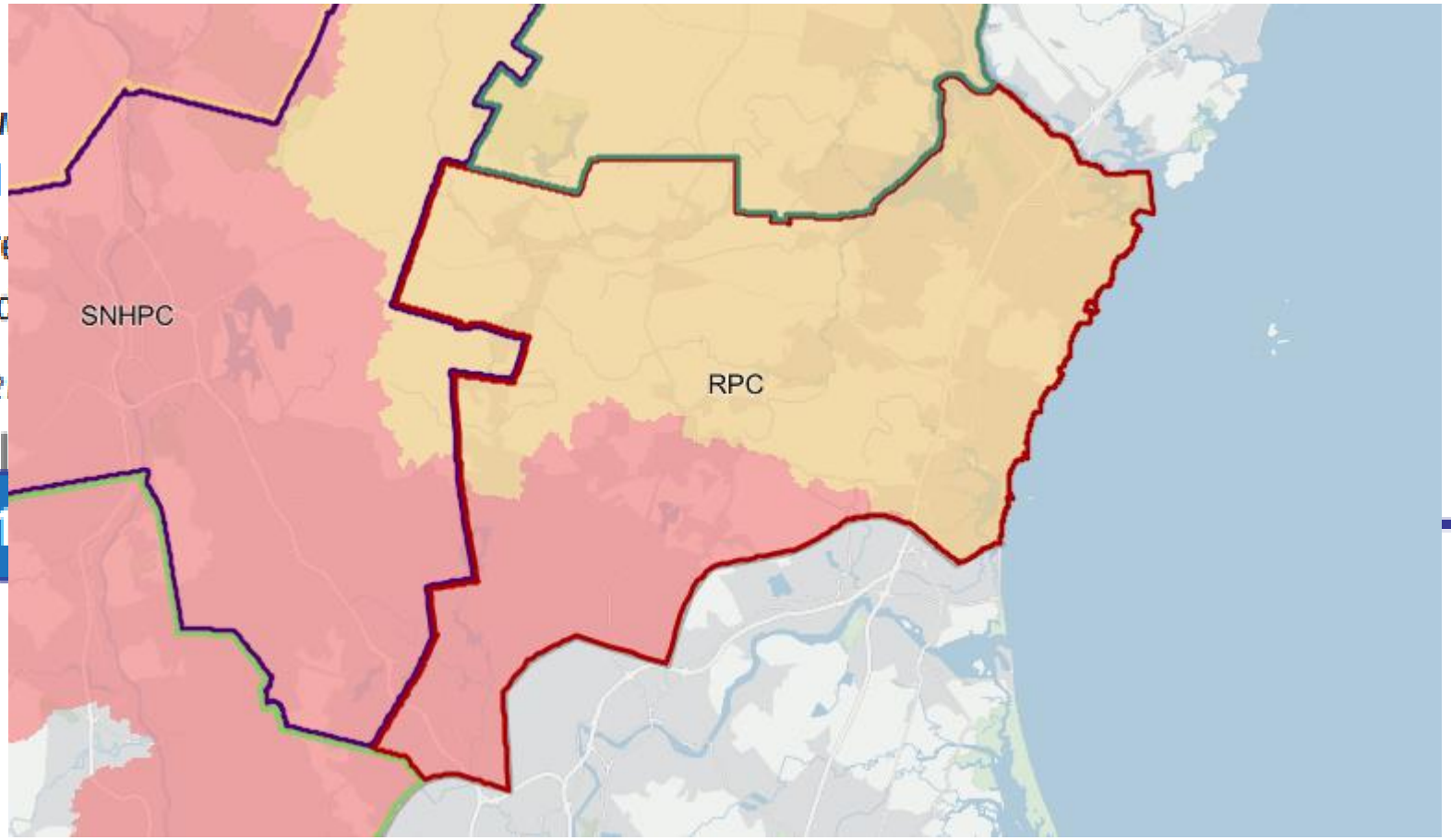

In the future

Stream Crossing
Grant Program

TBD

NEW HAMPSHIRE DEPARTMENT OF Environmental Services

NEW HAMPSHIRE STREAM CROSSING INITIATIVE

STREAM CROSSING CAPACITY PILOT PROJECT

BY THE NEW HAMPSHIRE STREAM CROSSING INITIATIVE

THANK YOU!

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Contents

Acknowledgements

[Thanks]

SRPC Staff

Strafford MPO Technical Advisory Committee

Strafford MPO Policy Committee

The MTP and Transportation in the Strafford Region

What is an MPO?

In 1973, Congress created Metropolitan Planning Organizations (MPOs) to promote cooperation among state agencies, organizations, and local cities and towns involved in regional transportation planning. An MPO can be established to represent any urbanized area with a population of 50,000 or more (as defined by the decennial census). The MPO is governed by a board of representatives from municipalities and agencies it serves. United States law lays out the process for planning the transportation system (23 CFR part 450.300-340). The Strafford Regional Planning Commission (SRPC) is the designated Metropolitan Planning Organization for the Census-designated Dover-Rochester, NH-ME. It also serves many other communities outside the urbanized area for a total of 18 municipalities that comprise the Strafford region.

The "three C's" are a foundational aspect of the regional transportation planning process. As described in federal law, that process should be:

Continuing: The transportation planning process is iterative.
Cooperative: The MPO planning process relies on cooperation and collaboration with many stakeholders.
Comprehensive: The MPO planning process considers the widest reasonable range of factors affecting people and their transportation needs, now and in the future.

Through that process, states and MPOs must address several "planning factors":

1. Support the **economic vitality** of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase **accessibility and mobility** of people and freight;

5. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote **efficient** system management and operation;
8. Emphasize the **preservation** of the existing transportation system;
9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance **travel** and **tourism**.

What is the MTP? What is *Forward Thinking?*

MPOs must develop long-range, multimodal plans for the development of the regional transportation system. Known as a Metropolitan Transportation Plan (Metro Plan), the plan must consider at least 20 years and include specific information about system performance, planned projects, and financial resources. The purpose of the Metro Plan is to guide regional transportation investments and must be updated every five years.

The 2026–2050 Metropolitan Transportation Plan is the comprehensive transportation planning document for SRPC. It integrates perspectives on the environment and natural resources, economics, demographics, land use, infrastructure, housing, and public health. It includes an overall vision for the region's future, affirms regional planning goals, determines strategies and time-bound targets for reaching those goals, and designates objective measures for tracking progress.

Performance-Based Planning: a common approach

Federal law also requires projects and funding to be programmed based on the observed performance of the system. The metro plan tracks several performance measures that inform planning and funding decisions for the region. These measures are included in the indicators section of the Metro Plan. Some of the performance measures are mandated by federal law and

require all state Departments of Transportation and MPOs to set targets for each of the measures.

There are seven national performance goals to be tracked by MPOs, which overlap with many of the core themes in the Metro Plan and are reflected in Strafford MPO's project development and selection practices:

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

In addition to the Federal Highway Administration (FHWA) performance goal areas are four Federal Transit Administration:

1. Rolling Stock – The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
2. Equipment – The percentage of non-revenue service vehicles (by type) that exceed the ULB.
3. Facilities – The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
4. Infrastructure** – The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

** This measure does not apply to the Strafford region because it does not contain any rail infrastructure that qualifies under federal regulations.

SRPC has developed a separate System Performance report as a companion document to the MTP. You can read the most recent system performance report on the SRPC website here: _____.

Data Disclaimer

Regional Overview

According to the New Hampshire Office of Planning & Development (OPD), the combined population of Strafford Regional Planning Commission's 18 municipalities is projected to increase from 156,145 in 2020 to about 167,784 in 2030. Rising populations will increase the demand for services and impacts to the transportation system. The cost of living and critical services has risen over the past decades, but incomes have not kept pace. Strafford County's minimum wage is currently three times lower than the living wage, and five times lower than the median household income.

The region's population of people over 65 continues to rise along with the rest of the state. Older adults' daily transportation needs continue, yet their ability to drive independently may decrease. While COAST fixed route ridership returned to pre-pandemic levels in 2026, demand for COAST's transportation services for seniors and people with disabilities increased 122% in that same time. State and federal funding for public transit have not increased at the same rate as demand.

Throughout New Hampshire, the cost and availability of housing have pushed many people farther from employment concentrations in search of affordable housing. The cost of housing is increasing demand on the transportation system. Meanwhile, public transit services like the Cooperative Alliance for Seacoast Transportation (COAST) and other demand-response services remain inadequately funded by the state to cover a wide area or increase the number of buses running. In addition to rising traffic volumes, heavy freight and construction vehicles, cause significant damage to roadways and contribute to maintenance costs. Infrastructure is also being increasingly impacted by sea level rise and storm surge. Of the region's 262 active dams, failure of 82 separate dams could result in the destruction of houses or roads, ranging from interstates to local or private roads. Despite all these increasing strains on transportation systems, revenues to repair and expand them are flat.

The region hosts passenger rail and inter-city bus services. The Amtrak Downeaster has high ridership but is unable to grow because of current track capacity limitations and shared use with freight trains.

Transportation Partners and Initiatives

[title matches CEDS]

Alignment with planning partners at every level of government…

New Hampshire Department of Transportation Long-Range Plan Goal Areas

- Land Use-Transportation Integration
- Mobility & Modal Choice
- Safety
- Security
- Environment & Health
- System Preservation & Maintenance
- Coordination & Collaboration
- Stewardship

New Hampshire Department of Transportation Strategic Plans

- Freight Plan (2025)
- Transportation Asset Management Plan (2024)
- Bicycle-Pedestrian (Active Transportation) Plan (2023)
- Carbon Reduction Strategy (2023)
- Transportation Systems Management & Operations Strategic Plan (2023)
- Rail Trails Plan (2022)
- Strategic Statewide Transit Assessment (2020)
- Stormwater Plan (2019)
- Airport System Plan (2014)
- Rail Plan (2012)

COAST & UNH Wildcat Transit Planning

- Seacoast Transit Stop Accessibility Study (with Rockingham Planning Commission)
- Economic Benefits of COAST (with Rockingham Planning Commission)

Regional Planning Commission Efforts

- Southern New Hampshire Freight Truck Parking Inventory
- Regional Housing Needs Assessments
- Safety Action Plans

Master Plans of SRPC Communities

Shaping the MTP

The Metro Plan was updated in 2026 as part of a parallel update to the Regional Master Plan that is required of Regional Planning Commissions under New Hampshire law (RSA 36).

The 2026-2050 Metro Plan is shaped through robust engagement and analysis of the region's strengths, opportunities, and challenges. In April 2025, SRPC convened regional partners and stakeholders for a multidisciplinary workshop that covered land use, transportation, and economic development topics. At this workshop, feedback was provided on what the region's strengths, opportunities, aspirations, and results related to economic development are through an interactive Strengths, Opportunities, Aspirations, and Results (SOAR) activity. Participants also provided input on the capacity and constraints of the region for economic development.

SRPC also conducted a region-wide public survey that gathered feedback on various topics, including the region's economy and economic development which was distributed throughout 2025. Alongside these survey efforts, SRPC also participated in seven events around the region, and led conversations with eight municipal planning boards from late-2025 through early 2026 to gather feedback on land use, transportation, and economic development topics.

Multiple central themes were identified in the outreach results and guided development of the Metro Plan. They are described below.

Representing the Region

SRPC's receives federal funding and must meet requirements in Title VI of the Civil Rights Act of 1964. As a forum for regional decision-making, SRPC has a responsibility to create opportunities for participation and to reflect the greatest possible range of perspectives of people living in the region. The Metro Plan cannot be an effective document without considering the diverse experiences and transportation needs of the region's residents – especially people who are traditionally underrepresented in decisions affecting their livelihoods.

Two documents define SRPC's responsibilities, process, and goals for public participation, and civil rights:

The Public Participation Plan

Nondiscrimination Plan

MTP Vision, Themes, and Lenses

The Regional Plan Subcommittee, Policy Committee, and SRPC staff identified five themes for the 2026-2050 MTP that collectively support the vision for the region. Along with the identification of these themes, goal statements were developed for each of these themes which support region's transportation vision.

Theme 1: Alternatives to Driving

Goal Statement: An interconnected, multimodal, efficient, safe, and accessible public transportation system that can move high volumes of people to a variety of trip destinations.

Theme 2: Trails

Goal Statement: A connected, safe, and accessible trail network that acts as an economic engine for the region, connects members of the community, and contributes to town identity and culture.

Theme 3: Commuting Connections

Goal Statement: An interconnected community that decreases reliance on personal vehicle travel by decreasing distances between homes and services, employment, and destinations.

Theme 4: Safety

Goal Statement: A safe transportation system that prioritizes hazard mitigation over volume, convenience, or speed and uses infrastructure to promote safer driving, reduces risks, and provides security for all community members.

Theme 5: State of Good Repair

Goal Statement: Upkept, cared for, and maintained infrastructure that supports the regional economy, remains resilient, and uses best practices to increase the safety and lifespan of transportation corridors.

Transportation Lenses

These lenses are **overarching principles** that will impact many, if not all, of the themes above.

Regional Partnerships and Collaboration: Strengthening collaborative, regional decision-making to advance the transportation system.

Resiliency and Future Readiness: Increasing the region's ability to anticipate, withstand, adapt to, and recover from impacts to transportation infrastructure.

Quality of Life and Community Identity: Developing a transportation network that connects people to what they need and helps communities thrive.

Age Friendliness: Ensuring that lack of transportation does not limit anyone's ability to reach their potential and live a life with dignity.

Central Themes Identified During Outreach

Alternatives to Driving

Interconnected, multimodal transportation infrastructure is an essential component of prosperous communities. Southeastern New Hampshire has one of the richest multi-modal mixes of transportation options in the state. A personal vehicle is still all-but essential; however, the Strafford Region has still expressed a need for improvement and a car-free, or even "car-light" lifestyle. Public transportation has the potential to move high volumes of people efficiently, safely, and accessibly. Barriers to development, like local land use regulations and gaps in state financial support constrict the ability to make services timelier and more reliable, or geographically expanded. As demand rises for passenger rail, bus, and alternatives to driving, regional collaboration, focused development, and funding efforts are more important than ever in ensuring safety and accessibility for all ages.

Buses: Funding & Planning

The primary providers of fixed-route transit in the region are the Cooperative Alliance for Seacoast Transportation (COAST) and the University of New Hampshire's Wildcat Transit. In FY25, COAST provided 411,467 rides covering 2,708,901 miles. Wildcat Transit ridership varies by route. Route 3 to Dover had a ridership of 18,353 in 2025, a 7% decrease from 2024. The Campus Connector route had a ridership of 292,608, a 9% increase from 2024. Despite this increase, Wildcat Transit has yet to reach pre-2020 ridership, while COAST nearly met pre-pandemic ridership in 2025.[1] [2]

COAST has raised most of the $19.5 million required for a new administrative, operations, and maintenance facility in Dover. COAST is a federally funded transit provider and receives matching funds from the state and from the municipalities in its service area. The State of New Hampshire provided $1.6 million to support public transit operations in FY2026. Once divided among the state's eleven providers, $387,271 of this was allotted to COAST.[3] New Hampshire provides the least financial support of the northeastern states and

[1] COAST and UNH Wildcat Transit.
[2] SRPC, 2026 Data Snapshot (2026).
docs.straffordrpcnh.gov/documents/plans/rpc/datasnapshot_2026.pdf
[3] COAST, FY2026 Budget (2025).

remains in the bottom three for the whole country.[4] Wildcat Transit applies for federal and state grants for bus replacement, but its operations are funded by UNH tuition.

Buses: On the Ground

Public transportation provides residents of the Strafford region with critical access to jobs, healthcare, education, groceries, and other necessities. COAST's fixed network route has 441 stops, and Wildcat Transit's network has 143 stops. Transit routes are designed to connect populated areas. Some stops are located in accessible and walkable areas, however, sidewalks, crosswalks, street lighting, and pedestrian safety measures are inconsistent along routes. Much work has been done to improve pedestrian facilities for more users to safely and comfortably access public transportation. SRPC and neighboring Rockingham Planning Commission recently updated the regional pedestrian Level of Traffic Stress (LTS) assessment for areas near transit to evaluate accessibility.[5] This was paired with suggested land use regulation updates for the cities of Dover and Portsmouth.

Passenger Rail

The only passenger rail system in the region is the Amtrak Downeaster. The rail line is owned by CSX and the Downeaster service is operated by the New England Passenger Rail Authority (NNEPRA). Funding for the Downeaster is primarily sourced from federal grants, the State of Maine, and fare revenue. Dover and Durham own and operate their own Amtrak stations in cooperation with NNEPRA. The Downeaster stops in Durham and Dover are very popular, particularly for connections to Boston and Portland, Maine. The Downeaster provides around 50,000 trips per month.[6] Despite its popularity, the Downeaster's full potential cannot be met without regional collaboration and state investment. The regional rail network is shared by passenger and freight service and capacity is restricted in several places by older rails, low or narrow bridges, and single-track sections. NNEPRA has embarked on major capital improvements in neighboring Maine communities to address this in recent years, including a renovation of the Wells station.[7] In the Strafford Region, the

[4] AASHTO, Survey of State Funding for Public Transportation for FY 2023 (2025).
[5] SRPC & RPC, Seacoast Transit Stop Accessibility Study (2025). straffordrpcnh.gov/docs/seacoast-transit-stop-accessibility-study/
[6] NNEPRA, Monthly Ridership History (2026). nnepra.com/reports-stats/reports/
[7] NNEPRA, Wells Area Improvement Project: Project Overview (2025). nnepra.com/project/wells-area-improvement-project-2/

Town of Newmarket and SRPC have discussed the need for and feasibility of the addition of an Amtrak stop in the community.

Paratransit and Age Friendliness

Paratransit options provide transportation services for adults over 65 and people with disabilities. Individuals can schedule rides with various providers to meet their needs. The region is unique for having a central ride scheduling and call center called TripLink. People seeking transportation can schedule rides through multiple providers, including COAST's paratransit services, Community Action Partnership of Strafford County, Ready Rides, and Meals on Wheels of Rockingham County. Paratransit ridership returned to normal levels much faster than that of the fixed route bus network and has exceeded up to 122% of its pre-pandemic levels.[8] The demand for paratransit service is expected to rise as the region's population ages. Paratransit services have higher operational costs than traditional fixed routes.

Provider	Destination Type	Accessible vehicles/ seating?	Reservation required?	Availability	Trip Purpose	Cost (one-way)
COAST paratransit	*	Yes	Yes	Monday to Saturday	Any purpose	$1.50 to $3.00
Ready Rides	Exact, curb-to-curb	On request	Yes	Weekdays	Medical	Free
Meals on Wheels	Exact, door-to-door	No	Yes	Monday, Friday	Meals, shopping, medical	Free
Future in Sight	Exact, curb-to-curb	No	Yes	7 days/week	Medical, some shopping	Free**
Community Rides	Exact, curb-to-curb	Yes	Yes	Monday; Wednesday to Saturday	Non-emergency medical	Free

*Within ¾ mile of bus stop on the COAST network.

**Statewide service; for active members only.

[8] COAST and SRPC.

Biking

SRPC prioritizes improvements to the transportation network that enable people to bicycle as an active alternative to driving. Individual municipalities have local roads that include facilities for bicycles, but the region generally lacks bikeable routes that safely connect communities.

SRPC maintains data on the bicycle level of traffic stress (BLTS) for the region's roads. The most recent update found that 374.53 miles of road are in moderate or high stress. Higher levels of stress are indicative of roads…

- With high vehicle speeds, either because of a high posted speed limit or road design that allows drivers to travel at high speeds.
- That lack shoulders.
- With high traffic volumes.

…Or are generally unsuitable for the majority of riders. The official state-designated bicycle routes, established in 2000, are in need of updating. They were assigned to many routes with BLTS scores in these categories of "moderate or high stress." High speed roads, like US Route 202 and NH Route 9 in Northwood and Barrington and US Route 4 in Nottingham and Lee (including the Lee Traffic Circle) are considered bicycle routes under this plan. Many such bike routes, including the examples above, are unsigned as such.

Some improvements have been made. Some communities have elected to install their own visual cues, signage, or other indications of bicycle activity on these roads, such as the Bay Road/Durham Point Road loop in Newmarket and Durham. The state has also shown interest in improvements, such as the installation of a sidewalk and widened shoulder along Route 108 in Newmarket and south Durham, and a future Complete Streets renovation of Route 108 corridor across Rochester, Somersworth, and Dover, despite both sections of Route 108 not being a designated bike route.

The New Hampshire Department of Transportation has indicated a commitment to mapping roads according to their BLTS scores and phasing out these routes. For the purposes of multi-municipal bicycle linkages and planning, SRPC welcomes any state- or region-wide discussion of re-designating bicycle routes, with a focus on potential signage and a commitment to public education.

In communities and bicycle settings of all types, community members of all ages and abilities have advocated for bike lanes to be separated from traffic

for protection. Electric powered "E-bikes" now allow individuals to take longer trips and are quickly being adopted for recreational and commuting trips. However, the technology has rapidly evolved and more study is needed on the design of roads and rail trails to accommodate these vehicles that are capable of travel at near vehicle speeds but are operated on the edge of a road like a standard bicycle.

Goal Statement

An interconnected, multimodal, efficient, safe, and accessible public transportation system that can move high volumes of people to a variety of trip destinations.

Objectives and Strategic Direction

Expand Local Transit Accessibility

- Address local planning regulation restrictions to transportation access
- Improve connectivity between modes
- Improve bus system infrastructure like stop shelters, highway routes, and accessibility

Facilitate Paratransit and On-Demand Transportation Coordination

- Identify least-served trip type in demand-response services and reduce that deficit.

Enhance Passenger Rail

- Identify steps needed to increase passenger rail frequency through the region.
- Reduce gaps and barriers in pedestrian network
- Newmarket train stop

Trails

Trail systems are integrative assets whose benefits are seen throughout the community. A footpath through the woods, multiuse rail trail, or paved pathway can act as an economic engine, offer a safer and less expensive alternative to sidewalks, contribute to regional identity, and connect members of a community. The Strafford Region has trails in all 18 of its municipalities, with great potential for growth and utilization. It was identified as a theme within this iteration of the Metropolitan Transportation Plan, as community stakeholders and transportation leaders seek to re-frame trails as a defined mode of transportation just like our highways and public transportation. This is in addition to, rather than in contrast to, trails' known recreational uses and features. Tourism and use of trails by visitors certainly make trails a powerful economic mechanism nonetheless, and their increased use and visibility leads to further advocacy and planning within the greater regional transportation network. (Insert trail count data).

Typologies & Differentiations

Communities have expressed caution or outright aversion to adding sidewalks along streets as a result of safety concerns, municipal responsibility, or an existing lack of connectivity, among other reasons. Trails can be a less expensive alternative to sidewalks that contribute to a rural town's character and are sometimes perceived as safer. Trails come in many varieties: an unmaintained footpath through the woods, a multiuse rail trail, a paved path parallel to a local road or highway, and many others. They can be multi-use; accommodating combinations of walking, biking, mobility devices, strollers, and horses. Lastly, changes and expansions to trails become quite complex when ownership and maintenance arrangements are considered. State vs. nonprofit vs. municipal arrangements.

Trail (Common Name)	Former RR Corridor	Owned By	Maintained By
Farmington Rail Trail	Lakeport/ Farmington Branch	DNCR	DNCR
Cotton Valley Rail Trail	Wolfeboro RR	DNCR	DNCR
Rockingham Rail Trail	Portsmouth Branch	DOT	DNCR

Dover Community Trail	Portsmouth & Dover RR	City of Dover	City of Dover

Trails are Economic Engines

The economic impacts of trails are broadly considered under the umbrella of tourism. Some communities in the Strafford Region self-describe as day-trip destinations in contrast to their overnight, weekend, or weeklong counterparts found in the Lakes Region or White Mountains. The state's 2022 Rail Trail Plan suggested that the state's rail trails could contribute about $40.71 per out-of-state visitor from spending in transportation, food and drink, overnight accommodation, equipment, and other purchases. In the Strafford Region, trail usage is XYZ.

Trails can also be utilized as a means of commuting. Rail trails, such as the Minuteman Commuter Bikeway, provide safe and reliable routes for active transportation commuting.

Land Use & Site Planning

Trails can be a powerful mechanism for community connection and identity, but land use and planning processes have barriers. Several pairs of communities, such as Durham-Newmarket and Rochester-Barrington, have voiced interest in inter-community trails, but the process is burdensome. Sizing sites is important in ensuring that smaller communities maintain their character. Regulations and policies pose many obstacles to establishment as well. Requirements within conservation subdivision regulations and local conservation commission policies may limit multi-use trails. Many policies and conservation easements limit use to walking. In order for trails to be utilized to the full potential, barriers need to be lifted for development.

RSA 231:111-113: What do they mean?

Safety & Education

Trails should be accessible and enjoyable for all populations. Women, children, and other vulnerable populations must feel safe while using recreational assets. Factors like lighting, emergency services, and proper trail markers can aid in increasing safety. Education is another important factor; exercise stations and books along trails can keep children engaged and knowledgeable about the community's trails. Booklets at trail heads outlining trail etiquette, way finding, and safety precautions can help keep trail users safe and educated as they enjoy trail using.

Potential blurbs/callout boxes:

- Rec trails grant

Goal Statement

A connected, safe, and accessible trail network that acts as an economic engine for the region, connects members of the community, and contributes to town identity and culture.

Objectives and Strategic Direction

Connectivity & Accessibility

- Increase trails and connectivity within and between municipalities. Identify corridors and what type of easements are needed, with potential founding of an exploratory committee as a follow-up.
- Promote local and state-maintained trails as modes of transportation by expanding connectivity, access, education, uses, and safety for all populations
- Increase knowledge of trail usage and etiquette through signage, social media, and seasonal events, such as Bike & Walk to Work Day, the local CommuteSmart challenges, etc.
- Promote multi-use conservation policies that allow recreation and trails.
- Expand community knowledge on trail locations, uses, and etiquette. Increase data collection to publicize use and value of trails

Upkeep & Safety

- Ensure safety for all populations along trails
- Support communities developing trail projects.
- Maintain the quality and conditions of new and existing trails

- Increase data collection to publicize use and value of trails.

Commuting Connections

The proximity of housing to one's job is a primary determining factor in the type of transportation they utilize. The farther this distance, the more people are reliant on a personal vehicle to get to their destination. This puts strain on the transportation system through congestion, parking demand, and maintenance. Higher housing costs near employment concentrations are also pushing people into rural areas, increasing their commuting distance. About 89,000 people in the SRPC region are part of the workforce, but the region has only 55,000 jobs, meaning that a significant proportion of residents are commuting outside of the region for work. SRPC strives to have an interconnected community that decreases reliance on personal vehicle travel by decreasing distances between homes, and services, employment, and other important destinations.

Affordability

Housing is intertwined with several other aspects of community well-being, like economy, healthcare, the environment, and transportation. In a recent survey conducted by SRPC, 67.5% of employers in the region indicated that there are "very limited housing options" in the area around their business. Many developers feel that they cannot provide affordable housing because of the lack of return on their investment; there is an ongoing initiative to find ways to encourage and incentivize affordable housing options. Many people in the region are unable to afford housing close to necessary services. This lack of availability has emphasized the increased reliance on personal vehicle travel its strain on the transportation system. In order to retain workers and reduce strain on personal vehicle infrastructure, distances between affordable housing, service destinations, and employment have to decrease.

Zoning, Land Use, and Infill Development

In order to make these improvements, several requirements need adjustment. Developments such as mixed-use, mixed-family housing, sidewalks, crosswalks, and streetlights face regulatory barriers. Resources like Pedestrian Level of Traffic Stress (PLTS) analyses, can assist municipalities in targeting pedestrian safety and connectivity improvements. Increasing density with mixed-use development and walkable town centers help municipalities to balance environmental priorities and preserve rural character. Infill and reuse strategies to achieve this can be held back by local ordinances and zoning.

Communities like Dover and Newmarket have developed local street typologies that identify ideal street designs for various contexts (e.g. a neighborhood street vs. a downtown street)

Lifestyle and Remote work

In the Strafford region, a personal vehicle is still all-but essential. Living "car free" or "car light" is challenging but more people are looking for ways to reduce usage and ownership of personal vehicles. People may use a full range of tide-share services, carpooling, public transportation, and walking and cycling. Seacoast CommuteSMART is an organization that supports and encourages commuting alternatives to driving alone. The Covid-19 pandemic dramatically changed commuting patterns and shifted companies toward adoption of telework.

Commute Times

Several counties in the SRPC region have an average commute time of 30-60 minutes, with Lee and Middleton having the highest percentages of commute times above 90 minutes. As the region grows and demand on the transportation system increases, so will air pollution, travel times, safety hazards, and road maintenance costs. Many residents of the region travel over an hour to jobs around Concord and Manchester. US4/NH202 and US101 are the only primary routes to those destinations and east-west public transit services are non-existent except for specific services.

Goal Statement

An interconnected community that decreases reliance on personal vehicle travel by decreasing distances between homes and services, employment, and destinations.

Objectives and Strategic Direction

Decrease Commute Times & Emissions

- Decrease the [effective] distance between housing and essential services and destinations.
- Improve bike paths and promote their use as a safe and easy alternative mode of transportation
- Identify and implement methods to decrease commute times and congestion
- CommuteSmart

Enhance Community Character & Vibrancy

- Promote mixed use and multi-family development along transit routes and major corridors.
- Improve downtown transportation infrastructure to stimulate economic development.
- Offer more land use regs technical assistance
- Bike ped counts for event planning
- Parking studies
- Street Typologies

Safety

Strafford RPC has established an aspirational but necessary goal of zero fatalities and serious injuries from motor vehicle crashes on public roads in the region. This matches the "vision zero" policy adopted by NHDOT and many other states, MPOs, and municipalities.

The *Safe System Approach* includes six principals defines the overall strategy for achieving zero fatalities and serious injuries:

> Deaths and serious injuries are unacceptable and the elimination of crashes that result in death and serious injuries should be prioritized.
>
> Humans make mistakes and the transportation system should be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.
>
> Humans are vulnerable and the transportation system should be designed and operated in a manner that accommodates physical human vulnerabilities.
>
> Safety is proactive and tools are available to help prevent crashes rather than reacting only when they occur.
>
> Redundancy is crucial and risk can be reduced by strengthening the system so that when one part fails other parts still protect people.
>
> Responsibility is shared and all stakeholders are vital to preventing fatalities and serious injuries.

Specific safety objectives and strategies are identified in SRPC's 2025 Regional Safety Action Plan[9]. The Safety Action Plan examined crashes that occurred between 2018 and 2022, focusing on crashes that resulted in fatalities and serious injuries. There were 65 fatal crashes in the region between 2018 and 2022. Many crashes have multiple, overlapping factors, which need to be analyzed carefully to design effective countermeasures. Five "Emphasis Areas" in the safety action plan outline primary factors affecting transportation safety in the region:

- 67% (44) of fatal crashes involved roadway departure. Additional analysis is needed to determine how roadway departures occurred and if they before or after initial crashes.
- 48% (31) of fatal crashes involved people not wearing their seatbelt or wearing it incorrectly ("occupant protection").
- Speed and aggressive driving were factors in 34% (22) of fatal crashes.

[9] https://straffordrpcnh.gov/uploads/documents/plans/mpo/sap_2025.pdf

- Approximately 65% of all crashes involving "vulnerable motorized users" (motorcycles and mopeds) resulted in a fatal, serious, or minor injury.
- Approximately 64% of all crashes involving "vulnerable non-motorized users" (pedestrians and bicyclists) resulted in a fatal, serious, or minor injury.

Federal and state programs exist to fund safety improvement projects where fatal or serious injury crashes have occurred, or a community wants to make a route safer for users. One such program is the Road Safety Audit program through NHDOT. Wherever crashes have caused fatalities or serious injuries on any public road, a municipality can apply for a road safety audit through a simple application to NHDOT. The NHDOT application requires a detailed diagram of crashes and local police records are critical. For more information of the road safety audit process contact SRPC and visit the NHDOT Safety Section webpage.

Having resources for municipalities to react quickly to a critical road safety hazard is important. However, SRPC is also focused on finding proactive approaches safety improvements. The Safety Action Plan enables SRPC to work with public safety officers and officials to strategically develop safety improvements before crashes occur.

Public transportation plays a critical role in the regional economy by transporting people to employment and services they need. Increasing public transportation ridership also increases transportation safety but getting more individual drivers off the road.

Human behavior is a primary factor in crashes, however, the design of roads and streets plays a significant role in affecting driver behavior. Roads need to be designed based on their context to better manage vehicle speed. Many municipalities are developing or have developed local road guidelines that establish specific designs for specific land use types and conditions. Physical infrastructure such as curbing should be prioritized over paint and signs for managing vehicle speeds.

Goal Statement

A transportation system that prioritizes safety over volume, convenience, or speed, and uses infrastructure to promote safer driving, reduces risks, and security for all users.

Objectives and Strategic Direction

Adopt a Safe Systems Approach

- Prioritize and implement projects in the regional Safety Action Plan
- Implement safety demonstration projects.

Reduce Crashes & Serious Injuries

- Zero deaths and serious injuries on public highways.
- Reduce vehicles speeds in commercial centers and neighborhoods.
- Encourage policy decision makers to expand drivers' education to include winter conditions preparation, defense driving, and emergency preparation tactic to keep drivers safe
- Spread awareness to policy makers of the dangerously high-speed limits in downtown and village centers to encourage legislation change

Ensure Safe & Welcoming Pedestrian & Transit Spaces

- Promote adoption of local street design guides.
- Separate pedestrian traffic from vehicle traffic.
- Lighting

State of Good Repair

At the state and local level, revenues are not matching the rising costs for maintaining critical transportation infrastructure. Because of the cost of construction, municipalities and the state are having to defer larger infrastructure projects to not fall behind on maintenance. Yet, simply maintaining the current highway system is unsustainable given increased demand from daily traffic volumes and freight, and increasing threats from climate change. Sea level rise, extreme heat, and flooding from more frequent violent storms are some of the factors affecting transportation infrastructure. Upgrading the system to meet those challenges will require significant investment.

A more regional approach to maintaining and improving the transportation system is needed as revenues lag behind costs and demands and impacts continue to increase. The cost and responsibility of maintaining individual pieces of infrastructure (such as a bridge) falls to individual municipalities that may not have the resources to maintain or replace the infrastructure. Yet, that infrastructure may be critical for daily, regional travel and commerce. More regional investment in the transportation system will be required to meet the needs of the coming decades.

Large commercial and mixed-use developments increase demand on the transportation system and should play a larger role in funding improvements. This could be done at the corridor level; even small developments could include contributions to a fund that supports maintenance and improvements to the corridor where they're located.

Goal Statement

Upkept, cared for, and maintained infrastructure that supports the regional economy, remains resilient, and uses best practices to increase the safety and lifespan of transportation corridors.

Objectives and Strategic Direction

Maintain Existing Roads Before Expanding the Network

- Develop a regional corridor improvement funding approach with a consistent source.
- Increase regional collaboration for infrastructure maintenance and improvement.

- Explore road use changes to expand the lifetime of roads
- Think about the reduction of heavy use for trucks on small roads. Think about how the use changes the lifespan of roads.
- Encourage best practices for road development and investment to decrease maintenance frequency and cost

Support Local Infrastructure

- Increase engagement and interest in CIP
- Parking studies
- Focus on infrastructure improvements that reduce capital and maintenance costs.
- Support maintenance of municipally owned transportation infrastructure.

Promote a Multi municipal Approach to Infrastructure

- Complete a climate resilience infrastructure project funded by multiple municipalities.

Project Development & Fiscal Constraint

The Metro Plan has a specific role in anticipating available funds and programming how those funds should be invested in the operation and improvement of the regional transportation system. The Metro Plan must demonstrate fiscal constraint: It must use a rational methodology to estimate future funding, and planned projects and programs should not exceed anticipated available funding. Details on individual projects can be found below. For more detail on the overall fiscal constraint, SRPC developed a separate companion document:

financial plan and fiscal constraint

SRPC, NHDOT, and municipalities have a shared responsibility to ensure transportation projects do not degrade critical natural resources or result in adverse impacts to human health. There are defined practices and processes for demonstrating a project can avoid or mitigate adverse impacts. SRPC uses available geographic, demographic, and environmental information to assess the feasibility and potential impacts of long-range projects. Projects receive more formal, technical assessments as they near the start of professional engineering.

Examples of preliminary impact analyses can be found in a companion document outlining Environmental Impacts & Mitigation Strategies.

Project List

Financial Plan and Fiscal Constraint

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

Transportation Funding

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

Federal Regulation References

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

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

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

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

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

IV. In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

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

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

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

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

Anticipated Revenues

Revenues expected to be available for transportation improvement projects were estimated utilizing most recent data from the 2025-2028 Transportation Improvement Program (TIP) as well as the financial plan from the 2025-2034 State Ten Year Plan. Those documents provided the total funding estimates for FHWA and FTA apportioned funds, State funding sources, and local (and other) resources for projects in the region. Beyond

2034, funding is projected based on a trend analysis of federal revenues. This fiscal constraint documentation below details the resources expected to be available for the duration of the Plan.

Tables 1-3, below, show projections of Federal Transit Administration Section 5307 Urban Formula funding anticipated to be available to COAST (the public transit agency in the region). In the SRPC region, section 5307 funding may be used for operating expense at a 50% federal/50% non-federal match split; as well as capital expenses (at an 80% federal/20% non-federal match split. Non-federal funding is typically drawn from municipalities in New Hampshire, but may also include state, private sector, and other sources. COAST receives funding based on apportionments to the Dover-Rochester and Portsmouth Urbanized Areas, which may be used for either capital or operating expenses. Beyond recent apportionments, future allocations are forecast to increase 1.5% annually. The Plan anticipates that the two transit systems will provide service levels that can be supported by this level of funding, including continuation of existing service and proposed service expansions.

Existing Funding Sources

Federal Transit Funding

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

FTA: Urbanized Area Formula Grants (Section 5307)

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

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

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

FTA: Rural Area Formula Grants (Section 5311)

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

FTA: Bus and Bus Facilities Program (Section 5339)

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

Other Transit Funding Sources

FHWA/FTA CMAQ Funds

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

Municipalities

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

Local Option Fee

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

Private Sources

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

Direct Public Transportation Revenue Sources

The following funding sources benefit public transportation operators directly.

Fare Box

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

Transit Advertising

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

Projected Transit Funding

Fiscal Years 2025-2028

Funding for Fiscal Years 2025-2028 comes from the Statewide Transportation Improvement Program and includes both FTA5307 and 5310 funding. Transit funding through the FTA is assumed to be fiscally constrained per NHDOT fiscal constraint analysis. Table 1 indicates federal funds available to COAST from fiscal years 2025-2028.

Fiscal Years 2025-2032

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

Table 1: COAST Funding in Fiscal Years 2025-2028	
Year	Funding
2026	$4,684,975
2027	$4,962,511
2028	$5,297,860
Average per Year	$4,981,782
Total	$14,945,346

Table 2: Anticipated Transit Funding Fiscal Years 2029 -2034	
Year	Funding
2029	$6,623,669
2030	$6,723,024
2031	$6,823,869
2032	$6,926,227
2033	$7,030,120
3034	$7,135,572
Average/Year	$6,877,080
Total	$41,262,481

Fiscal Years 2035-2050

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

Table 3: Anticipated Average Annual Transit Funding Fiscal	
Year	Average Funding
2035-2040	$7,519,697
2041-2045	$8,160,550
2046-2050	$8,791,230

Existing Highway Funding Sources

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

National Highway System (NHS)

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

Surface Transportation Program (STP)

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

Bridge Rehabilitation and Replacement

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

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

FHWA/FTA CMAQ

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

State Planning & Research (SPR)

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

MPO Funding

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

Existing State Aid Funding Sources

Betterment Funds

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

Turnpike Funds

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

Fiscal Constraint Calculations

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

Federal Funding Assumptions & Calculation Standards

1. Distribution of revenues to MPOs is based on 50% population and 50% Federal-Aid Eligible Lane Miles. Turnpike Revenues will be based on share of Turnpike Lane Miles
2. Transit Funds are distributed based on current allocations to each transit agency
3. Population data will be from the most recent decennial Census or ODP population estimates
4. Lane mile data will be from NHDOT Roads dataset
5. Discretionary grants and Congressionally Designated Spending "Earmarks" will be listed as a single line item in the tables with notes indicating project/source details
6. Discretionary grants and CDS will not include inflation factors
7. Current inflation rate is 3.7% per year
8. The most recent STIP Fiscal Constraint document will be the source of the financial data for the TIP years.
9. The most recent approved Ten Year Plan "Rainbow Chart" will be the source of data for years 6-10.
10. Years 11+ will be based on the most recent approved Ten Year Plan "Rainbow Chart" plus an inflation of 2% per year in revenues.
11. I-93 Debt service concludes in 2034. Revenues from SB367 will end at that time.
12. Operations and Maintenance is calculated using Turnpike R&R funds, Betterment Funds, and Transit O&M.
13. Highway O&M values derived from NHDOT FY23 Annual Report page F5 Total Budgeted Roads and Bridges Operations and Maintenance and inflated by 2% per year from 2023. (https://www.nh.gov/transparentnh/annual-reports/transportation/documents/fy23.pdf)

14. Due to transit systems overlapping regions, the distribution of funding may show greater than 100% when all MPO values are added together.
15. Other State Funds includes SAB and TIFIA as well as any other State funding programs not explicitly listed elsewhere
16. For years 2035-2050, total project costs are shown, and it is assumed that a 20% match will be raised from non-federal funds. Most federal transportation projects and programs are funded with 80% federal dollars and 20% (non-federal) matching funds.
17. The Strafford region's composite share of federal-aid highway funding is 9.93%. This share is used to illustrate an estimated proportional amount of federal-aid highway funds distributed among the four MPOs in New Hampshire.
18. Programmed local or state match amounts will be made available in a timely manner for any projects that require them.
19. NHDOT has determined that appropriate funds will be available for all projects that include federal funds and are programmed by NHDOT.
20. Because NHDOT is required to demonstrate that programmed federal transportation funds are constrained statewide, SRPC can be confident that the regional portion of the STIP is also constrained.

Condensed Fiscal Constraint Tables - Estimated Available Funds and Programmed Funds 2026-2050

Estimated Funds Available for the Strafford Region

		2025-2028 Transportation Improvement Program				Ten Year Plan	Long Range Plan*		
	Funding Sources	2026	2027	2028	2025-2028	2029-2034*	2035-2040	2041-2045	2046-2050
FHWA	**Highway Formula Funds**	$23,213,056	$23,213,056	$23,213,056	$69,639,169	$157,569,381	$157,569,381	$131,307,817	$131,307,817
	FHWA Subtotal	$29,659,330	$29,065,735	$25,617,693	$84,342,758	$193,810,322	$193,810,322	$161,508,601	$161,508,601
	State Match	$24,824	$0	$0	$24,824	$40,959	$40,959	$34,133	$34,133
	Local/Other Match	$754,020	$1,018,014	$526,730	$2,298,764	$5,186,404	$5,186,404	$4,322,004	$4,322,004
	FHWA Total	$30,438,174	$30,083,748	$26,144,423	$86,666,346	$199,037,685	$199,037,685	$165,864,738	$165,864,738
FTA	**Federal Transit Funds**	$4,684,975	$4,962,511	$5,297,860	$14,945,346	$22,751,938	$22,751,938	$18,959,948	$18,959,948
	State Match	$0	$0	$0	$0	$0	$0	$0	$0
	Local/Other Match	$2,122,114	$2,364,500	$3,979,041	$8,465,654	$15,442,379	$15,442,379	$12,868,649	$12,868,649
	FTA Subtotal	$6,807,089	$7,327,011	$9,276,901	$23,411,000	$38,194,316	$38,194,316	$31,828,597	$31,828,597
Federal Total		**$37,245,263**	**$37,410,759**	**$35,421,324**	**$110,077,346**	**$237,887,349**	**$237,887,349**	**$198,239,458**	**$198,239,458**
State	**State Funds**	$30,888,221	$16,730,027	$17,640,247	$65,258,496	$162,437,683	$259,406,514	$228,520,953	$217,436,973
	Other Matching	$250,980	$173,625	$136,187	$560,791	$677,192	$677,192	$564,294	$564,294
	State Funds Subtotal	$31,139,201	$16,903,652	$17,776,434	$65,819,287	$163,114,876	$260,083,706	$229,085,247	$218,001,267
Federal and State Total		**$68,384,464**	**$54,314,411**	**$53,197,758**	**$175,896,633**	**$401,002,225**	**$497,971,055**	**$427,324,704**	**$416,240,724**
	Toll Credits	$5,931,866	$5,813,147	$5,123,539	$16,868,552	$38,762,064	$38,762,064	$32,301,720	$32,301,720

Estimated Programmed funds For the Strafford Region

		2025-2028 Transportation Improvement Program				Ten Year Plan	Long Range Plan*		
	Funding Sources	2026	2027	2028	2025-2028	2029-2034*	2035-2040	2041-2045	2046-2050
FHWA	**Highway Formula Funds**	$19,559,093	$12,579,944	$17,159,505	$82,592,284	$157,569,381	$157,569,381	$131,307,817	$131,307,817
	FHWA Subtotal	$24,059,093	$15,172,602	$17,159,505	$96,279,725	$193,810,322	$193,810,322	$161,508,601	$161,508,601
	State Match	$0	$0	$0	$0	$40,959	$40,959	$34,133	$34,133
	Local/Other Match	$2,909,291	$1,842,905	$2,725,764	$8,619,599	$5,186,404	$5,186,404	$4,322,004	$4,322,004
	FHWA Total	$26,968,384	$17,015,507	$19,885,269	$104,899,324	$199,037,685	$199,037,685	$165,864,738	$165,864,738
FTA	**Federal Transit Funds**	$4,684,975	$4,962,511	$5,297,860	$19,273,474	$22,751,938	$22,751,938	$18,959,948	$18,959,948
	State Match	$0	$0	$0	$0	$0	$0	$0	$0
	Local/Other Match	$2,122,114	$2,364,500	$3,979,041	$10,294,919	$15,442,379	$15,442,379	$12,868,649	$12,868,649
	FTA Subtotal	$6,807,089	$7,327,011	$9,276,901	$29,568,393	$38,194,316	$38,194,316	$31,828,597	$31,828,597
Federal Total		**$33,775,473**	**$24,342,518**	**$29,162,169**	**$134,467,717**	**$237,887,349**	**$237,887,349**	**$198,239,458**	**$198,239,458**
State	**State Funds**	$6,896,316	$3,840,961	$0	$30,452,785	$162,437,683	$259,406,514	$228,520,953	$217,436,973
	Other Matching	$2,909,291	$1,842,905	$2,725,764	$8,619,599	$677,192	$677,192	$564,294	$564,294
	State Funds Subtotal	$9,805,608	$5,683,866	$2,725,764	$39,072,384	$163,114,876	$260,083,706	$229,085,247	$218,001,267
Federal and State Total		**$43,581,081**	**$30,026,384**	**$31,887,933**	**$173,540,100**	**$401,002,225**	**$497,971,055**	**$427,324,704**	**$416,240,724**
	Toll Credits	$3,120,113	$2,417,720	$2,799,821	$11,970,635	$38,762,064	$38,762,064	$32,301,720	$32,301,720

Estimate of Available Funds for the SRPC Region 2026-2050

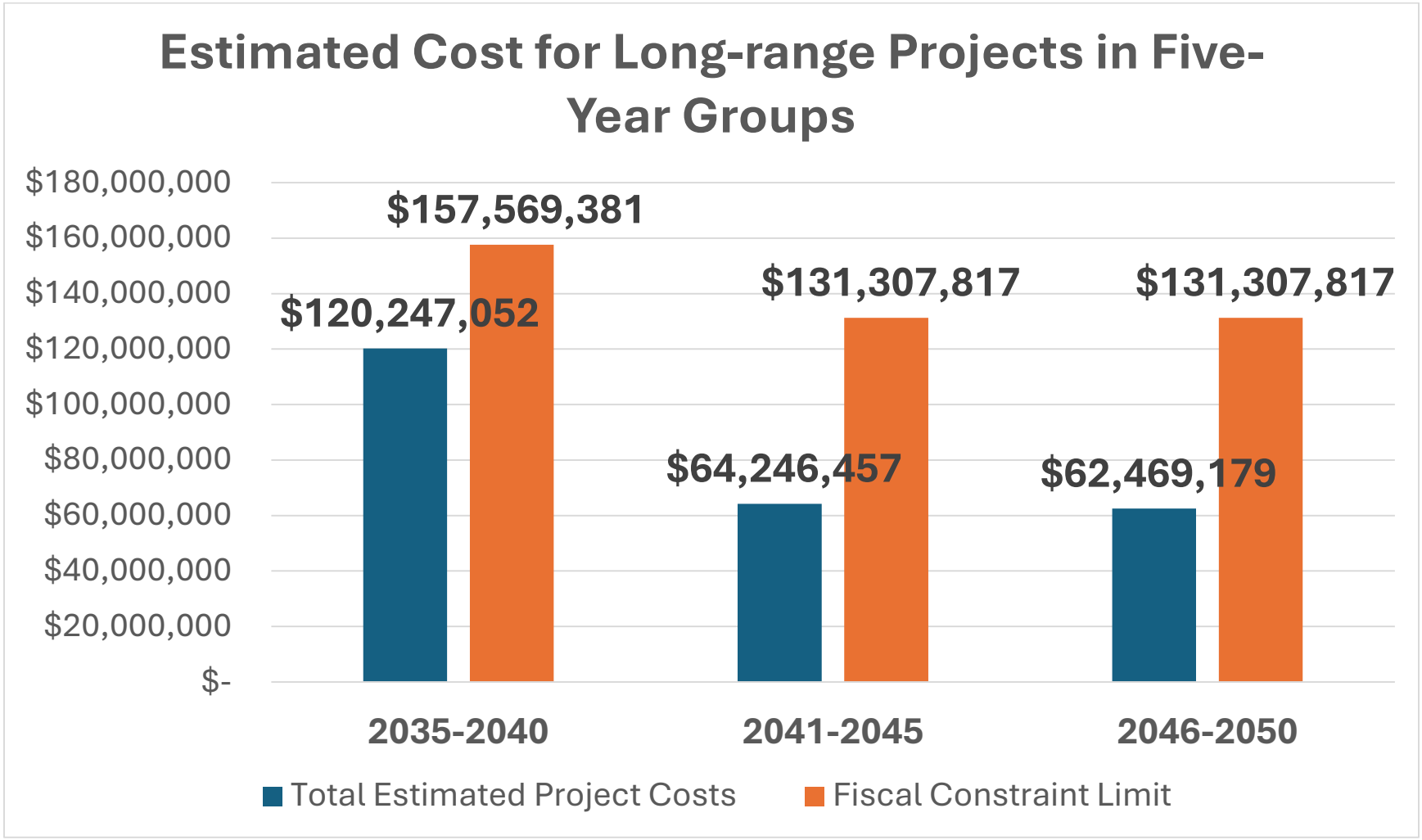
	Programs	2025-2028 Transportation Improvement Program 2026	2027	2028	2025-2028	Ten Year Plan 2029-2034*	Long Range Plan* 2035-2040	2041-2045	2046-2050
FHWA	CMAQ	$1,187,741	$1,187,741	$1,187,741	$3,563,224	$8,041,377	$8,041,377	$6,701,148	$6,701,148
	CRP	$550,353	$550,353	$550,353	$1,651,058	$3,726,058	$3,726,058	$3,105,048	$3,105,048
	HSIP	$1,290,754	$1,290,754	$1,290,754	$3,872,262	$8,730,721	$8,730,721	$7,275,600	$7,275,600
	NHFP	$603,547	$603,547	$603,547	$1,810,642	$4,086,201	$4,086,201	$3,405,168	$3,405,168
	NHPP	$12,170,153	$12,170,153	$12,170,153	$36,510,459	$82,378,052	$82,378,052	$68,648,377	$68,648,377
	PROTECT	$625,790	$625,790	$625,790	$1,877,371	$4,236,795	$4,236,795	$3,530,662	$3,530,662
	REC Trails	$124,642	$124,642	$124,642	$373,925	$1,112,560	$1,112,560	$927,134	$927,134
	Rail-Highway	$79,958	$79,958	$79,958	$239,874	$689,186	$689,186	$574,321	$574,321
	SPR	$657,283	$657,283	$657,283	$1,971,849	$4,473,141	$4,473,141	$3,727,618	$3,727,618
	STBG	$5,355,719	$5,355,719	$5,355,719	$16,067,157	$36,264,180	$36,264,180	$30,220,150	$30,220,150
	TAP	$567,116	$567,116	$567,116	$1,701,347	$3,831,109	$3,831,109	$3,192,591	$3,192,591
	Total Formula	**$23,213,056**	**$23,213,056**	**$23,213,056**	**$69,639,169**	**$157,569,381**	**$157,569,381**	**$131,307,817**	**$131,307,817**
	Non-Formula Funds	$4,230,373	$4,068,687	$2,404,637	$10,703,697	$36,240,941	$36,240,941	$30,200,784	$30,200,784
	Redistribution	$0	$0	$0	$0	$0	$0	$0	$0
	Discretionary Grants	$2,215,901	$1,783,991	$0	$3,999,892	$0	$0	$0	$0
	FHWA Subtotal	**$29,659,330**	**$29,065,735**	**$25,617,693**	**$84,342,758**	**$193,810,322**	**$193,810,322**	**$161,508,601**	**$161,508,601**
	State Match	$24,824	$0	$0	$24,824	$40,959	$40,959	$34,133	$34,133
	Local/Other Match	$754,020	$1,018,014	$526,730	$2,298,764	$5,186,404	$5,186,404	$4,322,004	$4,322,004
	FHWA Total	**$30,438,174**	**$30,083,748**	**$26,144,423**	**$86,666,346**	**$199,037,685**	**$199,037,685**	**$165,864,738**	**$165,864,738**
FTA	FTA 5307	$4,123,975	$4,401,511	$4,736,860	$13,262,346	$19,860,329	$19,860,329	$16,550,274	$16,550,274
	FTA 5310	$561,000	$561,000	$561,000	$1,683,000	$2,891,609	$2,891,609	$2,409,674	$2,409,674
	FTA 5311	$0	$0	$0	$0	$0	$0	$0	$0
	FTA 5339	$0	$0	$0	$0	$0	$0	$0	$0
	Discretionary Grants	$0	$0	$0	$0	$0	$0	$0	$0
	FTA Sub-Total	**$4,684,975**	**$4,962,511**	**$5,297,860**	**$14,945,346**	**$22,751,938**	**$22,751,938**	**$18,959,948**	**$18,959,948**
	State Match	$0	$0	$0	$0	$0	$0	$0	$0
	Local/Other Match	$2,122,114	$2,364,500	$3,979,041	$8,465,654	$15,442,379	$15,442,379	$12,868,649	$12,868,649
	FTA Total	**$6,807,089**	**$7,327,011**	**$9,276,901**	**$23,411,000**	**$38,194,316**	**$38,194,316**	**$31,828,597**	**$31,828,597**
	Rail	$0	$0	$0	$0	$655,348	$655,348	$546,123	$546,123
	Federal Total	**$37,245,263**	**$37,410,759**	**$35,421,324**	**$110,077,346**	**$237,887,349**	**$237,887,349**	**$198,239,458**	**$198,239,458**
State Funds	Betterment	$1,869,137	$1,341,407	$1,377,651	$4,588,194	$14,471,265	$129,007,382	$119,855,017	$132,329,624
	SB367	$5,459,929	$3,271,162	$3,281,927	$12,013,018	$13,946,987	$0	$0	$0
	Turnpike Capital	$9,648,653	$11,993,664	$7,249,779	$28,892,097	$104,178,425	$104,178,425	$86,815,347	$63,256,760
	Turnpike Renewal	$13,525,647	$0	$5,730,890	$19,256,537	$26,220,707	$26,220,707	$21,850,589	$21,850,589
	Other State Funds	$384,856	$123,795	$0	$508,650	$3,620,299	$0	$0	$0
	State Subtotal	**$30,888,221**	**$16,730,027**	**$17,640,247**	**$65,258,496**	**$162,437,683**	**$259,406,514**	**$228,520,953**	**$217,436,973**
	Other Matching	$250,980	$173,625	$136,187	$560,791	$677,192	$677,192	$564,294	$564,294
	State Funds Total	**$31,139,201**	**$16,903,652**	**$17,776,434**	**$65,819,287**	**$163,114,876**	**$260,083,706**	**$229,085,247**	**$218,001,267**
	Total	**$68,384,464**	**$54,314,411**	**$53,197,758**	**$175,896,633**	**$401,002,225**	**$497,971,055**	**$427,324,704**	**$416,240,724**
	Toll Credits	$5,931,866	$5,813,147	$5,123,539	$16,868,552	$38,762,064	$38,762,064	$32,301,720	$32,301,720

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

Funds Programmed for Transportation Projects in the SRPC Region 2026-2050

	Programs	2025-2028 Transportation Improvement Program 2026	2027	2028	Ten Year Plan 2029-2034	Long Range Plan 2035-2040	2041-2045	2046-2050
FHWA	CMAQ	$5,046,827	$57,096	$1,223,953	$2,835,355			
	CRP	$1,588,524	$0	$0	$0			
	HSIP	$0	$0	$0	$7,256,097	**Not possible to estimate funds by individual program area for the Long Range Plan.**		
	NHFP	$0	$0	$0	$0			
	NHPP	$0	$0	$4,797,971	$42,649,321			
	PROTECT	$0	$0	$0	$0			
	REC Trails	$0	$0	$0	$747,850			
	Rail-Highway	$0	$0	$0	$535,564	**Total Formula Funds in the row below are used to estimate overall funds that will be available for future SRPC projects.**		
	SPR	$0	$0	$0	$0			
	STBG	$12,923,742	$12,522,848	$11,137,580	$71,576,318			
	TAP	$0	$0	$0	$3,356,458			
	Total Formula	**$19,559,093**	**$12,579,944**	**$17,159,505**	**$128,956,962**	**$157,569,381**	**$131,307,817**	**$131,307,817**
	Non-Formula Funds	$4,500,000	$2,592,658	$0	$7,482,743			
	Redistribution	$0	$0	$0	$0	**Not possible to estimate funds by individual program area for the Long Range Plan.**		
	Discretionary Grants	$0	$0	$0	$0			
	FHWA Subtotal	**$24,059,093**	**$15,172,602**	**$17,159,505**	**$136,439,705**	**$157,569,381**	**$131,307,817**	**$131,307,817**
	State Match	$0	$0	$0	$0	**Not possible to estimate funds by individual program area for the Long Range Plan.**		
	Local/Other Match	$2,909,291	$1,842,905	$2,725,764	$0			
	FHWA Total	**$26,968,384**	**$17,015,507**	**$19,885,269**	**$136,439,705**	**$157,569,381**	**$131,307,817**	**$131,307,817**
FTA	FTA 5307	$4,123,975	$4,401,511	$4,736,860	$41,795,022	$19,860,329	$16,550,274	$16,550,274
	FTA 5310	$561,000	$561,000	$561,000	$1,132,303	$2,891,609	$2,409,674	$2,409,674
	FTA 5311				$0			
	FTA 5339	**Federal transit dollars in these programs are applied for by individual transit providers on an annual or biennial basis.**			$3,150,810	**Federal transit dollars in these programs are applied for by individual transit providers on an annual or biennial basis.**		
	Discretionary Grants				$0			
	FTA Sub-Total	**$4,684,975**	**$4,962,511**	**$5,297,860**	**$46,078,135**	**$22,751,938**	**$18,959,948**	**$18,959,948**
	State Match	$0	$0	$0	$393,851	**Not possible to estimate funds by individual program area for the Long Range Plan.**		
	Local/Other Match	$2,122,114	$2,364,500	$3,979,041	$17,361,851			
	FTA Total	**$6,807,089**	**$7,327,011**	**$9,276,901**	**$63,833,837**	**$22,751,938**	**$18,959,948**	**$18,959,948**
	Rail	$0	$0	$0	$0			
	Federal Total	**$33,775,473**	**$24,342,518**	**$29,162,169**	**$200,273,542**	**$180,321,318**	**$150,267,765**	**$150,267,765**
State Funds	Betterment	$0	$0	$0	$2,680,967			
	SB367	$171,316	$49,067	$0	$0			
	Turnpike Capital	$0	$0	$0	$0			
	Turnpike Renewal	$6,725,000	$3,791,894	$0	$26,220,707	$26,220,707	$21,850,589	$21,850,589
	Other State Funds	$0	$0	$0	$18,320			
	State Subtotal	**$6,896,316**	**$3,840,961**	**$0**	**$28,919,994**	**$26,220,707**	**$21,850,589**	**$21,850,589**
	Other Matching	$2,909,291	$1,842,905	$2,725,764	$12,448,151			
	State Funds Total	**$9,805,608**	**$5,683,866**	**$2,725,764**	**$41,368,145**	**$26,220,707**	**$21,850,589**	**$21,850,589**
	Total	**$43,581,081**	**$30,026,384**	**$31,887,933**	**$241,641,687**	**$206,542,025**	**$172,118,354**	**$172,118,354**
	Toll Credits	$3,120,113	$2,417,720	$2,799,821	$27,287,941	$31,513,876	$26,261,563	$26,261,563

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



Operations & Maintenance

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

Operations and Maintenance Funding

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

Estimate of Operations and Maintenance Needs

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

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

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

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

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

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

Appendix A – Project lists

2025 – 2028 Transportation Improvement Program,

Appendix B – Project lists

Ten Year Transportation Plan (years 2029 – 2034)

Appendix C – Project lists

Metropolitan Transportation Plan (years 2035 – 2045)

Barrington

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L01003	Route 125 / Old Green Hill Road/Scruton Pond Road	Implement RSA recommendations and concepts	Vision			Vision Project	
L01004	Route 125 / Newtown Plains Road / Pierce Rd	Intersection safety improvements	Vision			Vision Project	
L01005	Route 125 / Beauty Hill Road / Winkley Pond Road	Implement RSA recommendations and concepts	2040			Vision Project	
L01006	Province Rd & NH125	Intersection Signalization	Vision			Vision Project	
L01007	Route 126 over the Isinglass, 1 mile north of 202	Bridge rehab- resurfacing and widening shoulders. Exempt from Air Quality (no new capacity necessary)	2035-2040			Vision Project	
L01009	Young Rd	Young Rd from Beauty Hill Rd to France Rd. Upgrade three culverts; improve bicycle and pedestrian access and safety	Vision			Vision Project	
L01010	Tolend Rd	Assess road structures, design, and layout; make recommendations for vehicle and bicycle safety	2040	$ -	$ -	$ -	$ 3,403,721

Brookfield

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L02001	Moose Mountain Road over Hanson Brook	Bridge rehab	Vision			Vision Project	
L02002	Lyford Road & Route 109 Governor Wentworth Highway	Intersection realignment and sight distance improvements	2040	$ 60,000	$ 45,000	$ 400,000	$ 656,432

Dover	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L03001	Central Ave (from Silver St to Jenness st)	Complete streets improvements including bicycle and pedestrian, intersection lighting, and signal technology for emergency and transit vehicles. Paired with utilities upgrades	2040	$ -	$ -	$ 12,000,000	$ 14,162,500
L03002	Columbus Avenue & NH 9		Vision		Vision Project		
L03004	Sixth Street over Blackwater Brook	Bridge Rebuild- resurfacing and widening shoulders. Exempt from Air Quality (no new capacity necessary)	Vision		Vision Project		
L03005	Route 16B (Old Dover/Rochester Rd)	5.8 Miles of Old Dover/Rochester Rd from NH125 (Columbus Ave in Rochester) to Long Hill Rd in Dover. Shoulder expansion and improvements to increase bicycle safety.	Vision		Vision Project		
L03006	NH 108 over Bellamy River	Multi-lane roundabouts at Mill St and Back river Rd (at each end of the bridge).	2050	$ 1,200,000	$ 750,000	$ 6,000,000	$ 10,289,057
L03009	Finch Lane to Mill St	Approx. 4,500 ft non-paved pedestrian path from Finch Lane. May require elevated boardwalk through tidal wetlands (approx. 1,200 feet) and bank stabilization.	Vision		Vision Project		
L03011	NH16 Exit 8W (Spaulding Tpk)	Close Exit 8W. Potential capacity improvements to Silver St roundabout and NH16 onramp.	Vision		Vision Project		
L03012	Chestnut/Central/Main/Washington	New traffic circulation and multimodal safety improvements on Central Ave (between Silver St and Sixth St), Washington St (between Central Ave and Main St), Main St (between Washington St and Central Ave), and Chestnut St (between Washington and and Sixth St).	Vision		Vision Project		
L03013	Knox Marsh Rd (NH155)	Approximately 2,300 linear feet of sidewalk along the westbound from around 45 Knox Marsh Rd to 239 Knox Marsh Rd	Vision		Vision Project		

Durham	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L04002	Route 4 (East of NH108)	Safety and access management improvements along US4; 600 ft in either direction from Wagon Hill Farm entrance	Vision			Vision Project	
L04003	NH108/Canney Rd	North of Canney Rd on NH108 . Install mid-block crossing with pedestrian-activated rectangular rapid flashing beacon with advanced warning lights. Install ADA level-landings at crossing.	2045	$ 7,847	$ 3,338	$ 52,310	$ 82,838
L04005	Main Street/Garrison Ave Intersection	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	Vision			Vision Project	
L04006	Main Street/Garrison Ave Intersection	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	Vision			Vision Project	
L04007	Main St/Pettee Brook Lane/Quad Way	100 ft diameter from intersection centroid. Bicycle and pedestrian safety improvements.	Vision			Vision Project	
L04008	Durham Point Road/Bay Rd	Repaving and safety improvements	2040	$ 200,000	$ 10,000	$ 2,787,000	$ 3,958,107
L04009	UNH Wildcat Transit	N/A - ongoing CMAQ project for bus replacement	Vision			Vision Project	
L04010	Durham Point Road/Bay Rd over Crommet Creek	Bridge rehab/rebuild to ensure structural safety and compatibility with sea level rise and storm surge	2045	$ 800,000	$ 500,000	$ 4,000,000	$ 6,859,371
L04011	Route 108/Main Street	Long-term project Needs to be developed	Vision			Vision Project	
L04012	Main Street bridge over CSX/Amtrak line	Needs to be developed	Vision			Vision Project	
L04013	North Underpass	Construct roadway underpass of rail line connecting North Drive with Strafford Avenue and Depot Road.	Vision			Vision Project	
L04014	Main St, Pettee Brook Rd, Madbury Rd	Study options for return to two-way traffic flow in downtown core	Vision			Vision Project	

Farmington	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L05002	Route 11 & Spring Street	Intersection realignment; add left only turn lane on Route 11 East approaching the intersection; improve median island at the intersection and provide lighting.	2045	$ 67,500	$ 45,000	$ 450,000	$ 731,847
L05003	Downtown	Overall study of downtown traffic and ped safety, parking and access, utilities improvements	Vision	Vision Project			
L05004	Route 11 & River Road	Intersection Improvements to provide Left Only turn lane onto River Road or possible extension of the center turn lane to provide a safe area for tuning vehicles. Additional lighting near intersections may also improve conditions	Vision	Vision Project			
L05005	Route 11 & Trotting Park Road	Needs to be developed	Vision	Vision Project			
L05006	Route 11 & Trotting Park Road / Ridge Road	Needs to be developed	Vision	Vision Project			
L05007	Route 11 & Central Street & Flagstone Ave	Needs to be developed	Vision	Vision Project			
L05008	Route 11 & High Street	Needs to be developed	Vision	Vision Project			
L05009	Central St (NH75) & Main St (NH153)	Install shared lane markings (Sharrows) on Downtown main streets: Central St from Cocheco bridge to Main St; Main St from Cocheco Bridge to Bay Rd (by park)	2050	$ 4,153	NA	$ 27,688	$ 38,494
L05010	Main St (NH153) & NH11 intersection	Safety improvements for vehicles and pedestrians	Vision	$ -	$ -	$ -	$ -
L05011	NH11 & Places Xing Ln	Trail crossing safety improvements	Vision	$ -	$ -	$ -	$ 11,120,000

Lee	Long range projects to be developed for future funding						
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L06001	Route 125, Kelsey Road	Install left-turn lane	2050			Vision Project	
L06002	Route 125, George Bennett Road	Intersection realignment and improved grade on the approach of George Bennett Road. Possible future signal (Route 125 Corridor Study)	Vision			Vision Project	
L06003	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	Convert to single lane roundabout	2036	$ 180,000	$ 20,000	$ 909,000	$ 1,446,171
L06004	087/084 Cartland Road over Little River	Bridge Replacement.	Vision			Vision Project	
L06005	Route 155 (Wadleigh Falls Road) & Route 152 (North River Road)	Intersection realignment to improve traffic safety	2050	$ 52,500	$ 37,500	$ 350,000	$ 572,165
L06006	Route 125 / Pinkham Road	Intersection realignment, designated turning lanes (Route 125 Corridor & Land Use Study)	Vision			Vision Project	
L06007	NH152	0	Vision	$ -	$ -	$ -	$ -
L06008	NH155 (Mast Rd)	2,100 foot long, 10 foot wide separated multi-use path along southbound side of NH155	2050	$ 90,000	$ 10,000	$ 479,000	$ 755,702
L06009	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	Realign West Mill Pond Rd (Lee Hill Rd) to reduce skew at NH155 intersection. Convert NH155/Lee Hook Rd to be 4-way stop-controlled. (scope and estimate developed by VHB in 2022)	2036	$ -	$ -	$ -	$ 1,241,835
L06010	US4 @ Lee Market Place entrance	traffic safety improvements	Vision	$ -	$ -	$ -	$ -

Madbury

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L07001	Route 9 & French Cross/Old Stage Rd	Remove additional pavement and entry to Old Stage Rd. Replace with right-turn decel lane for NH9 EB traffic onto Old Stage Rd.	2040	$ 37,500	$ 30,000	$ 250,000	$ 412,483
L07002	Route 108 and Freshet Road	Remove excess pavement,	2040	$ 60,000	$ 45,000	$ 400,000	$ 656,432
L07004	NH155/Madbury Road	Safety improvements	2040	$ -	$ -	$ 1,344,000	$ 1,586,200

Middleton

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L08001	Wakefield Road/Kings Hwy & Route 153	Scope to be developed. Intersection is adjacent to the Deprizio Mill and Middleton Building Supply. Regular truck traffic. Need safety improvements needed to address freight traffic safety.	2040			Vision Project	
L08002	Route 153 & Route 125/16B (Wakefield TL)	Scope to be developed. Need to study crash data to assess specific safety hazards. Use safety analysis software to generate alternatives, and determine ideal response.	Vision			Vision Project	
L08003	Sunrise Lake area	Scope to be developed. Investment into establishing a community trail network	Vision			Vision Project	
L08004	New Durham Road & Silver St.	Scope to be developed. Intersection safety and alignment	Vision			Vision Project	

Milton

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L09002	Exit 17 on Route 16	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Electric vehicle charging stations.	2040	$ 105,000	$ 91,500	$ 700,000	$ 1,163,803
L09003	Southern access point to Dawson Street on Route 125	Identify the community preferred intersections and limit access on unnecessary intersections to reduce collision potential	Vision			Vision Project	
L09004	124/116 Spaulding TPK over Jones Access Road	Rebuild to increase underpass clearance.	Vision			Vision Project	
L09005	NH125 (White Mtn Hwy) through town center: Dawson St to Depot Pond Rd	Install shared lane markings (Sharrows) along NH125 (White Mtn Hwy) through town center from Dawson St to Depot Pond Rd	2045	NA	NA	$ 15,000	$ 19,969

New Durham

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L10001	Town Hall on Main Street	950 feet from the fire station to the elementary school. Construct sidewalks near town center connecting government buildings and school	2045	$ 45,000	$ 37,500	$ 300,000	$ 496,750
L10002	Route 11 & Davis Crossing Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions	2045	$ 60,000	$ 45,000	$ 400,000	$ 656,432
L10003	Route 11 & Tash Road	Intersection Realignment to make approaches perpendicular to Route 11, add center turn lanes	2045	$ 75,000	$ 60,000	$ 500,000	$ 824,966
L10004	Route 11 & Berry Road / Depot Road	Intersection Realignment to make approaches perpendicular to Route 11. Close one entrance to the roadside facility (3 total access points to this establishment in 300 FT)	Vision	Vision Project			
L10005	Powder Mill Fish Hatchery	Pedestrian Safety Improvements, Bike lanes, crosswalks	Vision	Vision Project			
L10006	Route 11 & Quaker Road / Valley Road	Intersection Safety Improvements, add designated turning lanes to decrease incidence of rear collisions	Vision	Vision Project			
L10007	Park and Ride on Route 11	Construct a 30-50 space park and ride (with space for future expansion) with utilities for future transit and other user amenities (restrooms). Locate on Route 11. Potential site near Johnson's seafood.	2050	$ 105,000	$ 91,500	$ 700,000	$ 1,163,803

Newmarket

Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L11001	Gerry Ave, S Main St, and Exeter St (triangle)	Close eastbound lane of South Main St (NH152) between South St and NH108 intersection; Re-route eastbound NH152 traffic onto Gerry Ave; potential traffic control improvements at adjacent intersections	2050	$ 100,000	$ 10,000	$ 659,000	$ 1,007,133
L11002	098/079 Grant Road over the Piscassic River	Bridge Rebuild/Rehab. Increase Shoulder width to provide safer conditions for Bike/Ped Functionally Obsolete. Narrow shoulder on the bridge, commuter route, and on a primary route to access the Newmarket Schools (1/2 mile).	Vision	Vision Project			
L11003	The intersection of Ash Swamp and Route 152	Intersection realignment & safety improvements	2045	$ 52,500	$ 37,500	$ 350,000	$ 572,165
L11004	Beech St Extension	New passenger rail station. There is a current parking lot with a small vacant building that could be converted to a rail stop along the Downeaster line.	Vision	Vision Project			
L11005	CXS rail over NH108 south of New Rd	Upgrade rail crossing and improve alignment to improve pedestrian safety	Vision	Vision Project			
L11006	Rockingham Branch Rail Line Improvements	Rail Line Improvements to bring rail up to national freight standards and restore rail on the state owned rail ROW to Pease Tradeport	Vision	Vision Project			
L11007	New Road over the Rockingham Branch	Bridge Rebuild. Increase bridge elevation over the rail to allow for double stacking freight.	Vision	Vision Project			
L11008	Rockingham Recreational Trail	Clear vegetation for new gravel parking lot expansion	Vision	Vision Project			
L11009	NH108 over CSX freight Spur toward Portsmouth	Improve bicycle safety on NH108 from Ash Swamp Rd to New Rd (.37 miles)	2045	$ 41,429	$ 27,619	$ 276,191	$ 449,177
L11010	NH152	Improve bicycle safety on 2.5 miles of NH152 from LEE border to Gerry Ave	2046-2050	$ 372,012	$ 186,006	$ 1,860,062	$ 3,134,832
L11011	NH108 / Bennett Way / Terrace Dr.	Implement concepts from RSA along NH108 between Bennett Way and Terrace Dr.	Vision	$ -	$ -	$ 2,225,000	$ 2,625,964

Northwood — Long range projects to be developed for future funding

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

Nottingham — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L13002	108/020 NH 156 over Pawtuckaway River	Future Bridge widening during rehab/reconstruction to create wider shoulders.	Vision			Vision Project	
L13003	NH 152 & NH 156 intersection	Change the intersection to 90 degrees	2046-2050	$ 60,000	$ 30,000	$ 400,000	$ 638,729

Regional — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
R01001	Boston-Portland Rail Line	Entire Pan Am line in NH. Upgrade bridges and other crossings to accept double-stack freight.	Vision	$ -	NA	$ -	$ -
R01002	Boston-Portland Rail Line	upgrade all bridges along line to enable double-stack freight cars	Vision			Vision Project	
R01003	COAST	Construct an Administration, Operations, and Maintenance Facility along with a Vehicle Storage Building	2035-2040	$ -	$ -	$ 19,500,000	$ 19,500,000
R01004	Regional	Transit signal prioritization on all signals along COAST & Wildcat routes in Dover	2046-2050	$ 90,000	NA	$ 600,000	$ 904,984
R01005	Boston-Portland Rail Line	Upgrade rails on siding between Rollinsford and Dover	2035-2040	$ 241,000	NA	$ 1,205,000	$ 1,888,617
R01007	NHN or CSX Rails	Feasibility and economic impact study of a regional trans-loading facility along the NHN or CSX rails	Vision			Vision Project	
R01008	Multiple	Develop cost estimates and conceptual designs for ten priority tidal culverts in SRPC region.	Vision			Vision Project	

Rochester		Long range projects to be developed for future funding					
Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L14003	Salmon Falls Road 1	Pedestrian and bicycle accessibility and safety improvements. Build two miles of sidewalk between Portland St and Whitehall Rd. From Whitehall Rd to the Somersworth T/L (2.5 Miles), widen shoulders and improve signage and lane markings to improve safety for cyclists and pedestrians.	Vision		Vision Project		
L14004	Salmon Falls Road 2	Pedestrian and bicycle accessibility and safety improvements. From Whitehall Rd to the Somersworth T/L (2.5 Miles), widen shoulders and improve signage and lane markings to improve safety for cyclists and pedestrians.	Vision		Vision Project		
L14005	149/113 NH 125 over Cocheco River	Bridge Rehab and widening.	Vision		Vision Project		
L14006	Old Dover Rd	Old Dover Rd between NH 125 and Tebbetts Rd: Some shoulder widening, painting, and intersection improvements including the delineation of walkways and/or bike lanes.	Vision		Vision Project		
L14007	US Route 202	5,200 feet of US202 from Salmon Falls Rd to Main St in East Rochester center. New sidewalk where it doesn't exist and upgrades where it does, streetscaping, bike lanes, traffic calming.	Vision		Vision Project		
L14009	North Main St (NH 202A)	Approx. 900 ft of North Main St from intersection of NH202A and North Main St to Cocheco River bridge. Improve the segment with bicycle, pedestrian, and streetscape enhancements. Improve visibility and safety and mid-block crossings. Improve alignment and traffic flow at intersection of Pine St, River St, and Cove St with North Main St.	2041-2045	$ 300,000	$ -	$ 1,500,000	$ 2,350,975
L14010	North Main St, Chestnut Hill Rd	Feasibility study: Construction of a new bridge over the Cocheco from Chestnut Hill Rd to St. James Terrace and a new connector road to North Main Street.	2046-2050	NA	NA	$ 500,000	$ 665,638
L14013	Downtown and trails	Project includes four phases with individual components: 1) access, trails, and wayfinding in the Hanson Pines; 2) bicycle and pedestrian facility and streetscape improvements in the downtown; 3) bicycle and pedestrian facility and streetscape improvements along North Main St; and 4) recreation site development at the end of River St across the river from the Wyandotte Mills.	2035-2040	NA	NA	NA	$ 3,383,163

Rollinsford — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)

Somersworth — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L16001	West High St/Maple St/Sunset Drive	Individual recommendations and alternatives from 2023 Road Safety Audit: [medium term] consolidate pedestrian crossings, lighting improvements, install a dynamic speed feedback sign (CMF #6885 = 0.95) on the eastbound approach to the intersection, Provide gateway treatment west of James Avenue (CMF #2430 = 0.83). [Long term]: Install median islands with RRFB's for each approach, Reduce the intersection to four legs and reduce skew (Close the end of Sunset Drive to vehicular traffic, maintaining pedestrian access. Construct a new access road from Albert Street to Maple Street), Convert intersection to roundabout.	2035-2040	$ 80,000	$ 10,000	$ 477,000	$ 741,237
L16002	Main St (from High St to River St)	Complete Streets improvements for bicycles, pedestrians, parking, and downtown storefront streetscaping along 4,000 feet of Main St from John Parsons's Dr. to Indigo Hill Rd.	2041	$ -	$ -	$ -	$ 8,000,000
L16005	Malley Farm and adjacent trails	Improve trails in Malley Farm areas and connect them south to existing trails to Rollinsford and north to Somersworth sidewalk network.	2035-2040	$ 372,012	$ 186,006	$ 1,860,062	$ 2,806,996

Strafford — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)

Wakefield — Long range projects to be developed for future funding

Project_#	Road	Scope_Location	Construction Year	Preliminary Engineering	ROW	Construction	Total (+inflation)
L18001	Route 109 through the downtown	Bicycle and pedestrian improvements	Vision		Vision Project		
L18003	Route 153	Traffic calming/safety improvements/restriping	Vision		Vision Project		
L18005	104/042 NH 16 over NHNCRR	Lower rail bed or increase bridge clearance in a future bridge rebuild	Vision		Vision Project		

Environmental Impacts & Mitigation Strategies

Introduction

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

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

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

Preliminary Impact Analysis

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

- Planning projects.
- Bridge replacement or enhancement projects that may result in temporary disturbance but will not have permanent increased impacts.
- Projects involving widening along corridors that have already been built up (e.g., an existing downtown or commercial corridor).

- Projects that are conceptual or visionary are not evaluated until they have a clear purpose and scope.
- Projects involving realignment of a roadway for safety improvements would likely have minimal long-term impacts, but such projects will be assessed on a case-by-case basis.

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

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

Historic and Cultural Resources

New Hampshire is full of historic and cultural resources that can be damaged or lost if they are not considered in the early project planning phases. SRPC has access to comprehensive databases of such resources that can identify potential conflicts with planned projects and help preserve important historic resources. Staff will also collaborate with local historical societies who have on-the-ground knowledge about historic sites that may be impacted by planned transportation projects. Some projects, such as rail trails, are opportunities to celebrate the region's past while reviving old infrastructure for a new purpose.

Impact Mitigation Strategies

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

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

Air Quality Conformity

Purpose

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

Current Status

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

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

2018 Court Decision

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

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

The latest planning assumptions and fiscal constraints described in the 2026–2050 Metro Plan and the 2025–2028 TIP show that the documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Major Projects – Anticipated Benefits and Potential Impacts

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

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

Species of Concern	endangered species/species of concern will need to be assessed with Pokamoonshine Brook and wetlands
Contamination Hazards	Salt contamination related to Pokamoonshine Brook
People & Neighborhoods	Project would increase walkability and connectivity for Farmington residents.
Title VI Populations	Minority populations are under 12% in Farmington
Environmental Justice Populations	Census tract number 870 shows 10% of population with no vehicle access. All Farmington shows Low Income Population of 15.79% and Population in Poverty of 13.52%

Municipality and Project Number	**Somersworth (project L16001 in the Metro Plan out years)**
Project Location	West High St/Maple St/Sunset Drive intersection
Project Scope	Relocate pedestrian crosswalks across High St to west of Maple and east of Sunset. One pedestrian refuge median island with plantings on each approach of High St. Eliminate excess pavement in Maple/High St corner and replace with planted median island.
Project Need	This project is on NH236 which connects Somersworth downtown to NH108. It is in a residential area near schools and other community centers so pedestrian and traffic safety are both critical.
Implementation Status	This project is currently in the Metro Plan out years and is being developed with city staff for future inclusion in the Ten Year Plan or application through another funding source.
Objectives & Anticipated Benefits	
Safety	This is a safety project on a primary corridor in a residential area surrounding the City's schools. There have not been serious crashes here yet, but traffic volumes will rise with the city's growth. The intention is to increase walkability in neighborhoods and ensure continued safety.
Accessibility	This project will directly connect to existing and programmed pedestrian safety projects funded through the Transportation Alternatives program and Ten Year Plan.
Potential Impacts and Mitigation Strategies	
Environmental	

Air Quality	Congestion is not a regular factor at this location. Benefits are primarily for driver and pedestrian safety.
Noise	Limited impacts expected. Proposed design will likely slow vehicle speeds and reduce engine noise.
Water Quality	No additional pavement needed; no impacts expected.
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Project is near historic district. No impacts anticipated; could improve walking access to local historic sites.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	No adjacent remediation or potential contamination
People & Neighborhoods	
Title VI Populations	Census tract 830.01 has a minority population of 14.41%
Environmental Justice Populations	Census tract 830.01 in Somersworth shows Low Income Population of 21.71% and population in poverty of 9.24%

Municipality and Project Number	**Dover (L03006 in the Metro Plan out years)**
Project Location	NH108 bridge over the Bellamy River
Project Scope	Multi-lane roundabouts at Mill St and Back river Rd (at each end of the bridge).
Project Need	This is a highly congested section of corridor that is important for regional commuting at an interchange with local and turnpike traffic. Schools, healthcare facilities, and commercial developments are adjacent or nearby.
Implementation Status	This is currently a long-range project. Dover has conducted studies with consultants for traffic analysis and initial alternative design. Design and construction of this project will require coordination with NHDOT turnpikes.
Objectives & Anticipated Benefits	
Congestion	Reducing congestion and improving travel times is a goal for the region, and a federal performance goal. Analysis of NPMRDS travel data in 2019 confirms congestion is

	regular throughout the day and especially heavy during peak morning and evening travel periods.
Safety	This location has numerous, complex turning movements. Roundabouts create much safer traffic flow and have significant reductions in fatal and severe injuries. Project design should carefully consider opportunities to improve bicycle and pedestrian safety is at the juncture of planned expansion of the community trail and access to a new walking path along the Bellamy River.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Heavy congestion leads to localized air quality impacts. A new configuration with roundabouts would improve traffic flow and reduce wait times that lead to decreased air quality.
Noise	Noise levels would likely not change.
Water Quality	Dover is an MS4 community. Special attention should be paid to stormwater treatment.
Wetlands	The current design would not require widening of the existing bridge and eliminate potential impacts to adjacent wetlands.
Riparian Habitats	The current design would not require widening of the existing bridge and eliminate potential impacts to the adjacent river.
Floodplains	The current design would not require widening of the existing bridge but options for increasing the resilience of the infrastructure should be considered since this project is in a floodplain.
Archaeological and Cultural Resources	The Sawyer Woolen Mills is listed on the national historic building register. Archaeological resources are potentially present due to the proximity to the 108 bridge.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	Minimal impacts anticipated - Nearest site is 200 feet from bridge
Climate Change	The adjacent wetland should be assessed for stormwater storage capacity and alternatives should be developed for improving the resilience of the infrastructure and the bridges existing compatibility with the river.
People & Neighborhoods	
Title VI Populations	Adjacent census tracts show minority populations of 16-17%

Environmental Justice Populations	No issues noted

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

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

Municipality and Project Number	**Barrington (Project 43547 in the State Ten Year Plan)**
Project Location	NH125 and NH9 intersection
Project Scope	Install sidewalks along NH9 between Christmas Ln and the Barrington Middle School. Includes pedestrian crossing signals at NH125 intersection and midblock crossings across NH9 on both sides of NH125.
Project Need	The intersection currently has no pedestrian facilities. This is a barrier to economic development in an area where several small businesses operate and more commercial

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

Municipality and Project Number	Rollinsford and Dover (project R01005 in the Metro Plan out years)
Project Location	Active rail lines between Dover and Rollinsford
Project Scope	Track siding rehabilitation and expansion
Project Need	Active rails are currently at-capacity for train traffic, restricting passenger rail and freight volumes. Track siding increases capacity, but current siding is not compatible with trains.
Implementation Status	The Northern New England Passenger Rail Authority (NNERPA) has proposed projects through past CMAQ rounds. Improvements are planned, and "shovel-ready".
Objectives & Anticipated Benefits	
Congestion	Commuting patterns are affected by the proximity of the large metro areas of Boston and Portland. Passenger rail service could be highly effective in reducing congestion if it can be expanded.
Multi-modal Development	Enhancing the multi-modal transportation system is a primary goal in the Strafford region. SE New Hampshire has the richest mix of modes in the state; it needs to be developed to provide diverse transportation options.
Accessibility	Passenger rail expansion would be a major asset for the region's growing urban communities. This would make transit-oriented development more feasible.
Economic Development	The Amtrak Downeaster has seen record levels of passengers over the past five years. Those passengers are traveling for employment and recreation within and outside the region. Enhancing the connections to the region through passenger rail will be critical for continued economic development.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Track siding has significant improvements to air quality because it allows trains to pass each other without slowing down. Additional analysis can be done to quantify air quality benefits. Overall, improving transit alternatives to driving alone will reduce transportation emissions in the region.
Noise	Improvements to track siding will not significantly increase or reduce existing noise of trains

Water Quality	No impacts anticipated; Right-of-way is already developed and does not need to be expanded for track siding enhancement
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Need to confirm eligibility of Boston and Maine Railroad eligibility for National Register.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	Remediation sites: 17 sites within 300 feet of railroad corridor, but none directly on the railroad corridor; one site is within 30 feet of the railroad corridor (Oak Street Tank Farm, Oak Street in Rollinsford), and one site is within 80 feet of the railroad corridor (TKL Corporation, Oak Street in Rollinsford), all others are at least 100 feet from the railroad corridor. Potential Contamination sites: One site is about 400 feet from railroad corridor (Berry's Transmission Service, Rollins Road in Rollinsford)
Climate Change	There are spots along the rail line between Boston and Portland that travel through coastal wetlands and are extremely vulnerable to damage from sea level rise and storm surge. Expansion of passenger rail service will need to address long-term resilience of this critical infrastructure.
People & Neighborhoods	
Title VI Populations	This project has potential negative impacts along the rails in Dover and Rollinsford and potential positive impacts for passenger rail ridership.
Environmental Justice Populations	This project has potential negative impacts along the rails in Dover and Rollinsford and potential positive impacts for passenger rail ridership.

Municipality and Project Number	**Dover, COAST, UNH Wildcat (project R01004 in the Metro Plan out years)**
Project Location	Traffic signals on COAST and Wildcat bus routes in Dover
Project Scope	Transit signal prioritization on all signals along COAST & Wildcat routes in Dover

Project Need	Public transit in the region must serve a large land area – balancing the frequency of buses with number of people served. Increasing the efficiency and reliability of public transit is important for increasing ridership.
Implementation Status	Project has been scoped and has a cost estimate, ready to apply for funding, would require minimal construction time.
Objectives & Anticipated Benefits	
Congestion	Public transit can have a significant impact on congestion by reducing in-region trips taken alone in a car. Increasing public transit reliability will increase its attractiveness to prospective riders.
Air Quality	In-depth analysis is needed to quantify air quality benefits. Increasing transit performance will reduce emissions.
Economic Development	The region is growing, and public transit will play an increasingly important role in economic development, especially in urban communities. COAST passengers ride for employment, healthcare, shopping, and recreation – proportionately in that order.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Improved transit service will have air quality benefits
Noise	No increase in existing noise levels
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Minimal impacts anticipated
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	
Climate Change	Public transit is an important strategy for mitigating vehicle emissions that are driving climate change.
People & Neighborhoods	
Title VI Populations	Positive impacts for Title VI and EJ populations served by COAST

Environmental Justice Populations	Positive impacts for Title VI and EJ populations served by COAST

Municipality and Project Number	**Madbury (project 41596 in the State Ten Year Plan)**
Project Location	Intersection of NH155, Madbury Rd, and Town Hall Rd
Project Scope	Intersection safety improvements
Project Need	This intersection has extreme geometry that is a safety hazard. Heavy daily commuters, school buses, and UNH transit buses travel through this intersection daily. There is no history of fatalities or serious injuries, but proactive safety improvements are necessary.
Implementation Status	This project is funded as a study in fiscal year 2027; SRPC is working with the town and NHDOT to accelerate this project as quickly as possible.
Objectives & Anticipated Benefits	
Safety	The safety focused project scope will be determined through the study.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Minimal impacts anticipated
Noise	Minimal impacts anticipated
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	To be determined; the future scope may require significant excavation and realignment of the existing intersection impacting abutting land.
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	None or minimal impacts anticipated - nearest site is 400 feet from intersection
People & Neighborhoods	
Title VI Populations	Minimal impacts anticipated

Environmental Justice Populations	Minimal impacts anticipated

Municipality and Project Number	**Northwood-Nottingham (project 42523 in the state Ten Year Plan)**
Project Location	152/US4 Intersection
Project Scope	Intersection safety improvements (detailed scope to be determined)
Project Need	US4 is the only high-volume, high speed corridor in the region that connects east to Concord. The intersection with NH152 is highly skewed and on a hill, creating a significant safety hazard.
Implementation Status	This project is funded in the state Ten Year Plan with engineering to start in 2023 and construction planned to start in 2026.
Objectives & Anticipated Benefits	
Safety	This is a critical corridor in the region and safety improvements are vital.
Potential Impacts and Mitigation Strategies	
Environmental	
Air Quality	Minimal impacts anticipated
Noise	Minimal impacts anticipated
Water Quality	Minimal impacts anticipated
Wetlands	Minimal impacts anticipated
Riparian Habitats	Minimal impacts anticipated
Floodplains	Minimal impacts anticipated
Archaeological and Cultural Resources	Minimal impacts anticipated
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	One remediation site is adjacent to the intersection (Glunt Property, 88 First NH Turnpike in Northwood); Two sites are within 200 feet of the intersection
People & Neighborhoods	
Title VI Populations	Minimal impacts anticipated

Environmental Justice Populations	Minimal impacts anticipated

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

Archaeological and Cultural Resources	Currently being reviewed
Prime Farmland	Minimal impacts anticipated
Species of Concern	Minimal impacts anticipated
Contamination Hazards	There are 25 remediation sites and 38 potential contamination sites adjacent to this corridor.
People & Neighborhoods	
Title VI Populations	This project has a long extent and Title VI populations should be sought out for inclusion.
Environmental Justice Populations	Potentially extensive (temporary) construction impacts.