STRAFFORD
Regional Planning Commission

Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
Friday December 4, 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 November 6, 2026 **b.** Draft Federal Performance Targets for 2027 i. Safety ii. Pavement and Bridge iii. Transit Assets	9:15 – 10:00	Minutes in packet Draft target setting memos in packet (3 of them)
4. Information & Discussion Items **a.** Draft prioritized stream crossings – what crossings should be prioritized for review by VHB?	10:00 – 10:25	Presentation to be made at meeting; Draft project list in packet
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 info@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.



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DATE: November 24, 2026
TO: SRPC Technical Advisory Committee
FROM: Colin Lentz, Principal Transportation Planner
RE: December 4, 2026 Meeting Discussion Items & Upcoming Meeting Schedule

Action Items:

Federal Performance Targets for 2027

SRPC is required to periodically set targets for multiple performance measures:

- Highway safety performance targets annually
- Pavement and Bridge targets every three years
- Public transit assets targets annually

SRPC has the largest role to play in improving safety on public roads – compared to pavement and bridge maintenance, which is managed by NHDOT, and the management of public transit fleets and facilities by UNH Wildcat Transit and COAST. The meeting packet includes reports with proposed targets for each of the three areas. **SRPC needs to set targets in January 2027**. Staff will present additional details on methodology for proposed targets at the meeting.

Requested actions for consideration:

- Support the state target for pavement and bridge condition
- Approve targets for public transit fleets (based on UNH and COAST capital replacement plans)
- Approve the proposed targets for highway safety toward overall safety improvement goals of:
  - 75% reduction in the number of fatalities by 2035
  - 50% reduction in the number of serious injuries by 2035
  - 100% reduction in the number non-motorized fatalities and serious injuries by 2035

Information & Discussion Items:

Draft prioritized stream crossings – what crossings should be prioritized for review by VHB?

SRPC is working with NHDES staff and other RPCs to develop a prioritization model that can aid municipalities in deciding which stream crossing facilities (e.g. culverts) to upgrade. Staff have run the model with various goals weighted and wish for TAC member input on which stream crossings could be evaluated by VHB (SRPC's on-call engineers) to develop more detailed cost estimates and improvement considerations. Prioritized lists are included in the packet for discussion at the meeting.

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
Thur. December 10, 2026	COAST	Field trip! Tour of COAST operations center and future facility in development.

Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting Friday November 6, 2026

9:00am - 10:30am Location: Conference Rm 1A, SRPC Office

1. Introductions

Chair Michelle Mears called the meeting to order and asked for introductions: Michelle Mears, City of Somersworth; Michale Williams, COAST; Marshall Goldberg, Brookfield; John Mullen, Middleton; Katrin Kasper, Lee; Lyndsay Butler, Newmarket; Sullivan?, Jen Czysz, SRPC; Mark Davie, SRPC; Colin Lentz, SRPC

Joining virtually: Nicholas Altonaga, NHDOT; Richard Krauss, Milton

2. Community Updates

There were no community updates.

3. Action Items

a. Minutes from September 11, 2026

M. Williams motioned to approve the September 11, 2026 minutes as written. K. Kasper seconded the motion. All members voted in favor by roll call vote. The motion passed. N. Altonaga abstained.

4. Information & Discussion Items

a. Draft 2028-2029 Unified Planning Work Program

C. Lentz reported that SRPC is developing its next two-year transportation work program, known as the Unified Planning Work Program (UPWP), which will cover Fiscal Years 2028 and 2029 and begin on July 1, 2027. He provided a brief overview of the anticipated services and activities that may be included in the program.

He asked Commissioners to share the types of technical assistance that would be most beneficial to their communities over the next two years, noting that understanding municipal priorities helps SRPC allocate appropriate staff resources across program tasks.

Commissioners identified several areas of interest, including infrastructure assessments such as culvert and pavement condition evaluations, technical assistance with data analysis, grant writing and grant administration, public transit planning, and other transportation-related needs.

The discussion focused in particular on culverts and stream crossings. Staff highlighted the existing statewide stream crossing viewer, which contains condition data for culverts and certain bridges, as well as an ongoing project to develop a culvert prioritization model. The prioritization model is currently in its final stages of

development. A link to the statewide culvert data viewer was shared with the group.

b. Project solicitation and prioritization

C. Lentz talked about the transportation project development and prioritization. Colin noted that, in the coming weeks, he will be contacting municipalities to review local and regional transportation projects identified in the out-years of the Metro Plan. Commissioners discussed the importance of identifying community transportation priorities in light of increasing project costs and growing competition for limited funding resources.

5. Other Business

C. Lentz stated that for the quarterly Commissioner fieldtrip on December 10, the group will tour the COAST facility. Colin asked TAC members tor each out if they had suggestions for future field trips.

6. Adjourn

Following a motion and a second, the members voted unanimously to adjourn.

Respectfully submitted,

Megan Taylor-Fetter

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Strafford Regional Planning Commission
Proposed 2027 Highway Safety Performance Targets

January, 2027

Background

Federal regulations require states and Metropolitan Planning Organizations (MPOs) to track five performance measures focused on highway safety. "Highway" doesn't just mean large highways like NH16; these measures apply to all public roads. Each year, States and MPOs must set targets for each measure toward reducing crashes that kill and seriously injure people. The New Hampshire Dept. of Transportation (NHDOT) sets their targets in August, followed by the MPOs within 180 days. Targets are incorporated into major documents such as the Metropolitan Transportation Plan, to inform project development and prioritization. Below are the data and targets for set by Strafford Regional Planning Commission (SRPC) for the five federally required highway safety measures:

1. ***Number of Fatalities:*** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. ***Rate of Fatalities:*** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. ***Number of Serious Injuries:*** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. ***Rate of Serious Injuries:*** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. ***Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:*** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Data for the establishment of these measures come from three sources:

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

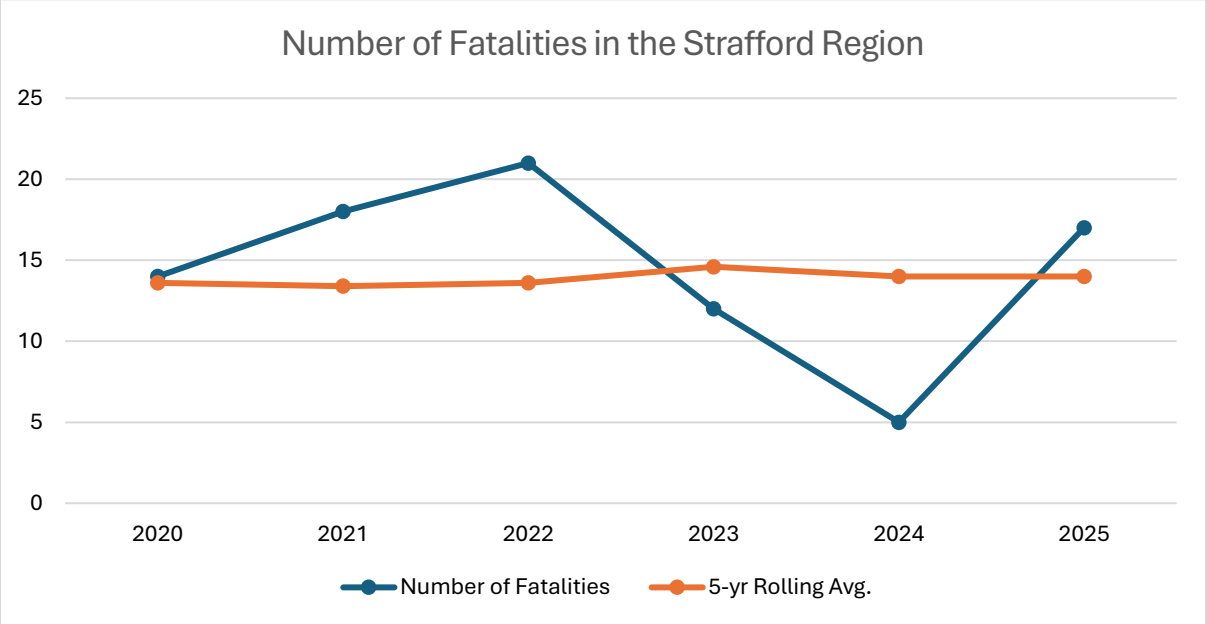
The process for collecting and analyzing crash data is lengthy and complex, and it has an impact on the target setting timeline. Crashes are responded to and reported on by local police officers; most crash reports in NH are submitted on paper forms that must be entered into the state database. All crash reports are due to NHDOS by the end of each calendar year. As noted elsewhere in this report, if a people person dies as a result of crash-related injuries within 30 days of the crash, an update crash report must be resubmitted. Additionally, crashes that are under investigation or involved in lawsuits cannot be included in the database/shared out of NHDOS, so there are delays there as well. These delays can take far longer to resolve. This lag in data access means that NHDOT does not have complete crash data to calculate their performance from the previous year until late spring/early summer. Calendar year 2025 is the most recent complete year of crash data that has been reviewed and compiled. MPOs are also required to set targets for the same calendar year as NHDOT.

Current Safety Data

Number of Fatalities

Fatal crashes are reported to the federal Fatal Analysis Reporting System (FARS) database every year. This database is used to calculate the number of fatalities measure. This measure is the five-year rolling average and targets are based on a minimum five-year trend line. Five-year rolling averages are used to smooth the trend line by accounting for years with exceptionally high or low numbers of severe or fatal crashes without significantly skewing the overall trend line. Rolling averages can still be affected when unusual years are added or lost. In 2019, the region saw a significant decrease in fatalities, down to 5 but that year no longer included in the 5-year average. After another low of 5 fatalities in 2024, there were 17 fatalities in 2025 which skewed the rolling average up. There is sometimes a delay in receiving crash data; if a person dies within 30 days of a crash because of injuries sustained in a crash, that crash is recorded as a fatality.

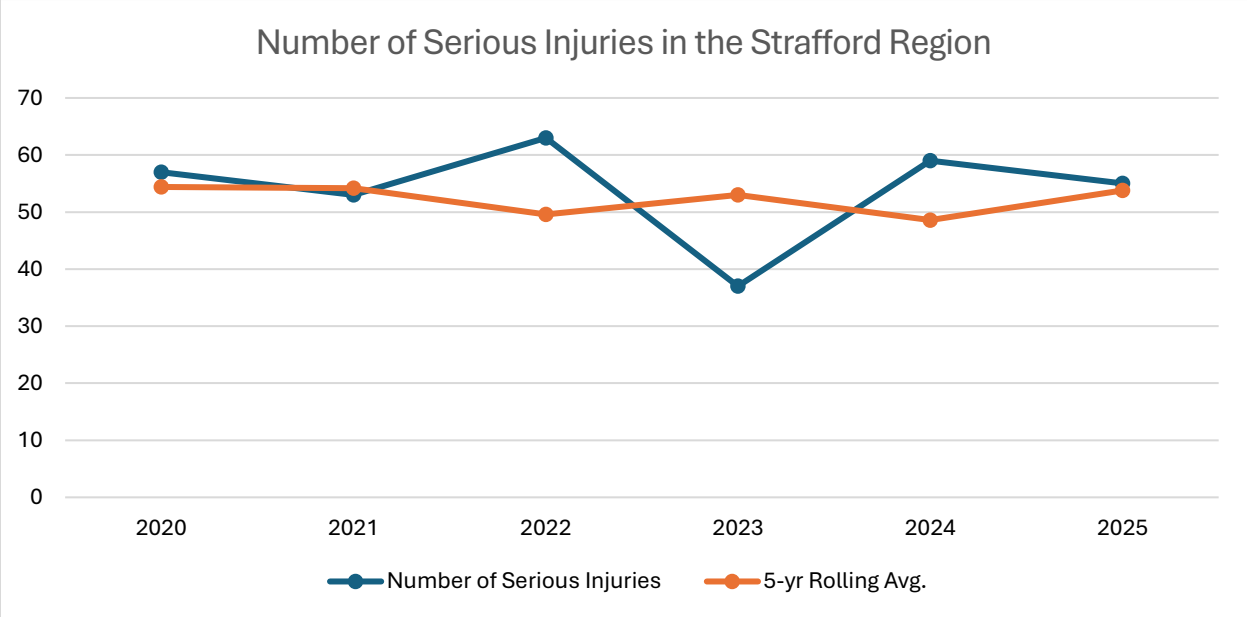
Fatality Data				
	State		SRPC	
Year	**Fatalities**	**5-year average**	**Fatalities**	**5-year average**
2020	104	118	14	13.4
2021	118	114.4	18	13.6
2022	146	123.2	21	14.6
2023	127	119.2	12	14
2024	135	126	5	14
2025	138	132.8	17	14.6



Number of Serious Injuries

The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that incapacitates the injured person. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance. Like the number of fatalities, the number of serious injuries is presented as a 5-year rolling average to account for outlier years.

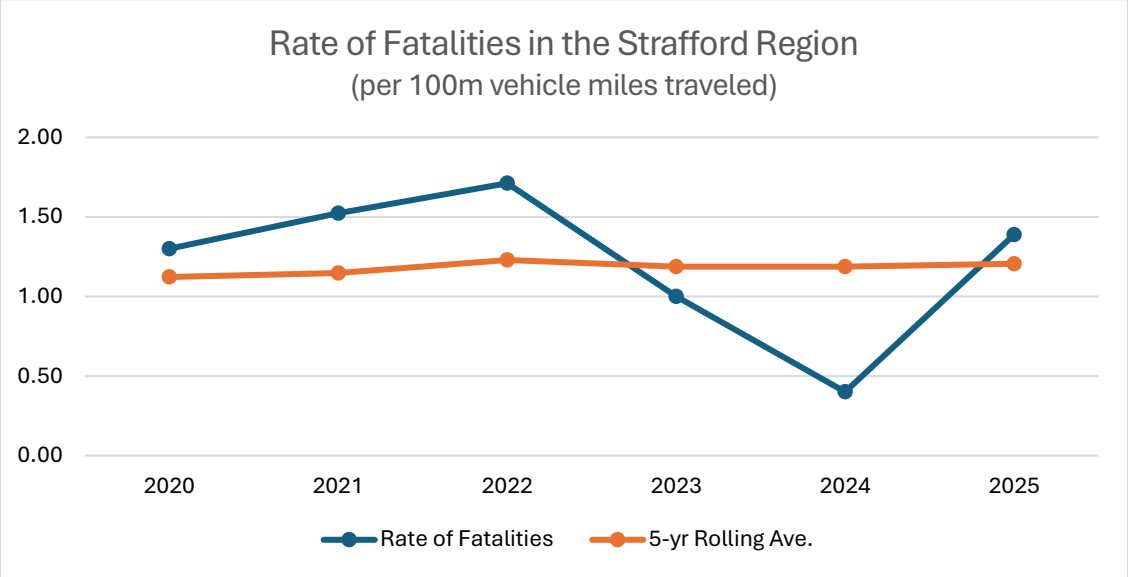
Serious Injury Data				
	State		SRPC	
Year	Serious Injuries	5-year average	Serious Injuries	5-year average
2020	504	465.4	57	54.2
2021	482	466.4	53	49.6
2022	594	503.2	63	53
2023	635	540	37	48.6
2024	615	566	59	53.8
2025	513	567.8	55	53.4

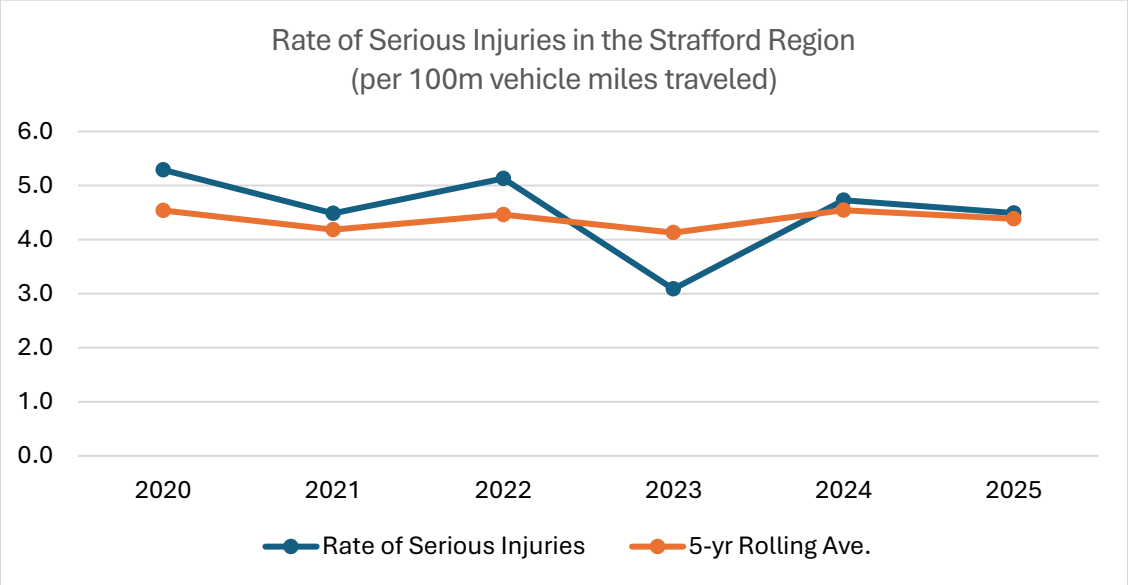


Rate of Fatalities and Rate of serious injuries

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

The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is because on average, the region's share of the state's fatalities and serious injuries (~11%) is higher than the share of the VMT (~9%).



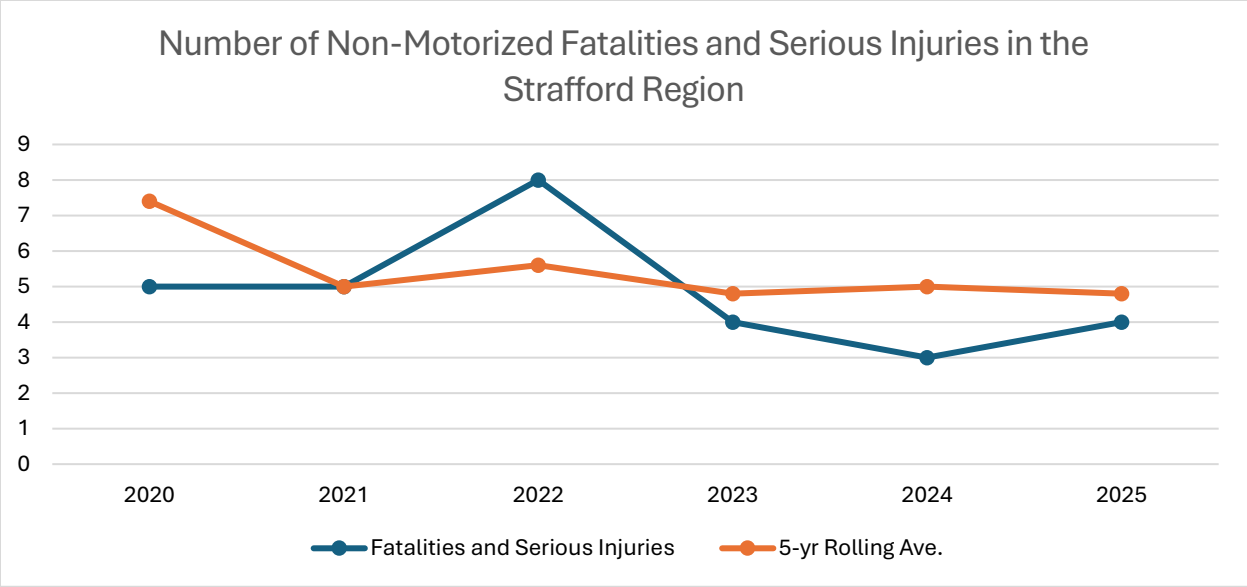


Number of Non-Motorized Fatalities and Serious Injuries

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

As with most crashes, the locations for non-motorized crashes are random and highly variable. SRPC has seen anywhere from 0-33% of the statewide non-motorized fatalities and anywhere from 6-37% of the serious injuries since 2007. In 2019, SRPC had zero non-motorized fatalities and 2 serious injuries (7% of the state total). In 2022, figures spiked, with 5 serious injuries and 3 fatalities. Thankfully, 2025 only saw one non-motorized fatality in the region. It is often difficult to identify a specific cause for year-to-year changes.

Non-Motorized User Fatality & Serious Injury Data				
	State		SRPC	
Year	Serious Injuries	Fatalities	Serious Injuries	Fatalities
2020	21	10	3	2
2021	28	10	3	2
2022	31	11	5	3
2023	20	11	3	1
2024	9	12	1	2
2025	21	13	3	1



Progress on Target Achievement

In February 2026, SRPC set 1-year targets as well as 10-year targets. The table below shows each target and the region's progress toward each. "Positive" indicates progress in achieving targets.

Performance Measure	2025 1-year target	2026 1-year target	2027 1-year target	1-yr Progress	10-year target	10-yr Progress
Number of Fatalities	12.3	11.4	12.9	Negative	3.5	Negative
Rate of Fatalities	.938 (State)	.974 (State)	.974	Flat (State)	NA	Flat (State)
Number of Serious Injuries	46.57	44.55	42.5	Positive	24.3	Positive
Rate of Serious Injuries	4.298 (State)	4.23 (State)	4.13	Slightly Positive (State)	NA	Slightly positive (State)
Number of Non-Motorized Fatalities and Serious Injuries	4	3.6	3.2	Slightly Positive	0	Positive

Target Development

States establish highway safety targets and report them for the upcoming calendar year in the Highway Safety Improvement Program (HSIP) annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The state has the option to also establish separate targets for urbanized areas and a non-urbanized area target for the purposes of evaluating and reporting measures.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well as the four MPOs in the state. Five performance measure trends were established based on crash and volume data. Five-year rolling averages were developed from these values and utilized to project trends used to set targets for 2027.

State Targets Summary

STATE Safety Performance Measures and Targets Summary								
		2021	2022	2023	2024	2025	2026	2027
Fatalities	**Target**	120	117.8	111.6	120	121.1	127.4	127.4
	5-yr Ave	114.4	123.2	119.2	126	132.8		
Fatality Rate	**Target**	0.884	0.874	0.857	0.919	0.938	0.974	0.974
	5-yr Ave	8.98	10.71	9.54	9.73	10.15		
Serious Injuries	**Target**	456.4	465.4	466.4	509.6	554.5	553.5	536.9
	5-yr Ave	466.4	503.2	540	566	567.8		
Serious Injury Rate	**Target**	3.3	3.5	3.5	3.877	4.298	4.237	4.137
	5-yr Ave	35.13	37.93	40.98	42.93	42.03		
Non-motorized fatalities + serious injuries	**Target**	45.9	38	37	39.4	33.4	37.9	35.6
	5-yr Ave	41.60	37.60	36.00	32.80	33.40		

MPO Target Development

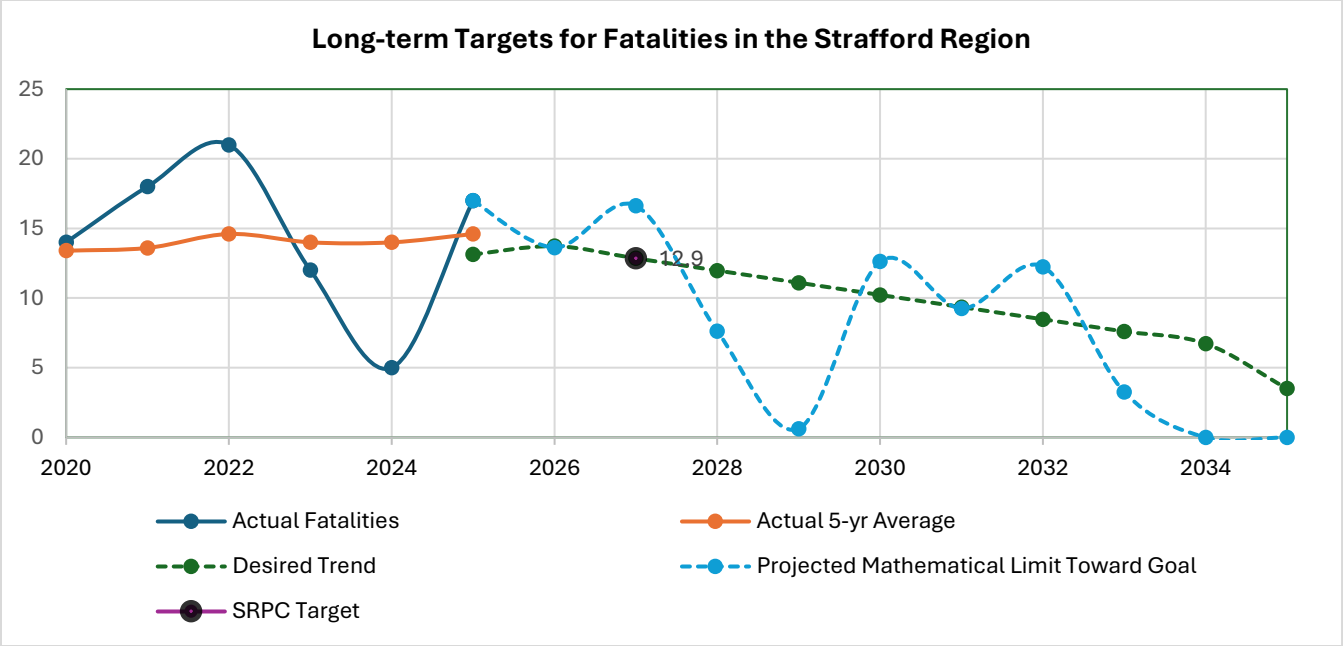
SRPC's target setting approach is based on the goal of achieving zero crashes that kill or seriously injure people. That goal is aspirational and will be very difficult to reach, but SRPC's approach reflects long-term reductions in crashes. The targets play a role in what projects are prioritized and funded in the Metropolitan Transportation Plan. Annual targets are set according to a long-term numeric goal for crash reduction.

Long-term, aspirational goals to be used for annual target setting:

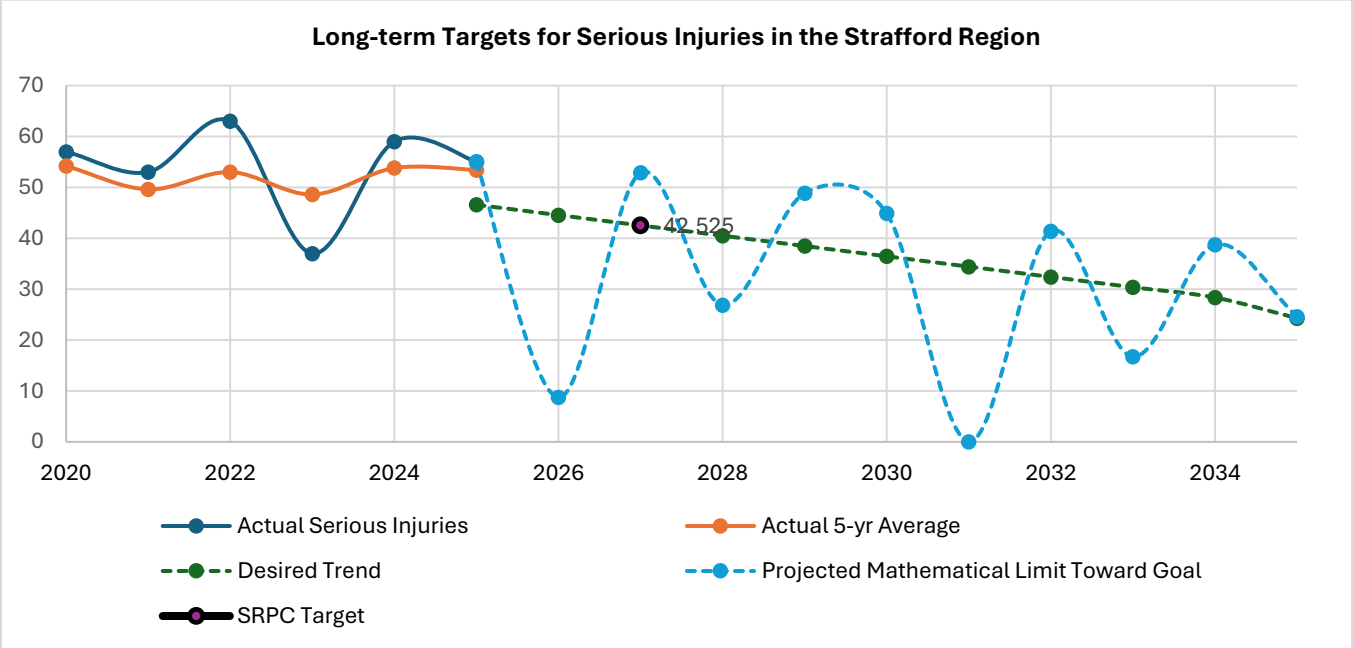
- 75% reduction in the number of fatalities by 2035
- 50% reduction in the number of serious injuries by 2035
- 100% reduction in the number non-motorized fatalities and serious injuries by 2035

These long-term goals are combined with five-year rolling averages to calculate a maximum limit of fatalities or serious injuries in successive years and still make progress toward the long-term target. This approach and the targets described below are included in SRPC's Metropolitan Transportation Plan and its future Regional Safety Action Plan.

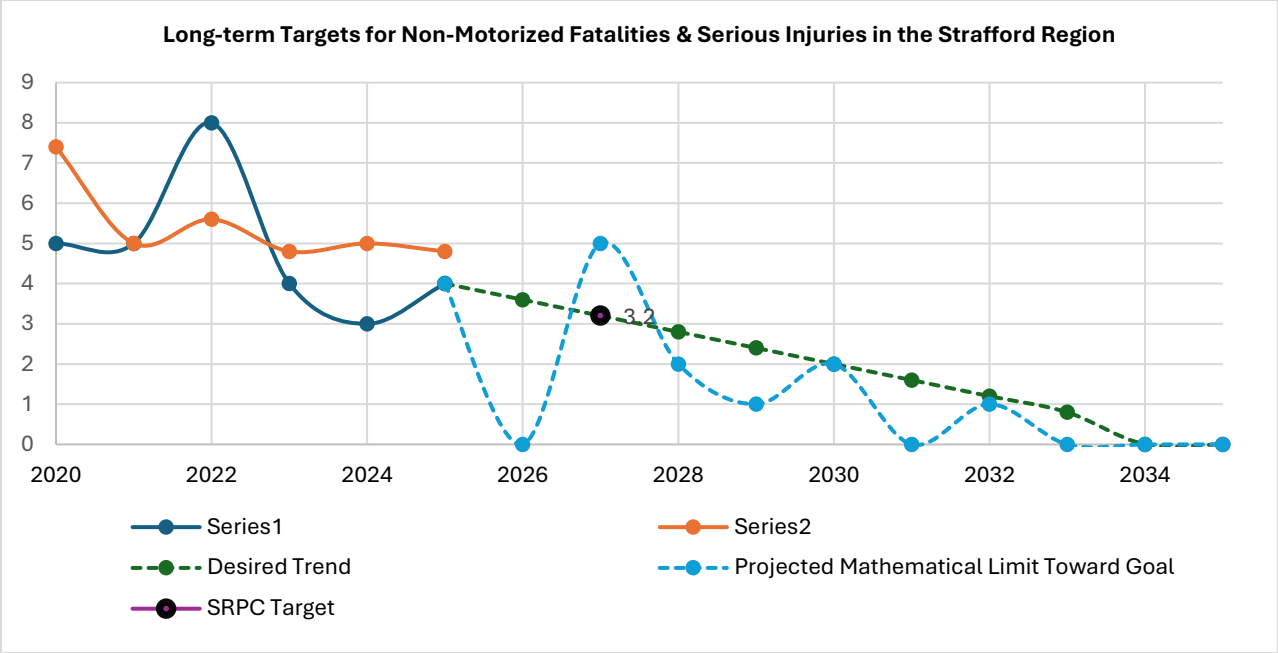
This alternative approach does not apply to the targets for the rate of fatalities and serious injuries. SRPC will continue to support the state targets for the rates of fatalities and serious injuries. This is primarily for mathematical reasons. On average, the Strafford region generally accounts for 11% of fatal crashes and 9% of VMT compared to statewide totals. Other regions, and the state as a whole, generally have higher VMT than fatal crashes. This means the Strafford region will always have proportionately higher rates of fatalities and serious injuries than the state as a whole. SRPC does not wish to set numeric targets that are higher than the targets that the state has set.



13 is the maximum number of fatalities that can occur in the Strafford region in 2027 and make progress toward achieving a 75% reduction in fatalities by 2035.



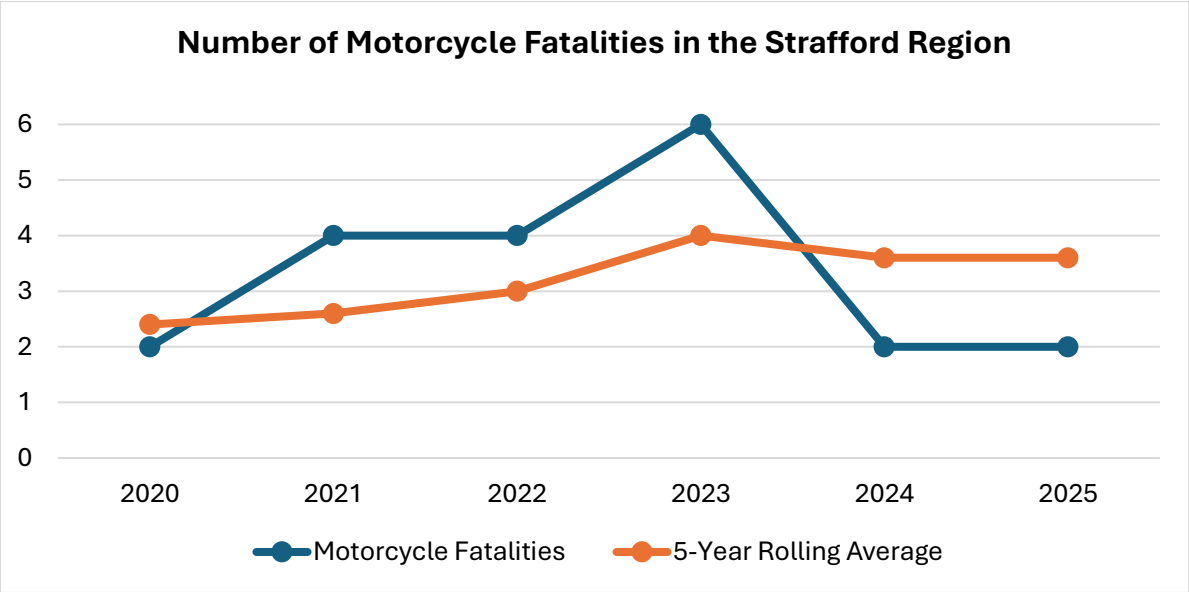
43 is the maximum number of serious injuries that can occur in the Strafford region in 2027 and make progress toward achieving a 50% reduction in serious injuries by 2035.



3 is the maximum number of non-motorized fatalities and serious injuries that can occur in the Strafford region in 2027 and make progress toward achieving a 100% reduction in non-motorized fatalities and serious injuries by 2035.

Supplemental Measure: Motorcycle Fatalities

Motorcycles are popular in NH, so SRPC tracks the number of motorcyclists killed on public roads. This is not required by federal law, so motorcycle fatalities are supplemental data. Motorcyclists deserve consideration as vulnerable users because they lack the protective shell of a vehicle.



SRPC Safety Performance Measures and Targets Summary								
		2021	2022	2023	2024	2025	2026	2027
Fatalities	**Target**	14	13.2	13	13	12.4	12.3	**11.4**
	5-yr Ave	13.4	13.6	14.6	14	14	14.6	**---**
Fatality Rate	**Target**	State	State	State	State	State	State	**State**
	5-yr Ave	1.11	1.15	1.23	1.18	0.4	NA	**NA**
Serious Injuries	**Target**	51	50.2	50.2	59	49.9	46.6	**44.6**
	5-yr Ave	54.2	49.6	53	48.6	53.8	53.4	**---**
Serious Injury Rate	**Target**	State	State	State	State	State	State	**State**
	5-yr Ave	4.5	4.1	4.4	4.1	4.5	4.4	**---**
Non-motorized fatalities + serious injuries	**Target**	7.4	6.9	7.4	6	4	4	**3.6**
	5-yr Ave	7.4	5	5.6	4.8	5	4.8	**---**

Relevant Trends

There are several notable issues and trends that may affect future safety performance and warrant monitoring:

- State revenues dedicated to transportation improvement are not keeping pace with the cost of infrastructure implementation. New Hampshire's state gas tax has not been revised since 2014. In 2026, the turnpike toll rates were raised for out of state drivers and generated additional revenue. Lack on revenue continues to affect New Hampshire's capacity to program and construct highway safety improvements.
- New Hampshire remains the only state without an adult seatbelt law. Past legislative efforts to introduce a primary seatbelt law have all failed but could be expected to improve safety performance. New Hampshire also does not require motorcyclists to wear a helmet.
- Marijuana legalization: Recreational marijuana is not yet legal in New Hampshire but is legal in New Hampshire's three abutting states and the Province of Quebec. Legalization of marijuana in New Hampshire could be expected to worsen safety performance, as has been seen in other states.
- Opioid addiction: Impaired driving continues to be a principal contributor to fatal and serious injury crashes. The ongoing opioid crisis within New Hampshire and the Northeast will continue to pose a hazard to highway safety and can be expected to worsen safety performance.

Summary and Attainment Objectives

SRPC sets unique regional safety targets for the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries. These targets are based on working toward zero crashes that kill and seriously injury people on all public roads. This is an ambitious but necessary approach to reducing the number of people killed and seriously injured on public roads reflects SRPC regional transportation goals. SRPC will continue to support the state targets for the rate of fatalities and serious injuries.

Regional Safety Action Plan – Regional Emphasis Areas

In June of 2025, SRPC published a Regional Safety Action Plan developed through a grant from the Safe Streets and Roads for All program. The plan was written by VHB with detailed analysis for the region's primary safety challenges. The icons below show emphasis areas that were factors in crashes resulting in fatalities, and serious injuries. The plan includes recommended safety countermeasures which address these emphasis areas.


Roadway departure


Speeding and aggressive driving


Occupant protection (seat belt usage)


Impaired driving


Vulnerable motorized users (motorcycles and mopeds)


Vulnerable non-motorized users (pedestrians and bicyclists)

State Coordination and Advocacy

SRPC regularly collaborates with staff from the Safety Section at NHDOT on statewide safety policy and projects. In 2026, SRPC staff provided input on updates to the Highway Safety Improvement Program manual.

Other Objectives and Strategies

There are multiple broader strategies and actions that SRPC staff can take to achieve safety targets and long-term goals. SRPC will also take advantage of any emerging resources and opportunities to improve safety in New Hampshire. Below are descriptions of ongoing work done by state agencies, SRPC staff and committee members.

- Focus on identifying low-cost, high-impact safety improvements at critical locations that can be implemented quickly through local and state funding sources.
- Continue collaborating with vulnerable road users and advocates to understand how to improve street designs and increase safety for pedestrians and bicyclists.
- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region. Many such locations could be prime candidates for Road Safety Audits.
- Coordinate with state agencies to incorporate safety performance measures and targets into the Metropolitan Transportation Plan and Transportation Improvement Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes.
- Collaborate with local and state law enforcement to understand the justice system's role in deterring driver behavior that contributes to crashes that cause fatalities and serious injuries.
- Integrate applicable goals, objectives, performance measures, and targets described in other state transportation safety plans and processes into the MPO planning process.
- Conduct more detailed analysis of road geometry to identify hazards before they result in a fatality of serious injury (e.g. intersections that have a "Y" shape rather than a "T" shape).

In 2027 New Hampshire Departments of Transportation and Safety will be implementing a statewide online crash data and analysis platform. Strafford RPC will have access to the platform and be able to analyze crashes and casual factors with more detail.

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Strafford Metropolitan Planning Organization
2027 Transit Asset Management Performance Targets
January 17, 2027

Background

On July 26th 2016 the Federal Transit Administration (FTA) published the final rule on Transit Asset Management (49 CFR Part 625). Strafford Regional Planning Commission operates as a Metropolitan Planning Organization (MPO) and is required to set regional targets in coordination with regional federally funded transit providers. This must be done at least each time the Strafford MPO Metropolitan Transportation Plan (metro Plan) is updated. There are two transit providers in the region which are required to set targets: University of New Hampshire Wildcat Transit (UNH Wildcat) and the Cooperative Alliance for Seacoast Transportation (COAST). The targets comprise four asset categories: equipment, rolling stock, infrastructure, and facilities. The Strafford region contains no relevant "Infrastructure" as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), therefore Strafford MPO is only required to set targets for equipment, rolling stock, and facilities.

Rolling Stock and Equipment Methodology

Rolling Stock refers to "revenue vehicles" that transport users of public transportation services. Equipment refers to non-revenue vehicles that are used for administration, maintenance, and operations of facilities. The National Transit Database (NTD) stores information about public transportation vehicle fleets. The FTA sets default Useful Life Benchmarks (ULBs) for transit vehicles (Find a cheat sheet of vehicle types and ULBs here). Those ULBs are based on the average number of years at which a vehicle would reach a 2.5 rating (out of 5) on the Transit Economic Requirements Model (TERM) scale. The performance measure is the percentage of vehicles that meet or exceed their ULB. Rolling Stock vehicles in the fleets of UNH Wildcat and COAST generally fall into the following categories:

Rolling Stock Vehicle Types and Useful Life Benchmarks		
Vehicle Code	Description	Useful Life (years)
VN	Van [e.g. specialized van with a wheelchair ramp]	8
CU	Cutaway bus	10
TB	Trolleybus	13
BUS	Bus	14

"Equipment" vehicles are vehicles owned by the transit agency and used for maintenance and operations other than transporting passengers. Equipment vehicles in the COAST and UNH Wildcat fleets generally fits into the following categories from the FTA sheet on ULBs:

Equipment Vehicle Types and Useful Life Benchmarks		
Vehicle Code	Description	Useful Life (years)
AO	Automobile	8
MV/VN	Minivan, van	8
SV	Sport Utility Vehicle	8
--	Trucks and other rubber tire vehicles	14

Facilities Methodology

Targets for facilities are developed by applying the Transit Economic Requirements Model (TERM) scale to facilities used in the provision of public transportation services. The TERM scale is a 5-point scale ranging from poor condition (1.0) to excellent condition (5.0). The performance measure is the number of facilities with a condition rating below 3.0. Any facility below a 3.0 condition is considered not in a state of good repair. The inventory includes four facility types that are owned, operated, or managed by transit agencies:

- Passenger
- Administrative
- Maintenance
- Parking

Target Development

Calculation of regional targets for rolling stock and equipment was based on comparing existing regional assets to anticipated additions and replacements. Strafford MPO developed targets by reviewing asset portfolios for UNH Wildcat and COAST. For each vehicle type, the total number of vehicles was compared to the number of vehicles at or beyond their ULB.

The data used to set targets came from asset lists provided by COAST and Wildcat, which are also recorded in the National Transit Database (NTD) and follow the remaining Useful Life Benchmark methodology. Targets for transit facilities were determined by using the Transit Economic Resource Model (TERM) qualitative scale of condition. Per federal ruling, targets were based on realistic expectations and the best available data. Targets were set based on the number of vehicles expected to meet or exceed their useful life benchmark by the end of 2023. This is noted in the tables below: the "target assumption" is the number of vehicles that are expected to meet or exceed their useful life benchmarks by the end of 2023.

Regional Target Setting Tables

2026 Rolling Stock Existing Vehicle Conditions							
Vehicle Type	Total UNH Vehicles	UNH Wildcat: vehicles at or beyond ULB	Total COAST Vehicles	COAST: Vehicles at or beyond ULB	total regional Vehicles	Total Vehicles at/ beyond ULB	Regional Baseline
Van	2	2	5	2	7	4	57%
Cutaway Bus	3	3	18	3	21	6	29%
Large Bus	29	18	13	6	42	24	57%

2027 Rolling Stock Regional ULB Assumptions & Targets				
Vehicle Type	UNH Wildcat: target assumption	COAST: target assumption	Assumed proportion of Vehicles at/ beyond ULB by 2027	Regional Target
Van	2	3	5	71%
Cutaway Bus	3	3	6	29%
Large Bus	19	6	25	60%

2026 Equipment Vehicle Conditions						
Total UNH Wildcat Equipment Vehicles	UNH Wildcat: Vehicles at-beyond ULB	Total COAST Equipment Vehicles	COAST: Vehicles at-beyond ULB	total regional Vehicles	Total Vehicles at/ beyond ULB	Regional Baseline
2	2	5	3	7	5	71%

2027 Equipment Regional ULB Assumptions & Targets			
UNH Wildcat: target assumption of vehicles at/ beyond ULB by 2027	COAST: target assumption of vehicles at/ beyond ULB by 2027	Assumed proportion of Vehicles at/ beyond ULB by 2027	Regional Target
21	8	29	81%

2026 Facilities Conditions				
UNH Wildcat facilities not in state of good repair	COAST facilities not in state of good repair	total regional facilities	Total facilities not in state of good repair	Regional Baseline
1 of 3	3 of 3	6	4 of 6	67%

2027 Facilities Regional Assumptions & Targets			
UNH Wildcat: target assumption for facilities not in state of good repair by 2027	COAST: target assumption for facilities not in state of good repair in 2027	Assumed proportion of assets not in state of good repair in 2027	Regional Target
0 of 3	3 of 3	3 of 6	50%

Notes on Target Setting & Assumptions

UNH Wildcat and COAST set targets for their fleets and facilities. The targets above are based on a regional combination of all vehicles and facilities so they will differ from the agency-specific targets. UNH Wildcat and COAST are constantly maintaining, upgrading, retiring, and purchasing vehicles. At the time of publication of this memo, each has pending grants for new vehicles. Target setting did not assume those grants would be successful and actual delivery of new vehicles takes several months to a year depending on manufacture capacity. Vehicles are not immediately withdrawn from service once they reach their useful life benchmark. Buses are built to last and a well-maintained vehicle can safely operate several years beyond its ULB. COAST is allocating funds to replace its current administrative office and bus maintenance bay, and construct a covered storage facility. Its parking lot is the only facility type below a 3.0 condition rating. Those are not expected to be complete for several years. UNH owns a liquid natural gas fueling station that is in excellent condition and has been regularly upgraded.

Compiled Regional Transit Asset Management Performance Targets for 2027

Asset Category*	Performance Measure	Asset Class	2024 Baseline	2026 Baseline	2027 Target
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	100%	57%	71%
		Cutaway	47%	29%	29%
		Large Bus	41%	57%	60%
Equipment	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	71%	71%	81%
Facilities	% of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	NA	NA	NA
		Administrative	80%	67%	50%
		Maintenance	80%	67%	50%
		Parking	100%	100%	100%

STRAFFORD
Regional Planning Commission

Strafford Metropolitan Planning Organization
2023 Performance Targets for
Pavement and Bridge Condition
& Travel Time Reliability

January 2027

Background

Performance-based planning requirements were first incorporated into federal transportation law in 2012 and were reaffirmed in the Bipartisan Infrastructure Law on November 15, 2021. Metropolitan Planning Organizations (MPOs) are required to set targets for federal performance measures linked to the seven national performance goals described in 23USC §150(b) . This document concerns targets associated with the condition of pavements and bridges, and the reliability of travel on the National Highway System. Federal requirements include 12 performance measures for which targets must be set (depending on applicability). They apply to highways and bridges designated as part of the National Highway System (NHS) and the Interstate Highway System. Strafford MPO is required to set targets only for the measures in bold.

Congestion and emission measures only apply to urbanized areas that have populations over 1 million and are in non-attainment or maintenance for air quality standards for ozone, carbon monoxide, or particulates.

Pavement Conditions

- **Percentage of the Non-interstate NHS in Good condition**
- **Percentage of the Non-interstate NHS in Poor condition**
- Percentage of the Interstate in Good condition (*No interstate miles in the region)
- Percentage of the Interstate in Poor condition (*No interstate miles in the region)

Bridge Conditions

- **Percentage of NHS bridges in Good condition**
- **Percentage of NHS bridges in Poor condition**

Travel Time Reliability

- **Percent of person-miles traveled on the non-Interstate NHS that are reliable**
- Percent of person-miles traveled on the Interstate that are reliable
- Truck Travel Time Reliability (TTTR) Index (Interstate only

Congestion

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

Emissions

- Total Emissions Reduction

Pavement Conditions and Targets – Statewide

Federal rules require the condition of its asphalt pavements to be measured using three distresses: international roughness index (IRI); rutting; and cracking. IRI is a measure of how rough a surface feels to drive on. Rutting is what happens to asphalt when heavy vehicle traffic creates permanent grooves in pavement along wheel tracks. NHDOT uses a "keep the good roads good" approach to pavement maintenance – as opposed to a "fix the worst first" approach.

Performance Measure	Current Baseline	2-Year Target	4-Year Target	State of Good Repair
Percentage of Pavements of the Non-Interstate NHS in Good Condition	39%	40%	40%	35%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2%	5.0%	5.0%	5%

Bridge Conditions and Targets – Statewide

Bridges have four major components used to measure their deterioration: decks, superstructures, substructures, and culverts (any structure with a span of 10 feet or less is a culvert). A bridge's overall condition is determined by the lowest scoring component. For example: if any one component on a bridge is rated 4 or below, the whole bridge is considered in poor condition. NHDOT describes these bridge conditions on a 1 – 10 scale. 10 being a brand-new, pristine bridge; anything below a 4 and the bridge is considered in poor condition.

Performance Measure	Current Baseline	2-Year Target	4-Year Target	State of Good Repair
Percentage of NHS Bridges Classified as in Good Condition	57.1%	50%	50%	40%
Percentage of NHS Bridges Classified as in Poor Condition	2.9%	5.0%	5.0%	5%

SCORE	NAME	DESCRIPTION
9	Good	Pristine condition.
8		No problems noted.
7		Insubstantial flaws.
6	Fair	Minor deterioration.
5		Elements sound, some defects.
4	Poor	Advanced defects.
3		Local failures, cracking begins.
2		Support failure, closure possible.
1		Elements moving, bridge closed.
0		Out of service, beyond repair.

Travel Time Reliability – Statewide

The national highway system is designed to be a reliable transportation network. It is important to note that "reliability" and "congestion" are separate topics. Most commuters travel between home and work at consistent times (e.g. 8-9am and 4-5pm on weekdays) causing congestion. If the congestion is relatively the same every day, and commuters can expect the congestion to take the same amount of time each day, then that is still considered reliable. Across the state, travel time reliability averages well over 95%.

Performance Measure - Statewide	**Base Line**	**2-Year Target**	**4-Year Target**
Percent of the person-miles traveled on the non-interstate NHS that are reliable	99.2%	85.0%	85.0%

Commute Time Scenario	**Mon**	**Tues**	**Wed**	**Thu**	**Fri**	**Reliable?**
A – Consistent congestion	45 min (15 in traffic)	43 min (13 in traffic)	46 min (16 in traffic)	45 min (15 in traffic)	44 min (14 in traffic)	Yes
B – Inconsistent congestion	45 min (15 in traffic)	55 min (25 in traffic)	35 min (5 in traffic)	65 min (35 in traffic)	90 min (45 in traffic)	No
C – Mostly consistent, with crash one day	45 min (15 in traffic)	43 min (13 in traffic)	60 min (30 in traffic)	45 min (15 in traffic)	44 min (14 in traffic)	Yes

Target Development and Summary

Strafford MPO analyzed performance data from the National Bridge Inventory (NBI) and Highway Performance Monitoring System (HPMS) and used an analysis tool for the National Performance Management Research Data Set (NPMRDS) in preparation for target setting. Based on our analyses and on recommendations from FHWA, the New Hampshire Department of Transportation (NHDOT), and other stakeholders, Strafford MPO recommended to its Technical Advisory and Policy committees that the MPO support the statewide targets set by NHDOT, shown in the table below.

Summary of Statewide 2027 Performance Targets for Pavement & Bridge Conditions and Travel Time Reliability

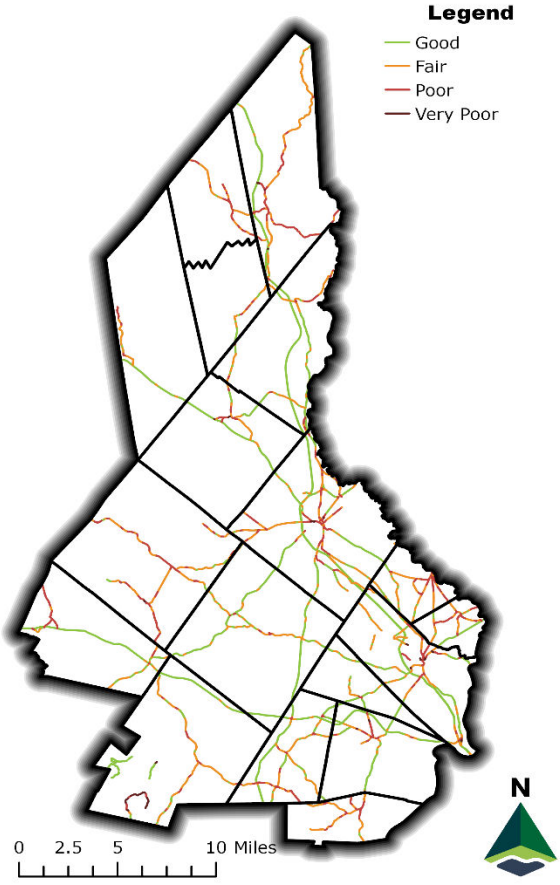
Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target	State of Good Repair
Pavement Condition	Non-interstate NHS: Good	39%	40%	40%	35%
	Non-interstate NHS: Poor	2%	5.0%	5.0%	5%
Bridge Conditions	NHS: Good	57.1%	50%	50%	40%
	NHS: Poor	2.9%	5.0%	5.0%	5%
Travel Time Reliability	Non-Interstate reliable person-miles	99.2%	85.0%	85.0%	

Regional Performance Comparison

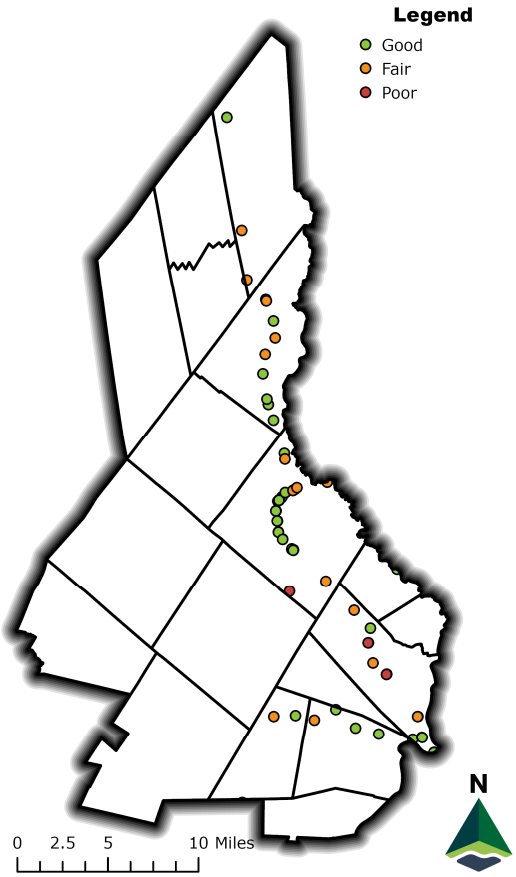
The table below shows regional performance data for the pavement, bridge, and travel time reliability measures. These data are shown for illustration and are not meant to affect regional target setting. Strafford MPO programs have very limited impact on the management of bridges and pavement on the NHS. Strafford MPO assists municipalities with prioritizing maintenance and repairs on local pavement and bridges, but those are not part of federal performance-based planning and are managed through local decision-making.

Strafford Region Current Conditions		
Measure Area	System	Conditions
Pavement Condition (Most recent data from 2024)	Non-interstate NHS: Good	56.1% in good condition
	Non-interstate NHS: Poor	11.6% in poor condition
Bridge Conditions (Most recent data from 2024)	NHS: Good	56% in good condition
	NHS: Poor	4% in poor condition
Travel Time Reliability**	Non-Interstate reliable person-miles	99.2% reliable travel

Most current (2024) pavement conditions on the National Highway System

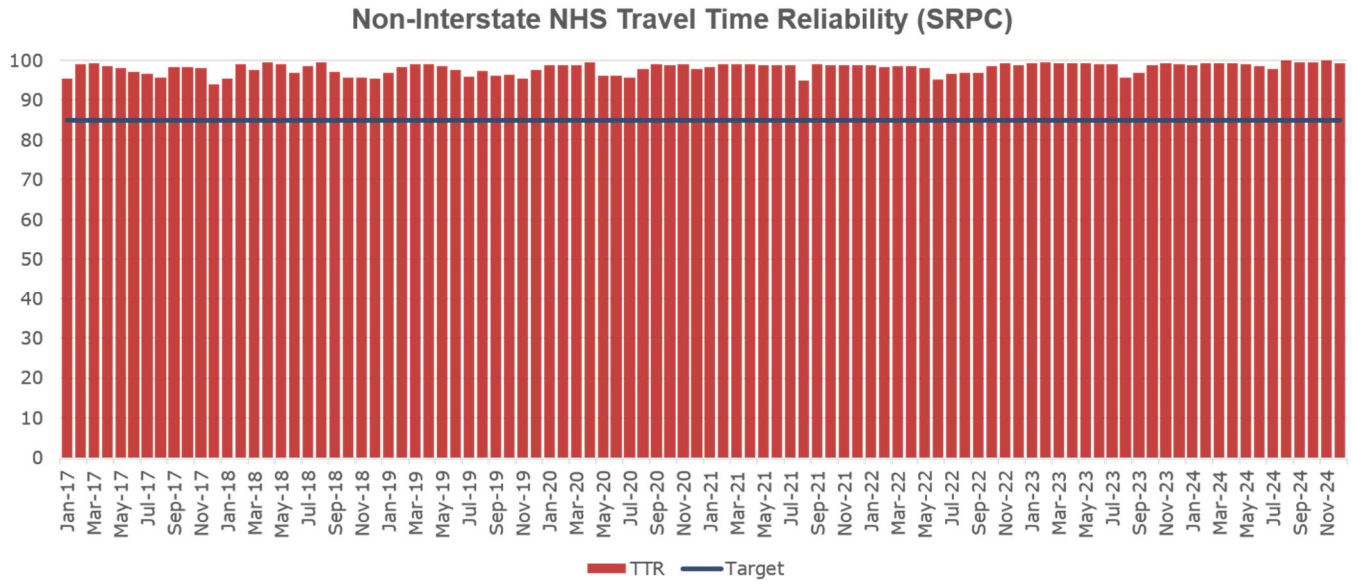


Most current (2024) bridge conditions on the National Highway System



** Congested travel can be considered reliable if it happens predictably (e.g., during commuting hours).

Travel time data for NHS roads in the Strafford region is shown from January 2017; the pandemic appears to have had no long-term effect on travel time reliability.



Regional Performance Improvement

Strafford MPO will continue to collaborate with NHDOT to sustain the Strafford region's good performance in these and other performance areas. Strafford MPO's Metropolitan Transportation Plan has been restructured to incorporate performance measures and link them to planned and programmed projects in the region.

Sincerely,

Jennifer Czysz, AICP
Executive Director
Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization

Draft Stream Crossing Analysis and Prioritization
Potentials for VHB Review
Using stream crossing model in development
November 24, 2026

All Goals Set to Maximum (Even consideration of all goals)

SADES_ID	Location	Rank	Cost Estimate	Overall Priority	Confidence	Flood Vulnerability	Environmental Quality	Structural Risk	Road Criticality	Wildlife Connectivity	Habitat Quality
17383	Varney Brook at Dover Point Rd, Dover	1		Very High	14 of 19	Very High	Very High	High	High	Low	Very High
867	UNNAMED TRIBUTARY - WHEELWRIGHT at Calef Highway (RT125), Lee	2		Very High	15 of 19	Low	Very High	Very High	Very High	Very High	Moderate
515	Mallego Brook at Calef Hwy, Barrington	3	3480000	Very High	17 of 19	Low	High	Moderate	Very High	Very High	Very High
17375	Oyster River at Newmarket Rd, Durham	4		Very High	14 of 19	Low	Very High	High	Very High	High	High
25535	Unnamed stream at Reservoir Road, Strafford	5		Very High	12 of 19	Very High	High	High	Very High	Moderate	Very Low

Environmental Focus

Environmental Quality Goal set to 10; Habitat Connectivity and Habitat Quality goals set to 8; All other goals removed (sub criteria at defaults)

SADES_ID	Location	Rank	Cost Estimate	Overall Priority	Confidence	Flood Vulnerability	Environmental Quality	Structural Risk	Road Criticality	Wildlife Connectivity	Habitat Quality
17380	Unnamed stream at Piscataqua Bridge Road, Madbury	1		Very High	13 of 19	Low	Very High	High	Low	Very High	Moderate
17375	Oyster River at Newmarket Rd, Durham	2		Very High	14 of 19	Low	Very High	High	Very High	High	High
594	Folletts Brook at Mastin Drive, Newmarket	3		Very High	16 of 19	Low	Very High	Very Low	Moderate	High	Very High
17383	Varney Brook at Dover Point Rd, Dover	4		Very High	14 of 19	Very High	Very High	High	High	Low	Very High
22380	Mad River at Stonewall dr, Farmington	5		Very High	13 of 19	Low	Very High	Very Low	Very Low	Very High	High

Infrastructure Vulnerability Focus

Flood Vulnerability, Structural Risk, and Road Criticality Goals active. All others deactivated. Flooding history criteria at level 10. All others at default

SADES_ID	Location	Rank	Cost Estimate	Overall Priority	Confidence	Flood Vulnerability	Environmental Quality	Structural Risk	Road Criticality	Wildlife Connectivity	Habitat Quality
25535	Unnamed stream at Reservoir Road, Strafford	1		Very High	12 of 19	Very High	High	Very High	Very High	Moderate	Very Low
19858	Branch River at New Hampshire Northcoast Railway, Wakefield	2		Very High	12 of 19	Low	Very Low	Very High	Very High	Low	High
744	GREEN HILL BROOK at Calef Hwy, Barrington	3	810000	Very High	16 of 19	Very High	Low	Very High	High	Moderate	Moderate
17382	Varney Brook at Spaulding Turnpike N, Dover	4		Very High	14 of 19	Very High	Very Low	Moderate	Very High	Moderate	Very Low
17383	Varney Brook at Dover Point Rd, Dover	5		Very High	14 of 19	Very High	Very High	High	High	Low	Very High

Environmental Focus only – All other goals deactivated (no sub criteria).

SADES_ID	Location	Rank	Cost Estimate	Overall Priority	Confidence	Flood Vulnerability	Environmental Quality	Structural Risk	Road Criticality	Wildlife Connectivity	Habitat Quality
1	Berrys River at First Crown Point Road, Strafford	1		Very Low	16 of 19	Very High	Very Low	Very Low	Very Low	Low	Very High
2	BERRYS RIVER - UNNAMED BROOK at Strafford Road, Strafford	1	1060000	Very Low	16 of 19	Low	Very Low	Very Low	Low	Low	Very Low
3	Unnamed stream at Jodi Lane, Strafford	1		Very Low	13 of 19	Low	Very Low	Low	Low	Very Low	Low
4	BERRYS RIVER at Crown Point Road, Strafford	1		Very Low	15 of 19	Low	Moderate	Very Low	Low	Very Low	Moderate
5	BERRYS RIVER - UNNAMED BROOK at Strafford Rd, Strafford	1	1450000	Very Low	16 of 19	Low	Moderate	High	Low	Moderate	Very Low