





STRAFFORD MPO METROPOLITAN TRANSPORTATION PLAN YEARS 2026-2050

PUBLIC COMMENT DRAFT

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STRAFFORD
Metropolitan Planning Organization

Contents

Acknowledgements 2
SRPC Staff 2
Strafford MPO Technical Advisory Committee 3
Strafford MPO Policy Committee 4
Transportation in the Strafford Region 6
What is an MPO? 6
What is the MTP? 9
Regional Overview 12
Data Disclaimer 15
Shaping the MTP 17
MTP Vision, Themes, and Lenses 18
Alternatives to Driving 20
Trails 30
Commuting Connections 35
Safety ..... 39~~38~~
State of Good Repair ..... 44~~43~~
Financial Plan and Fiscal Constraint ..... 48~~47~~
Transportation Funding ..... 48~~47~~
Projected Transit Funding ..... 53~~52~~
Fiscal Constraint Calculations ..... 56~~55~~
Operations & Maintenance ..... 62~~61~~
Appendix A – Project Lists ..... 64~~63~~
2025-2028 Transportation Improvement Program ..... 64~~63~~
2029-2034 Ten Year Transportation Plan ..... 65~~64~~
2035-2045 Long Range Projects ..... 66~~65~~
Appendix B – Environmental Impacts and Mitigation Strategies ..... 67~~66~~
Appendix C – System Performance Report ..... 68~~67~~
Appendix D – Transportation Partners and Initiatives ..... 69~~68~~

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Strafford MPO Technical Advisory Committee

MPOs typically have a standing Technical Advisory Committee, composed of local planners, engineers, and transit staff within the region. Their responsibilities include technical assistance and input for the MPO staff in project scoping, day-to-day needs and operations, and institutional knowledge. Within the Strafford Region, one voting seat is offered to each of the 18 municipalities, and additionally to the two transit agencies, the University of New Hampshire, and the New Hampshire departments of Transportation and Environmental Services. We thank our 2025-26 TAC members below for their expertise.

Members	Entity Representing
Michelle Mears, Chair	City of Somersworth
Michael Williams, Vice Chair	COAST
Ernie Creveling	Town of Barrington
Marshall Goldberg	Town of Brookfield
Donna Benton	City of Dover
Jill Semprini	City of Dover
April Talon	Town of Durham
Katrin Kasper	Town of Lee
Bruce Woodruff	Town of Milton
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Jessica Wilcox	New Hampshire Department of Environmental Services
William Rose	New Hampshire Department of Transportation
Leigh Levine	Federal Highway Administration

Strafford MPO Policy Committee

MPOs are governed by a Policy Committee, effectively a Board of Directors. At SRPC, the MPO Policy Committee is comprised of the Commissioners themselves under RSA 36:46, who additionally serve as the Economic Development District Board of Directors. Additionally, there are voting seats for each of the two transit agencies, the University of New Hampshire, and the New Hampshire departments of Transportation and Environmental Services. We thank our 2025-26 TAC members below for their volunteerism and commitment to thoughtful and informed transportation advocacy in the region.

Members	Entity Representing
Paul Rasmussen, Chair	Town of Durham
Michael Lehrman, Vice Chair	Town of Durham
Joe Boudreau, Treasurer	City of Rochester
Steve Diamond	Town of Barrington
Matthew Towne	Town of Barrington
Marshall Goldberg	Town of Brookfield
Chris Kinville	Town of Brookfield
Kean McDermott	City of Dover
Krysta Gingue	City of Dover
Lindsey Williams	City of Dover
Steve Brown	City of Dover
Curtis Register	Town of Durham
Katrin Kasper	Town of Lee
Mark Avery	Town of Madbury
Tom Falk	Town of Madbury
Kate Buzzard	Town of Middleton
John Mullen	Town of Middleton
Leslie Howlett	Town of Milton
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Don Manter	Town of Northwood
Glenn Griswold	Town of Nottingham
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Michael Bobinsky	City of Somersworth
Mark Richardson	City of Somersworth
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Leigh Levine	Federal Highway Administration
Vacant	Town of Farmington (2)
Vacant	Town of Lee (1)
Vacant	Town of New Durham (2)
Vacant	Town of Newmarket (1)
Vacant	Town of Northwood (1)
Vacant	Town of Nottingham (1)
Vacant	Town of Rollinsford (2)
Vacant	City of Somersworth (1)
Vacant	Town of Strafford (1)
Vacant	Town of Wakefield (2)

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 (see Strafford MPO Policy Committee above). United States law outlines the planning process of 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 urbanized area. It also serves many other communities outside the urbanized area for a total of 18 municipalities that comprise the Strafford region. Likewise, Maine communities in the above are served by the Kittery Area Comprehensive Transportation System at the Southern Maine Planning & Development Commission.

Below: Examples of Metropolitan or Long Range Transportation Plans from other regions. From left to right:

1. *A regional population snapshot from the greater Manchester region.*
2. *A map of pavement conditions in the Des Moines, Iowa metropolitan area.*
3. *A project profile of a proposed project in Boston.*
4. *A "budget sheet" common in the fiscal constraint calculated for every MTP. This one is found within the MTP for the New York City region.*

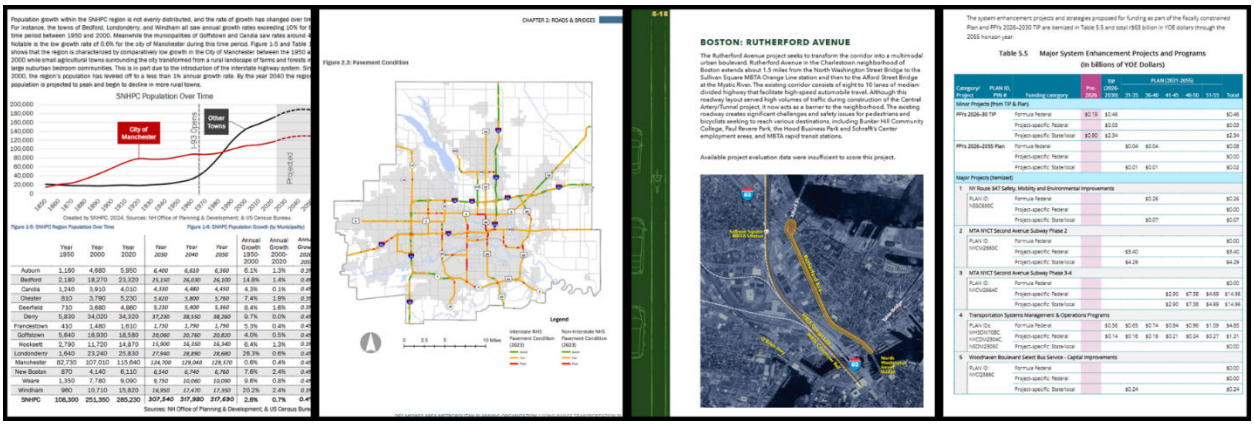


Figure 1 - Examples of other MTPs.

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 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.

Support the **economic vitality** of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency





Increase the **safety** of the transportation system for motorized and non-motorized users

Increase the **security** of the transportation system for motorized and non-motorized users





Increase **accessibility and mobility** of people and freight

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

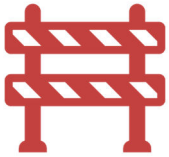




Enhance the **integration and connectivity** of the transportation system, across and between modes throughout the State, for people and freight

Promote efficient **system management** and operation



	Emphasize the **preservation** of the existing transportation system
Improve the **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation	
	Enhance **travel** and **tourism**

What is the MTP?

MPOs must develop long-range, multimodal plans for the development of the regional transportation system. Known as a Metropolitan Transportation Plan (Metro Plan, or MTP), 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.

Nationally, there are seven federal highway and four federal transit performance goals to be tracked by MPOs, which overlap with many of the core themes in this Metro Plan and are reflected in Strafford MPO's project development and selection practices.

Highway	Transit
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	**Rolling Stock**: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.	**Equipment**: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.	**Facilities**: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
System reliability: To improve the efficiency of the surface transportation system.	**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).
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.	
Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	
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.	

SRPC has developed a separate System Performance report as a companion document to the MTP. You can read the most recent system performance report in Appendix E.

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 (Table 1). Rising populations will increase the demand for services and impact the transportation system. The cost of living and critical services has risen over the past decades, but incomes have not kept pace. The state's federal minimum wage is currently three times lower than the living wage estimated for Strafford County, and five times lower than the median household income. There are approximately 3,700 households across the region with incomes below minimum wage. Households with low incomes are spread throughout the region, however, people living in rural communities, especially those working in lower wage jobs likely have longer commutes and higher transportation costs. For example, hotel, retail, and restaurant jobs are concentrated in urbanized communities where low-wage earners may be unable to afford housing.

Table 1 - Population Estimates and Projection for SRPC Region (US Census Bureau & New Hampshire OPD)

Year	Population	Percent Change
2020 (Est.)	156,145	--
2021 (Est.)	156,893	0.48%
2022 (Est.)	157,485	0.38%
2023 (Est.)	158,762	0.81%
2024 (Est.)	159,593	0.52%
2025 (Proj.)	*162,479*	*1.81%*

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. The ridership of COAST is seen below in Table 2.

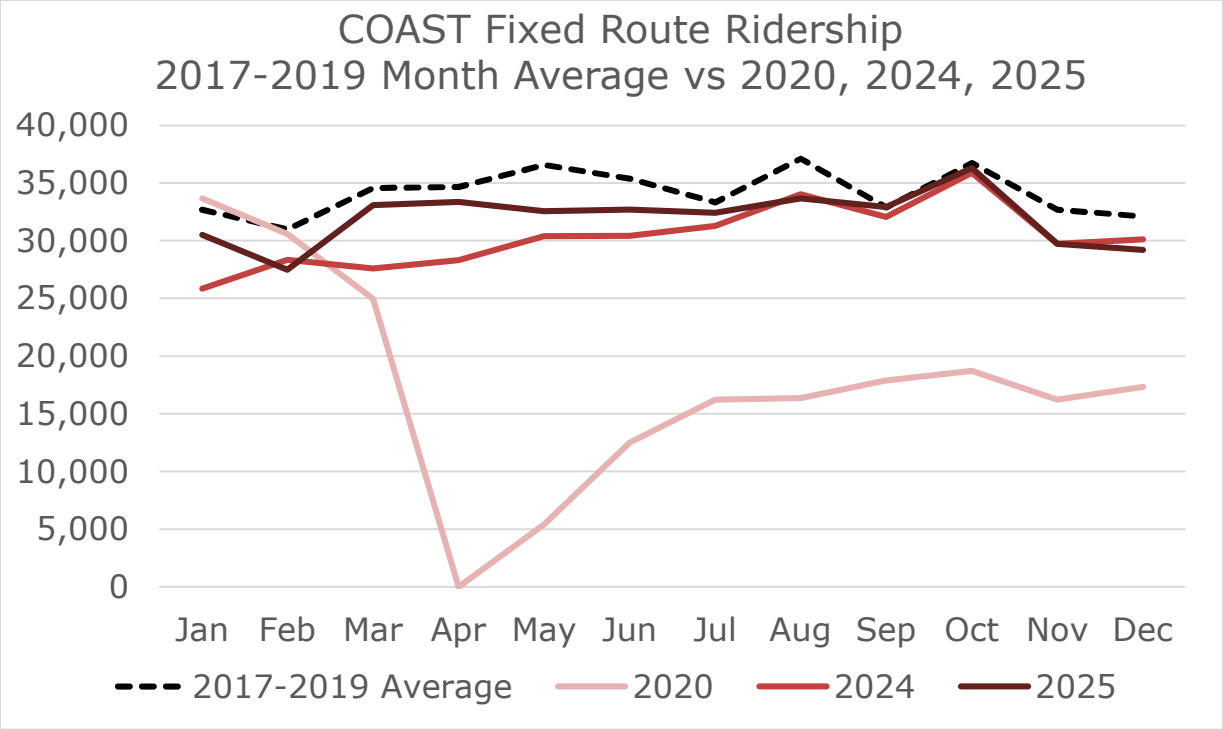


Table 2 - COAST Ridership (COAST)

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.

The region hosts passenger rail and inter-city bus services. The Amtrak Downeaster has high ridership but is unable to expand because of current track capacity limitations and shared use with freight trains. Despite having the state's richest mix of public transit services, the region is largely suburban and rural. Historic development patterns, lack of significant state support for public transit, and other factors make personal vehicles the dominant form of transportation. The region has prominent employment centers in Dover, Somersworth, Rochester, and Durham, but there are major employers in Portsmouth, Kittery, Manchester, and Concord. The spread of those commuting to and from the region is seen below in Table 3.

Table 3 - In-Area Labor Force Efficiency (US Census Bureau)

Workforce Type	2022	2023
Living in the Region but Employed Outside	48,200	39,276
Living and Employed in the Region	29,090	29,650
Employed in the Region but Living Outside	24,560	16,430

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, 82 dams are structurally deficient and their failure could result in the destruction of houses or roads. Linkages of both regional and local significance are at risk, from interstates to town-maintained roads. Despite all these increasing strains on transportation systems, revenues to repair and expand them are flat.



Figure 2 - Removal of the Gonic dam in Rochester in November 2025 (SRPC).

SRPC 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: a Public Participation Plan[1] and a Nondiscrimination Plan.[2]

Data Disclaimer

It is important to note that data cannot always be analyzed for the exact Strafford MPO region if the original source data is compiled for different geographies. When data for the Strafford MPO is not available, Strafford County be used as an approximation, but data is also provided for Carroll and Rockingham Counties where possible. When regional sources are limited, state or national data is used as needed.

SRPC conducts region-wide analysis of over 160 data metrics each year for a variety of projects and plans, including the MTP. This analysis, called the Regional Data Snapshot, covers demographics, economic vitality, livability and quality of life, mobility and accessibility, and resiliency. It is updated every year, with additional metrics added as they are developed.

The 2026 Data Snapshot contains many of the metrics discussed in this document, will be referenced throughout the MTP, and can be found at https://straffordrpcnh.gov/measure/data-snapshot/.

[1] straffordrpcnh.gov/engage/civil-rights/
[2] straffordrpcnh.gov/docs/nondiscrimination-plan/



Figure 3 - SRPC Data Snapshot Cover (SRPC)

Shaping the MTP

The Metro Plan was prepared 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 brainstormed potential strategies and action items and discussed their relative feasibility.

SRPC also conducted a region-wide public survey in 2025 that gathered feedback from 353 people on various topics, including transportation, economic development, and housing. Alongside these survey efforts, SRPC staff conducted seven events around the region and led conversations with eight municipal planning boards from late-2025 through early 2026. These efforts gathered in-person 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.



Figure 4 - Outreach in Barrington (SRPC)

MTP Vision, Themes, and Lenses

Vision Statement:
The Strafford region will be defined by a resilient, modern, and well-maintained transportation system that gives people safe options for reaching their destinations and supports local economies.

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 transportation system that can move high volumes of people to a variety of destinations without the need for a personal vehicle.

Theme 2: Trails

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

Theme 3: Commuting Connections

Goal Statement: An interconnected network that decreases reliance on personal vehicle travel and environmental impacts 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: Transportation infrastructure is 'right-sized' for the region~~.~~ ~~Infrastructure ,~~ enables the multimodal transportation network to serve future needs, and is economical to maintain.

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

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

Resiliency and Future Readiness: Ensure the transportation system's long-term sustainability; increase the region's ability to anticipate, withstand, adapt to, and recover from impacts to infrastructure.

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

Age Friendliness: Ensuring that all community members can reach their desired destinations and live a life with dignity.

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 for those who seek a car-free, or even "car-light" lifestyle. 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. Expanding the variety of transportation modes in the region will increase flexibility for individual commutes, and reduce wear and tear on existing infrastructure by reducing single-occupancy vehicle trips. Expanding the availability of modes like public transit is also essential for preserving the rural character of the region. Continued development paired with a transportation system that perpetuates the dominance of single-occupancy vehicle travel will incrementally replace the region's rural character.

Fixed Route Bus Service

Fixed-route bus service has the potential to move high volumes of people efficiently and safely. However, fixed-route systems cannot serve a broad rural area *and* at operate at high frequencies (e.g. a bus every 15 minutes). Diverse local development patterns and gaps in state financial support also constrict public transit throughout New Hampshire. There are many infrastructure and technology improvements that could improve bus service and increase ridership:

- Bus "pull-offs" designed to allow buses to pick up passengers and re-enter traffic safely and efficiently.
- Safe walking routes to bus stops with shelters and lighting.
- Upgrade traffic signals with "transit prioritization" technology that senses approaching buses and delays the transition to a red light.



Figure 5 - COAST bus in Somersworth (SRPC)

The primary fixed-route transit providers in the region are the Cooperative Alliance for Seacoast Transportation (COAST) and the University of New Hampshire's Wildcat Transit (Wildcat Transit). COAST serves eight towns with fixed-route and para-transit service:

- Farmington
- Rochester
- Somersworth
- Berwick (Maine)
- Dover
- Newington
- Portsmouth
- Kittery (Maine)

In FY25, COAST provided 411,467 rides covering 2,708,901 miles.

Wildcat Transit is a public service for transport of students, faculty, and staff near the Durham campus and to and from Dover and Portsmouth. Route 3 serving 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. These ridership trends for Wildcat Transit have been consistent for several years and can be explained by an increase in student housing around Durham. Wildcat Transit has yet to reach pre-2020 ridership, while COAST nearly met pre-pandemic ridership in 2025.[3] [4]

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

COAST is a federally funded transit provider and receives matching funds from the state and from the municipalities in its service area. COAST has raised most of the $19.5 million required for a new administrative, operations, and maintenance facility in Dover. This funding comes from a mix of sources. 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.[5] New Hampshire provides the least financial support of the northeastern states and remains in the bottom three for the whole country.[6] Wildcat Transit operations are funded by UNH students and they apply for federal and state grants for bus replacement and capital projects.

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. For example, an important bus stop at a healthcare center along NH108 (one of the region's busiest roads) has no pedestrian crossing facilities.

[5] COAST, FY2026 Budget (2025).
[6] AASHTO, Survey of State Funding for Public Transportation for FY 2023 (2025).



Figure 6 - UNH Wildcat Transit stop near a preschool at the Dover-Madbury town line (SRPC)

Sidewalks

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 conducted a regional Pedestrian Level of Traffic Stress (PLTS) assessment along transit routes to evaluate accessibility.[7] PLTS analysis includes factors presence and condition of sidewalks, speed and volume of vehicle traffic, and pedestrian crossing conditions to rank roads according to pedestrian comfort and safety. This tool can be used to identify roads and crossings with the greatest need for pedestrian improvements to enable more people to safely access public transit. SRPC reviewed the PLTS analysis with the City of Dover and made recommendations to enhance consideration of sidewalk connectivity and safety when new developments are being considered by the planning board.

[7] SRPC & RPC, Seacoast Transit Stop Accessibility Study (2025). straffordrpcnh.gov/docs/seacoast-transit-stop-accessibility-study/

The region's sidewalk network is extensive, but tends to be concentrated within or near urbanized communities. Sidewalks need to be designed to create pedestrian safety and comfort to the maximum extent possible. This is particularly important at crossings, where elements like curb extensions and flashing beacons increase pedestrian visibility. Extending the sidewalk network is important for increasing people's ability to make more local trips on-foot, including recreational trips. However, the up-front capital and maintenance costs of sidewalks are a significant barrier to small municipalities. SRPC regularly works with municipalities to find ways to improve pedestrian networks on rural roads without building sidewalks.

Who Maintains Sidewalks in New Hampshire?
Sidewalks are universally a town or city responsibility (RSA 231:113), even along numbered state highways. Property owners cannot be compelled to repair or maintain sidewalks, including the shoveling of snow. This has long been a deterrent for rural communities to construct new sidewalks. Many communities cannot justify the purchase of a skid steer loader or other sidewalk-sized equipment, or cannot fund additional staff time during winter storm events. Municipalities may try cost-sharing or joint purchases of necessary equipment.

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 local Amtrak stations in cooperation with NNEPRA. The Downeaster stops in Durham and Dover are busy with people traveling to Boston and Portland, Maine. The Downeaster provides around 50,000 trips per month.[8] Despite its popularity, the Downeaster cannot meet its full potential without regional collaboration and state investment. The regional rail network is shared by passenger and freight service but capacity is restricted by infrastructure capacity. For example, a section of track in Dover and Rollinsford has older rails that require trains to reduce speeds by half. Most of the bridges in the region are not tall enough to allow freight train cars to stack more than one container vertically (known as "double stacking"). In

[8] NNEPRA, Monthly Ridership History (2026). nnepra.com/reports-stats/reports/

2025, NNEPRA embarked on major capital improvements in neighboring communities to address this, including a renovation of the station in Wells, Maine.[9] NNEPRA's priorities for New Hampshire and the Strafford Region are increasing the miles of double track and increasing amenities and security at passenger rail stations. CSX, who owns the rail infrastructure, upgraded all rail crossings in the region in 2025. The Town of Newmarket and SRPC have discussed the feasibility of a local Amtrak stop. The town owns an ideal site along the tracks and local outreach shows that support is high. This is a long-term project and its ~~V~~viability ~~of a passenger rail stop in Newmarket~~ depends on increasing the capacity of the regional rail network and completing track upgrades outside Newmarket. There are sections of abandoned rail or historic rail right-of-way throughout the region. They hold the potential for restoration and expansion of passenger rail service, but would require significant investment.



Figure 7 - Historic Downeaster train station on the UNH campus (SRPC)

Paratransit and Age Friendliness

Paratransit options provide transportation services for adults over 65 and people with disabilities. Individuals can schedule rides with various providers depending on the purpose of their trip. 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

[9] NNEPRA, Wells Area Improvement Project: Project Overview (2025). nnepra.com/project/wells-area-improvement-project-2/

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.[10] Paratransit services have higher operational costs than traditional fixed routes. People are more likely to need or seek transportation assistance as they age. The population over 60 is the fastest growing age group. This will continue as the remainder of the Baby Boomers reach 65 over the next 5 years[11].

Table 4 - Paratransit options available in the SRPC region

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

Bicycling

Individual municipalities have local roads that include facilities for bicycles, but the region generally lacks bikeable routes that safely connect communities. SRPC works actively with municipalities and agencies to expand and connect local routes for bicycling and walking. See more detail in SRPC's 2024 Active Transportation Plan.

SRPC maintains data on the bicycle level of traffic stress (BLTS) for the region's roads[12]. The most recent update found that approximately 375 miles of road

[10] COAST and SRPC.
[11] SRPC's Regional Data Snapshot https://docs.straffordrpcnh.gov/documents/plans/rpc/datasnapshot_2026.pdf
[12] SRPC's Bicycle Level of Traffic Stress Interactive Map: https://experience.arcgis.com/experience/9971de5e693c4dc0bc8b025233320689/page/About

are moderately or highly stressful for cyclists. This is indicative of road with high vehicle speeds, narrow or no shoulders, and high traffic volumes.

Designation of the official state bicycle routes in 2000 did not consider factors like vehicle speed or shoulders that affect cyclist safety and comfort. Consequently, they were designated on 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 state-designated bicycle routes.

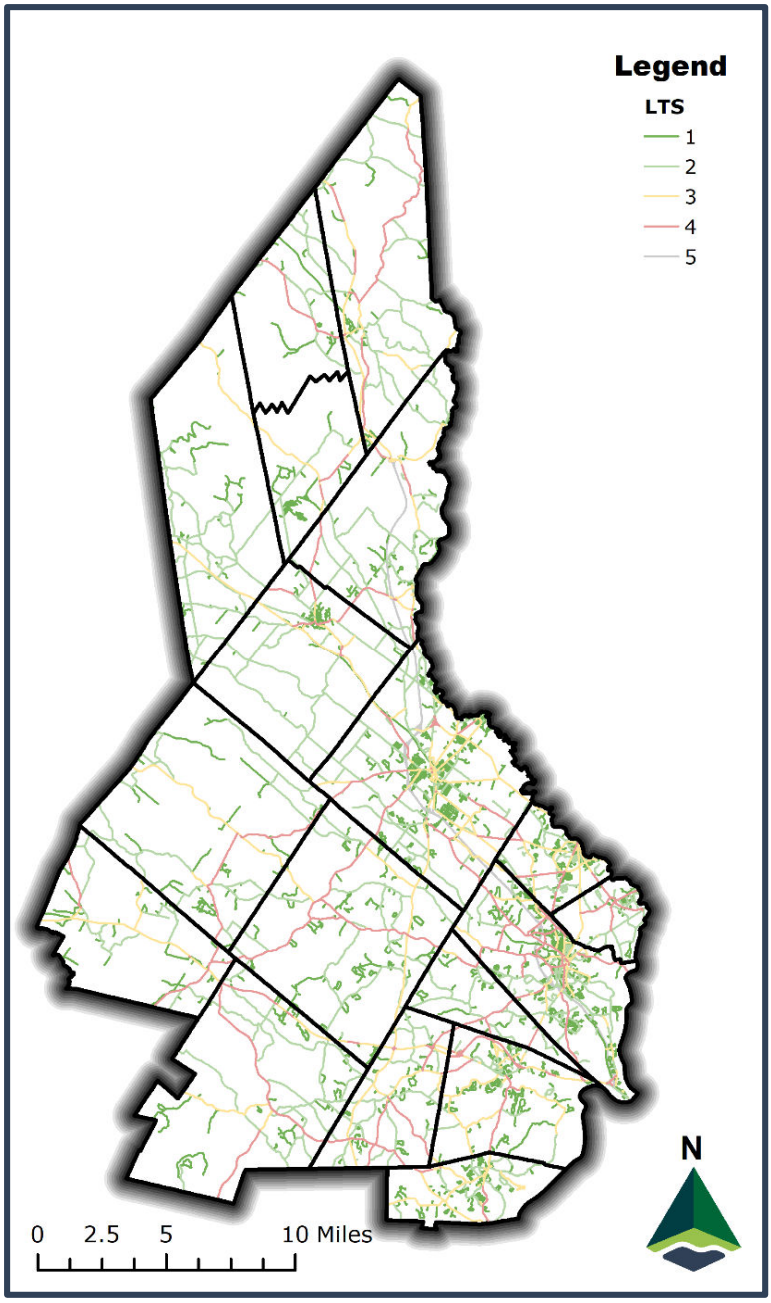


Figure 8 - Bicycle Level of Traffic Stress map of the Strafford region (SRPC)

Some communities have installed 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 transportation system that can move high volumes of people to a variety of trip destinations without the need for a personal vehicle.

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 underserved trip types and increase demand-response services to meet the need.

Enhance Passenger Rail

Develop and fund actions and projects needed to increase passenger rail frequency through the region.

Reduce gaps and barriers in pedestrian network.

Improve amenities, security, and comfort at passenger rail stops.

Trails

Trails were identified as a theme by community stakeholders and transportation leaders seeking to re-frame trails as a defined mode of transportation just like our highways and public transportation. 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. Trails are also a significant factor in land conservation. The Strafford Region has trails in all 18 of its municipalities, with great potential for growth and utilization. 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.

Table 5 - Trail user counts within the SRPC region (SRPC)

Various Trail User Counts			
Trail Name	**Location, Community**	**Weekday Average Daily Users**	**Weekend Average Daily Users**
Cotton Valley Rail Trail	Pike Brook, Brookfield	140	159
Farmington Rail Trail	Meetinghouse Hill Road, Farmington	27	27
Dover Community Trail	Fisher Street-Silver Street, Dover	438	440
Loiselle Conservation Area	Trail Entrance, Newmarket	15	22
Scoutland	Front Street Entrance, Rollinsford	37 (Winter)	51 (Winter)
		67 (Summer)	83 (Summer)
Somersworth Riverwalk	Main Entrance, Somersworth	17 (Winter)	20 (Winter)

		40 (Summer)	54 (Summer)
Willand Pond	High Street Entrance, Somersworth	180	174
Blue Job State Forest	First Crown Point Road Trailhead, Strafford/Farmington	87	201

Typologies and Differentiations

Sidewalks can be a significant investment for municipalities, particularly those which have no existing sidewalks. The up-front capital cost is followed by long-term maintenance costs. ~~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~~more affordable alternative to sidewalks that also contribute to a rural town's character and are more comfortable for a wide range of people. 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.

Table 6 - Rail trails in the SRPC region (SRPC, New Hampshire DNCR, and USGS)

Rail Trails in the Strafford Region			
Trail Name	**Former RR Corridor**	**Owned By**	**Maintained By**
Farmington Rail Trail	Lakeport/ Farmington Branch	State	DNCR
Cotton Valley Rail Trail	Wolfeboro RR	State	DNCR
Rockingham Rail Trail	Portsmouth Branch	State	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.

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.

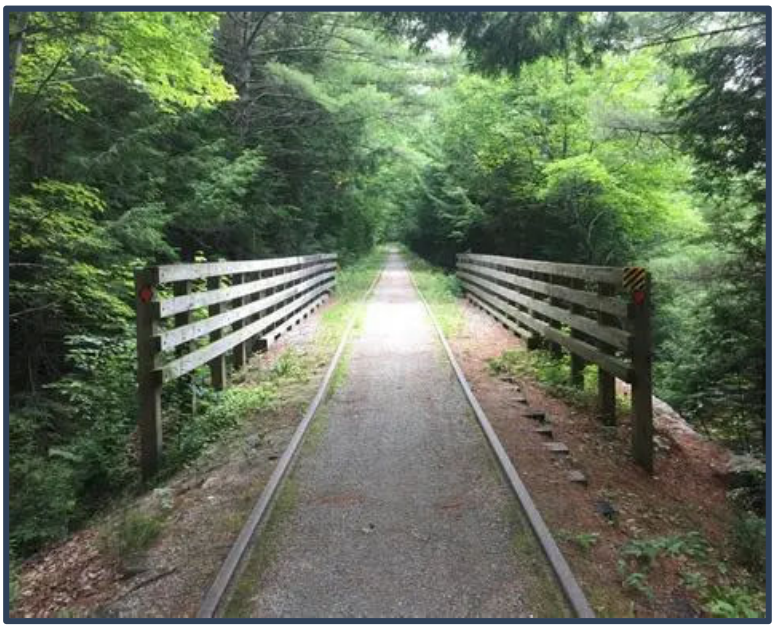


Figure 9 - Cotton Valley Rail Trail (SRPC)

Land Use and Site Planning

Trails can be a powerful mechanism for community connection and identity, but land use and planning processes have barriers. There are opportunities for inter-community trail development, such as between Durham and Newmarket, but the process takes a long time and requires consent from many individual land owners. 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.

Safety and 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. E-bikes have become widely available, popular, and more common on the region's trails, leading to potential conflict with non-motorized users. SRPC should contribute to efforts to carefully define rules around new technology that promote safety without discouraging the expansion of transportation choice. 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 trails.



Figure 10 A section of Rochester's Lilac Greenway with a pedestrian beacon (SRPC)

Goal Statement

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

Objectives and Strategic Direction

Connectivity and 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. More people may be looking for housing in rural communities because of higher housing costs near employment concentrations in urban communities, which increases 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. According to 2022 data from the Housing and Transportation Cost Index, transportation and housing costs account for nearly 40% of typical household income in the region[13]. 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. 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

There are many opportunities to make these improvements. 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. Increased density with mixed-use development and walkable town centers can help municipalities to balance environmental priorities and preserve rural character. Infill and reuse

[13] The Center for Neighborhood Technology (CNT) https://htaindex.cnt.org/

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). Somersworth is updating their zoning ordinance with the goal of increasing infill and redevelopment within the city center.

Denser and mixed-use development patterns allow public transit to serve more people more efficiently by concentrating housing, employment, and other essential destinations in downtowns and along transportation corridors. COAST connects urbanized areas and job centers throughout the region. UNH Wildcat service is designed to bring university staff, faculty, and students from Dover and Portsmouth to the region's largest single employer. On-campus routes are designed to eliminate the need for students to use a personal vehicle for local needs.

Lifestyle and Remote work

In the Strafford region, a personal vehicle is 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 telework. However, many have called workers back to the office.

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. US route 4, NH route 202 and US route 101 are the only primary routes to those destinations and east-west public transit services are non-existent except for specific trip types~~services~~. Without intermunicipal coordination and incremental transportation improvements, continued rapid development along corridors like US route 4 will result in congestion and safety impacts, requiring unaffordable infrastructure projects.

Evolving Technology

Currently evolving technologies such as shared autonomous vehicles or "Automated Driving Systems" which provide mobility as a service have the potential to augment both private vehicle use and transit services. Shared autonomous vehicles could reduce the need for parking in denser areas and could enhance transportation access for individuals with limited ability or desire to operate their own vehicles. Automated taxi or ride-hailing services have begun testing vehicles in Boston, MA. It is likely that demand for such services could increase in NH in the future, yet infrastructure, policy, and laws related to autonomous vehicle technology are lacking in New Hampshire. SRPC should lead or contribute to regional efforts to prepare for changing technology in personal transportation.

Long-Term Planning

The region faces a difficult challenge of balancing development and its impact on communities and the wider transportation system. Individual developments rarely show significant traffic impacts based on typical analysis practices. Yet cumulative development over five to ten years can result in significant congestion and safety impacts along a corridor. The costs and time scales of major corridor improvements after a decade or more of development are becoming untenable given the recent construction cost escalation. Despite this, corridors will need to be improved to meet the evolving needs of the region and advance quality of life. Maintaining service levels on the existing highway network, and expanding modal options on them, will require more coordination of land use decisions and capital investment among municipalities. Long-term planning also needs to consider changing demographics; the region's transportation needs and goals will evolve along with its population. The transportation system is currently struggling to serve the increasing number of seniors in the region. SRPC needs to also consider demographic shifts in 20 years; how will the transportation needs and priorities of residents evolve over the coming decades?

Goal Statement

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

Objectives and Strategic Direction

Decrease Commute Times and 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.

Participate in CommuteSmart Seacoast as a program to incentivize alternatives to driving alone for commutes.

Enhance Community Character and Vibrancy

Promote mixed use and multi-family development along transit routes and major corridors.

Improve downtown transportation infrastructure to stimulate economic development.

Offer more technical assistance for developing local land use regulations that decrease household transportation costs.

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 principles and 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[14] that examined crashes that occurred between 2018 and 2022. Its focus was 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:

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

Roadway departure was a factor in 67% (44) of fatal crashes. Additional analysis is needed to determine how roadway departures occurred and if they were before or after initial crashes.

People not wearing their seatbelt or wearing it incorrectly ("occupant protection") was a factor in 48% (31) of fatal crashes.

Speed and aggressive driving were factors in 34% (22) of fatal crashes.

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 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.

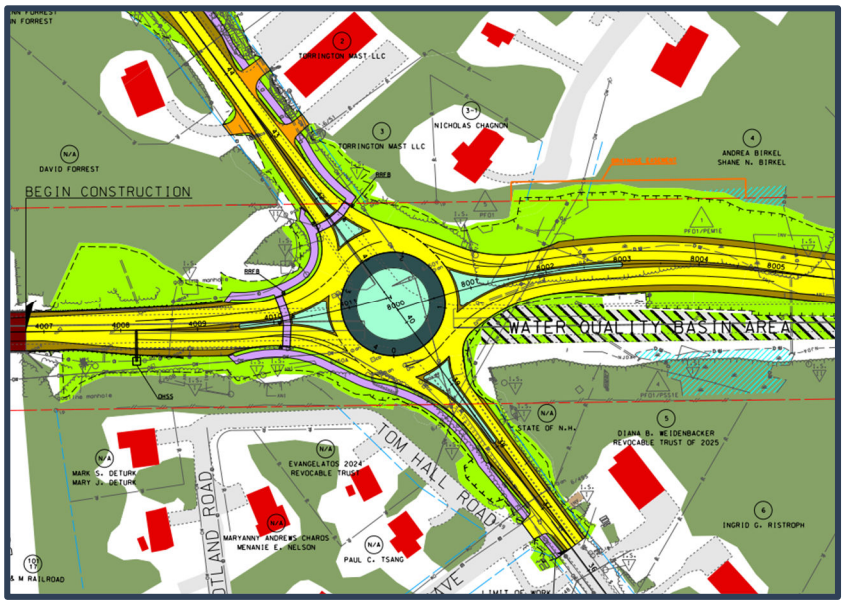


Figure 11 - Roundabout design for US4 and Madbury Rd intersection (New Hampshire DOT)

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.

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. Additionally, increasing public transportation ridership also increases transportation safety but getting more individual drivers off the road.



Figure 12 – Strafford Square intersection in Rochester before its 2024-25 renovation (SRPC)

Safety Technology

Technology plays an important role in transportation safety – a role that will likely grow in the years to come. Safety features such as lane departure warnings and automatic breaking have become standard compliments to air bags and seatbelts. Technology that can improve safety is now being integrated into infrastructure. Common examples are systems that sense approaching emergency vehicles and turn traffic signals to red to stop traffic. Many busy intersections in the region have signals that can sense traffic levels and adjust the length of phases to adapt to peak traffic periods. Technology is playing a larger role in safety analysis and planning. Those same signals often have cameras that can record important safety hazards, including close calls. Technology has proven disruptive as well. Beyond the array of devices that distract drivers from their primary task, navigation tools often redirect travelers onto local roads if obstructions occur on primary routes.

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.

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

Achieve 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.

Improve lighting in areas designed for pedestrian activity.

State of Good Repair

Pavement and Bridge Conditions

At a regional scale, the highway network is in good condition. The National Highway System (NHS) includes 2105 lane miles in the SRPC region. 2024 data show that 87.1% of NHS pavements on the were in fair or good condition, with 11.6% in poor condition (the condition of 1.3% of NHS roads was unknown). This does not include pavement conditions on local roads. SRPC conducts local Road Surface Management System (RSMS) analysis to help communities develop multi-year paving plans. The analysis results in maintenance plans to help communities keep roads in good condition with low-cost treatments that avoid major road rebuilds.

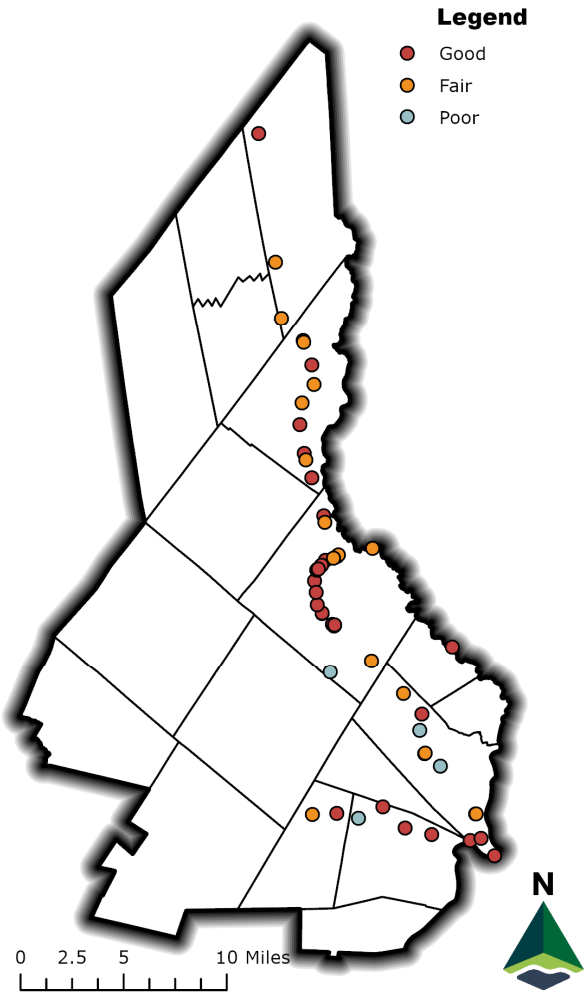


Figure 13 - Bridge conditions on National Highway System roads in the SRPC region (SRPC)

In 2025, 97% of the 70 bridges on the NHS were in good or fair condition, with only 3% in poor condition. The region has a total of 31 bridges on the "red list" (17 locally-owned and 14 state-owned bridges). Bridges on the red-list are inspected twice annually. It does not mean that a bridge is in critical condition, but is an indication of its overall condition.

At the federal, 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. Climate change is escalating threats to infrastructure, including rising sea-levels, more frequent violent storms, and increased summer temperatures. 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. Incremental investment in the transportation system is less expensive than periodic major projects. The region needs to develop processes and funding mechanisms for maintaining and improving transportation infrastructure with smaller, more regular projects to avoid the cost and challenges of large multi-decade projects.

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.

COAST and UNH Wildcat Transit face similar challenges with the rising cost of maintaining and replacing vehicles in their fleets. Transit fleets are routinely updated, but in 2024, UNH and COAST had combined fleet of 39 large transit buses. Twelve (31%) of those vehicles had surpassed their "useful life benchmark". That number was expected to reach 16 (41%) by 2026. Useful life benchmark is a measure of average expected number of service years of a vehicle before it reaches a condition rating of 2.5 (out of 5). For a full-sized transit bus, that is 14 years. UNH and COAST regularly maintain their vehicles and get many more miles and years out of them. COAST has transitioned much of its fleet to smaller buses that are more nimble and easier to maintain. They are also raising funds for a new maintenance, administrative, and fleet storage facility. UNH has transitioned most of its fleet to natural gas powered buses and upgraded its natural gas fueling station in 2026.



Figure 14 - COAST facility plans and delivery of CNG fueling equipment to UNH (COAST and UNH)

Goal Statement

Transportation infrastructure is 'right-sized' for region. Infrastructure enables the multimodal transportation network to serve future needs and is economical to maintain.

Objectives and Strategic Direction

Maintain Existing Roads Before Expanding the Network

- Develop a sustainable, reliable 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 capital improvement planning.
- Conduct local parking studies to support local parking planning.
- 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.

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

Federal Regulations Impacting Transportation Planning
Financial Plan: 23 CFR Part 450.324 (g)(11), Public transit funding: 49 U.S.C. Chapter 53

For purposes of implementing the provisions of the Infrastructure Investment and Jobs (IIJA) 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):

> 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).
>
> 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.

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.

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).

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.

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).

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.

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.

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 several 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 fixed route and paratransit service in Dover, Farmington, Rochester, Somersworth, Newington, and Portsmouth, NH; and Berwick, and Kittery, ME. COAST relies on municipal contributions to match federal funding in 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 2026-2028

Funding for Fiscal Years 2026-2028 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 2026-2032

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.

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

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% 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.

Anticipated Average Annual Transit Funding Fiscal Years	
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)

These funds are specifically for 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)

The STP 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

There are three subcategories grouped as a single “Bridge” category in the funding forecasts. They are:

On-System: Bridges on roads that are functionally classified higher than local. 70 percent of all eligible funding for bridges is in this category.

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.

On/Off-System: Bridges either on or off system; funding for this category is an 80 percent federal and a 20 percent local match.

Congestion Mitigation and Air Quality Improvement funding through Federal Highway Administration and Federl Transit Administration

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 requires a 20 percent local match.

State Planning and 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 final stage of the Newington-Dover Project is to demolish the original General Sullivan bridge while maintaining a dedicated, separate bicycle and pedestrian crossing

Fiscal Constraint Calculations

As mentioned above, fiscal years 2026 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

- 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.
- Transit Funds are distributed based on current allocations to each transit agency.
- Population data will be from the most recent decennial Census or the NH Office of Planning and Development population estimates.
- Lane mile data will be from NHDOT Roads dataset.
- Discretionary grants and Congressionally Designated Spending "Earmarks" will be listed as a single line item in the tables with notes indicating project/source details.
- Discretionary grants and CDS will not include inflation factors.
- Current inflation rate is 3.7% per year.
- The most recent STIP Fiscal Constraint document will be the source of the financial data for the TIP years.
- The most recent approved Ten Year Plan "Rainbow Chart" will be the source of data for years 6-10.
- Years 11+ will be based on the most recent approved Ten Year Plan "Rainbow Chart" plus an inflation of 2% per year in revenues.

I-93 Debt service concludes in 2034. Revenues from SB367 will end at that time.

Operations and Maintenance is calculated using Turnpike R&R funds, Betterment Funds, and Transit O&M.

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).

Due to transit systems overlapping regions, the distribution of funding may show greater than 100% when all MPO values are added together.

Other State Funds includes SAB and TIFIA as well as any other State funding programs not explicitly listed elsewhere.

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.

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.

Programmed local or state match amounts will be made available in a timely manner for any projects that require them.

NHDOT has determined that appropriate funds will be available for all projects that include federal funds and are programmed by NHDOT.

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	2026-2028	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

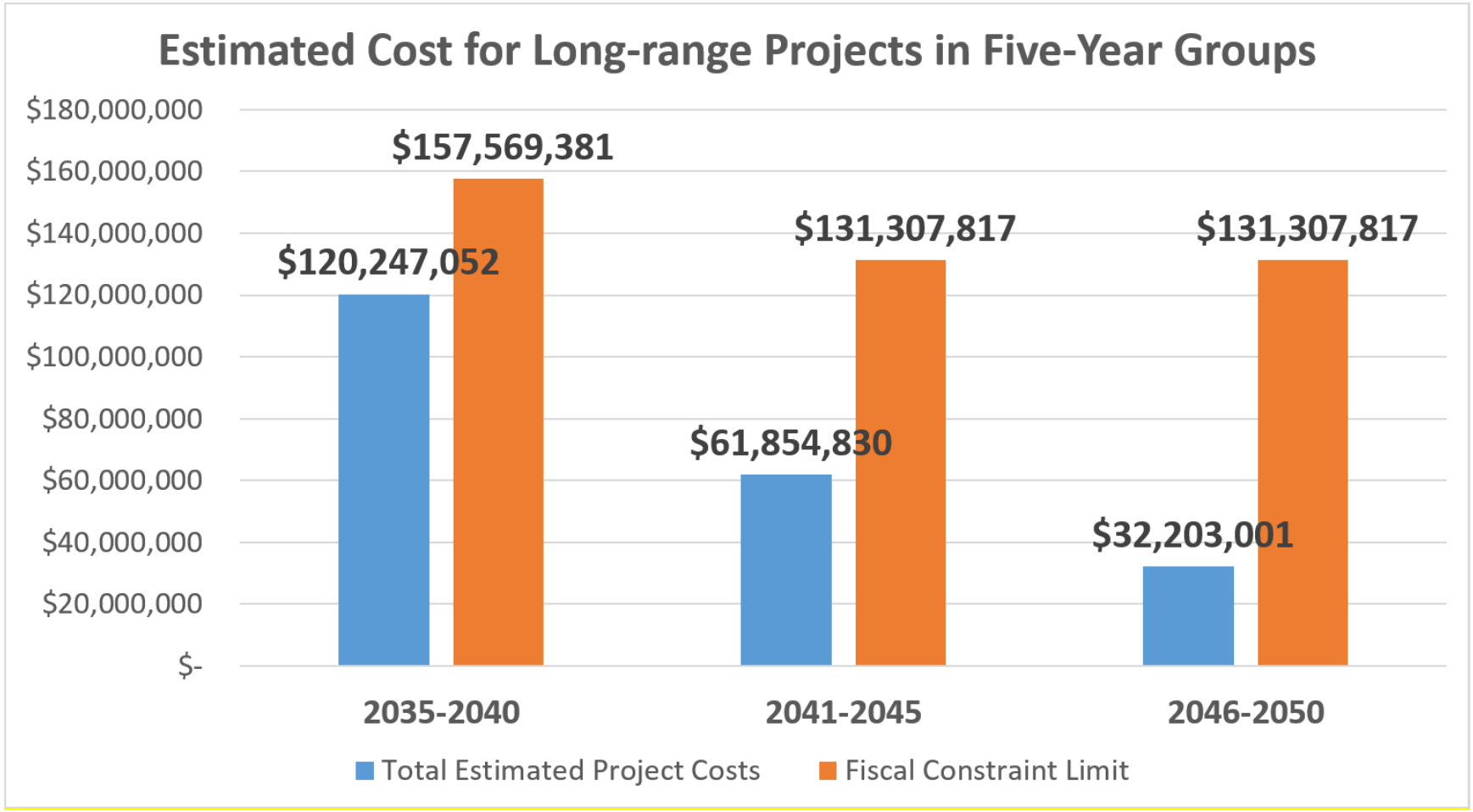
	Programs	2025-2028 Transportation Improvement Program 2026	2027	2028	Total 2026-2028	Ten Year Plan 2029-2034*	Long Range Plan* 2035-2040	2041-2045	2046-2050
FHWA	CMAQ	$1,187,741	$1,187,741	$1,187,741	$3,563,224	$8,041,377	$8,041,377	$6,701,148	$6,701,148
	CRP	$550,353	$550,353	$550,353	$1,651,058	$3,726,058	$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	Not possible to estimate funds by individual program area for the Long Range Plan.		
	CRP	$1,588,524	$0	$0	$0			
	HSIP	$0	$0	$0	$7,256,097			
	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	Not possible to estimate funds by individual program area for the Long Range Plan.		
	Redistribution	$0	$0	$0	$0			
	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	Federal transit dollars in these programs are applied for by individual transit providers on an annual or biennial basis.			$0	Federal transit dollars in these programs are applied for by individual transit providers on an annual or biennial basis.		
	FTA 5339				$3,150,810			
	Discretionary Grants				$0			
	FTA Sub-Total	**$4,684,975**	**$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.

DRAFT

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,

DRAFT

41415 - BARRINGTON

State ID
41415

Lead Agency
DOT

Project Type
Bridge

Performance Measures
PM2 - Pavement and Bridge Condition

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$176,000	$0	$0	$180,769	$0	$0	$356,769
PE	STBG-5 to 200K	$88,000	$0	$0	$0	$0	$0	$88,000
PE	STBG-Non Urban Areas Under 5K	$0	$88,000	$0	$0	$0	$0	$88,000
PE	Toll Credit	$66,000	$22,000	$0	$45,192	$0	$0	$133,192
Total PE		$330,000	$110,000	$0	$225,961	$0	$0	$665,961
ROW	National Highway Performance	$0	$0	$0	$138,740	$0	$0	$138,740
ROW	Toll Credit	$0	$0	$0	$34,685	$0	$0	$34,685
Total ROW		$0	$0	$0	$173,425	$0	$0	$173,425
CON	National Highway Performance	$0	$0	$0	$0	$2,671,083	$0	$2,671,083
CON	Toll Credit	$0	$0	$0	$0	$667,771	$0	$667,771
Total CON		$0	$0	$0	$0	$3,338,854	$0	$3,338,854
Total Prior Costs		**$330,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$330,000**
Total Programmed		**$330,000**	**$110,000**	**$0**	**$399,386**	**$3,338,854**	**$0**	**$4,178,240**

43547 - BARRINGTON

State ID
43547

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$161,316	$161,316
PE	Toll Credit	$0	$0	$0	$0	$0	$40,329	$40,329
Total PE		$0	$0	$0	$0	$0	$201,645	$201,645
ROW	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$22,305	$22,305
ROW	Toll Credit	$0	$0	$0	$0	$0	$5,576	$5,576
Total ROW		$0	$0	$0	$0	$0	$27,881	$27,881
CON	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$826,890	$826,890
CON	Toll Credit	$0	$0	$0	$0	$0	$206,722	$206,722
Total CON		$0	$0	$0	$0	$0	$1,033,612	$1,033,612
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,263,138**	**$1,263,138**
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,263,138**	**$1,263,138**

45124 - COAST - CMAQ BUSES

State ID
45124

Lead Agency
Other

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
COAST - CMAQ funding to replace 3+ buses that have met their useful life to reduce emissions

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Congestion Mitigation and Air Quality Program	$0	$0	$2,000,000	$0	$0	$0	$2,000,000
OTHER	NH Highway Fund	$0	$0	$250,000	$0	$0	$0	$250,000
OTHER	Other	$0	$0	$250,000	$0	$0	$0	$250,000
Total OTHER		$0	$0	$2,500,000	$0	$0	$0	$2,500,000
Total Programmed		**$0**	**$0**	**$2,500,000**	**$0**	**$0**	**$0**	**$2,500,000**

44367 - COAST - COMMUTESMART SEACOAST

State ID
44367

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Congestion Mitigation and Air Quality Program	$0	$580,000	$0	$0	$0	$0	$580,000
OTHER	Towns	$0	$145,000	$0	$0	$0	$0	$145,000
Total OTHER		$0	$725,000	$0	$0	$0	$0	$725,000
Total Programmed		**$0**	**$725,000**	**$0**	**$0**	**$0**	**$0**	**$725,000**

41373 - DOVER

State ID
41373

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.

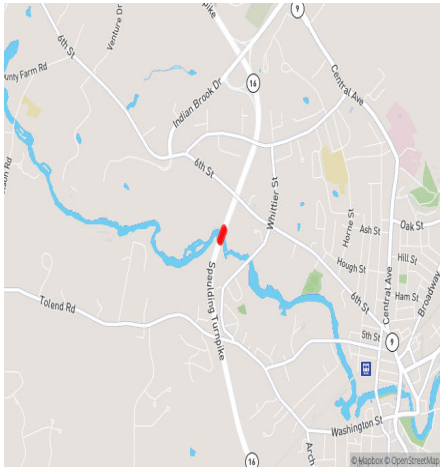
Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	TAP-50K to 200K	$0	$20,000	$0	$20,538	$0	$0	$40,538
PE	TAP-Flex	$55,664	$0	$0	$0	$0	$0	$55,664
PE	TAP-Transportation Alternatives	$69,314	$0	$0	$0	$0	$0	$69,314
PE	Towns	$31,244	$5,000	$0	$5,134	$0	$0	$41,378
Total PE		$156,222	$25,000	$0	$25,672	$0	$0	$206,894
ROW	TAP-50K to 200K	$0	$0	$0	$34,400	$0	$0	$34,400
ROW	Towns	$0	$0	$0	$8,600	$0	$0	$8,600
Total ROW		$0	$0	$0	$43,000	$0	$0	$43,000
CON	Non Par Other	$0	$0	$0	$0	$117,068	$0	$117,068
CON	TAP-50K to 200K	$0	$0	$0	$0	$254,660	$0	$254,660
CON	Towns	$0	$0	$0	$0	$63,665	$0	$63,665
Total CON		$0	$0	$0	$0	$435,393	$0	$435,393
Total Prior Costs		**$156,222**	**$0**	**$0**	**$0**	**$0**	**$0**	**$156,222**
Total Programmed		**$156,222**	**$25,000**	**$0**	**$68,672**	**$435,393**	**$0**	**$685,287**

41824 - DOVER



State ID
41824

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

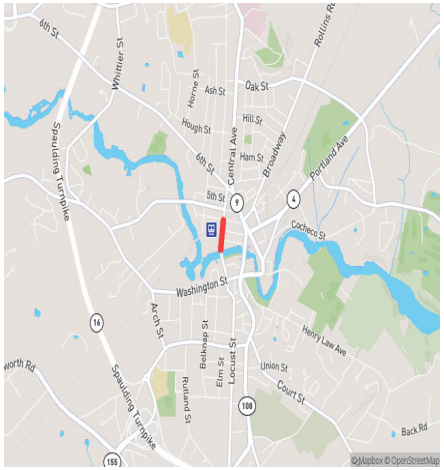
Regional Planning Commission
SRPC

Clean Air Code
E-19

Regionally Significant
Yes

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Turnpike Renewal & Replacement	$1,388,160	$0	$0	$0	$0	$0	$1,388,160
Total PE		$1,388,160	$0	$0	$0	$0	$0	$1,388,160
CON	Turnpike Renewal & Replacement	$550,000	$4,125,000	$6,725,000	$3,791,894	$0	$0	$15,191,894
Total CON		$550,000	$4,125,000	$6,725,000	$3,791,894	$0	$0	$15,191,894
Total Prior Costs		**$1,938,160**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,938,160**
Total Programmed		**$1,938,160**	**$4,125,000**	**$6,725,000**	**$3,791,894**	**$0**	**$0**	**$16,580,054**

42626 - DOVER



State ID
42626

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Pedestrian and accessibility improvements.

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-50 to 200K	$0	$0	$0	$0	$25,246	$0	$25,246
PE	Towns	$0	$0	$0	$0	$6,311	$0	$6,311
Total PE		$0	$0	$0	$0	$31,557	$0	$31,557
CON	STBG-50 to 200K	$0	$0	$0	$0	$0	$192,610	$192,610
CON	Towns	$0	$0	$0	$0	$0	$48,153	$48,153
Total CON		$0	$0	$0	$0	$0	$240,763	$240,763
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$240,763**	**$240,763**
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$31,557**	**$240,763**	**$272,320**

44159 - DOVER

State ID
44159

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Complete Streets reconstructionon on NH108 between Stark Ave and Silver St.

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
CON	FHWA Earmarks	$0	$0	$4,500,000	$0	$0	$0	$4,500,000
CON	Towns	$0	$0	$1,125,000	$0	$0	$0	$1,125,000
Total CON		$0	$0	$5,625,000	$0	$0	$0	$5,625,000
Total Programmed		**$0**	**$0**	**$5,625,000**	**$0**	**$0**	**$0**	**$5,625,000**

44350 - DOVER

State ID
44350

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Improvements along Rte. 108 including traffic signals,safety, improved traffic flow

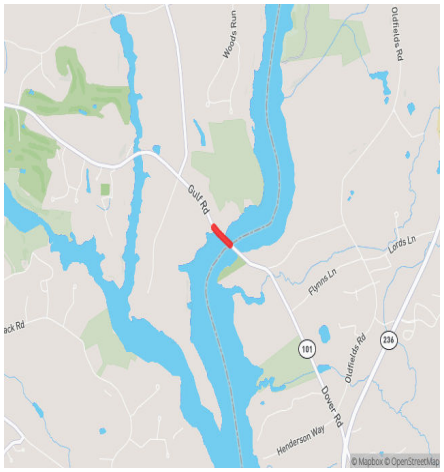
Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Congestion Mitigation and Air Quality Program	$0	$0	$364,000	$0	$170,030	$0	$534,030
PE	Towns	$0	$0	$91,000	$0	$42,508	$0	$133,508
Total PE		$0	$0	$455,000	$0	$212,538	$0	$667,538
ROW	Congestion Mitigation and Air Quality Program	$0	$0	$0	$0	$87,195	$0	$87,195
ROW	Towns	$0	$0	$0	$0	$21,799	$0	$21,799
Total ROW		$0	$0	$0	$0	$108,994	$0	$108,994
CON	Congestion Mitigation and Air Quality Program	$0	$0	$0	$0	$0	$2,708,550	$2,708,550
CON	Towns	$0	$0	$0	$0	$0	$677,137	$677,137
Total CON		$0	$0	$0	$0	$0	$3,385,687	$3,385,687
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$3,385,687**	**$3,385,687**
Total Programmed		**$0**	**$0**	**$455,000**	**$0**	**$321,532**	**$3,385,687**	**$4,162,219**

41433 - DOVER, NH - SOUTH BERWICK, MAINE



State ID
41433

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Maine	$151,400	$0	$598,600	$375,000	$0	$0	$1,125,000
PE	STBG-5 to 200K	$88,000	$0	$0	$0	$0	$0	$88,000
PE	STBG-50 to 200K	$45,232	$0	$0	$0	$0	$0	$45,232
PE	STBG-Non Urban Areas Under 5K	$0	$0	$90,639	$112,000	$0	$0	$202,639
PE	Toll Credit	$33,308	$0	$22,660	$28,000	$0	$0	$83,968
Total PE		$317,940	$0	$711,899	$515,000	$0	$0	$1,544,839
ROW	Maine	$0	$0	$0	$50,000	$0	$0	$50,000
ROW	STBG-Non Urban Areas Under 5K	$0	$0	$0	$44,800	$0	$0	$44,800
ROW	Toll Credit	$0	$0	$0	$11,200	$0	$0	$11,200
Total ROW		$0	$0	$0	$106,000	$0	$0	$106,000
CON	Maine	$0	$0	$0	$0	$0	$9,836,672	$9,836,672
CON	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$2,954,163	$2,954,163
CON	Toll Credit	$0	$0	$0	$0	$0	$738,541	$738,541
Total CON		$0	$0	$0	$0	$0	$13,529,376	$13,529,376
Total Prior Costs		**$317,940**	**$0**	**$0**	**$0**	**$0**	**$0**	**$317,940**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$13,529,376**	**$13,529,376**
Total Programmed		**$317,940**	**$0**	**$711,899**	**$621,000**	**$0**	**$13,529,376**	**$15,180,215**

29604 - DOVER - SOMERSWORTH - ROCHESTER

State ID
29604

Lead Agency
DOT

Project Type
Roadway

Performance Measures
PM1 - Safety, PM2 - Pavement and Bridge Condition, PM3 - System Performance

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
E-7

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-5 to 200K	$337,253	$0	$0	$0	$0	$0	$337,253
PE	STBG-50 to 200K	$618,288	$0	$224,000	$448,000	$488,291	$3,949,304	$5,727,883
PE	STBG-Areas Less Than 200K	$206	$0	$0	$0	$0	$0	$206
PE	STBG-State Flexible	$1,994,453	$0	$0	$0	$0	$0	$1,994,453
PE	Toll Credit	$737,550	$0	$56,000	$112,000	$122,073	$987,326	$2,014,949
Total PE		$3,687,750	$0	$280,000	$560,000	$610,364	$4,936,630	$10,074,744
ROW	STBG-50 to 200K	$0	$0	$0	$884,320	$740,214	$1,948,799	$3,573,333
ROW	Toll Credit	$0	$0	$0	$221,080	$185,054	$487,200	$893,334
Total ROW		$0	$0	$0	$1,105,400	$925,268	$2,435,999	$4,466,667
Total Prior Costs		**$3,687,750**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,687,750**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$7,372,629**	**$7,372,629**
Total Programmed		**$3,687,750**	**$0**	**$280,000**	**$1,665,400**	**$1,535,632**	**$7,372,629**	**$14,541,411**

42523 - DURHAM

State ID
42523

Lead Agency
DOT

Project Type
Roadway

Performance Measures
PM1 - Safety

Functional Classification
NA

Project Description
Implement intersection safety improvements

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Highway Safety Improvement Program (HSIP)	$509,850	$84,150	$30,240	$100,800	$0	$0	$725,040
PE	Toll Credit	$56,650	$9,350	$3,360	$11,200	$0	$0	$80,560
Total PE		$566,500	$93,500	$33,600	$112,000	$0	$0	$805,600
ROW	Highway Safety Improvement Program (HSIP)	$0	$0	$99,000	$0	$0	$0	$99,000
ROW	Toll Credit	$0	$0	$11,000	$0	$0	$0	$11,000
Total ROW		$0	$0	$110,000	$0	$0	$0	$110,000
CON	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$3,371,386	$2,625,155	$0	$5,996,541
CON	Toll Credit	$0	$0	$0	$374,598	$291,684	$0	$666,282
Total CON		$0	$0	$0	$3,745,984	$2,916,839	$0	$6,662,823
Total Prior Costs		**$566,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$566,500**
Total Programmed		**$566,500**	**$93,500**	**$143,600**	**$3,857,984**	**$2,916,839**	**$0**	**$7,578,423**

44349 - DURHAM

State ID
44349

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Congestion Mitigation and Air Quality Program	$0	$0	$0	$250,560	$87,195	$0	$337,755
PE	Towns	$0	$0	$0	$62,640	$21,799	$0	$84,439
Total PE		$0	$0	$0	$313,200	$108,994	$0	$422,194
ROW	National Highway Performance	$0	$0	$0	$0	$8,719	$0	$8,719
ROW	Towns	$0	$0	$0	$0	$2,180	$0	$2,180
Total ROW		$0	$0	$0	$0	$10,899	$0	$10,899
CON	National Highway Performance	$0	$0	$0	$0	$0	$2,851,105	$2,851,105
CON	Towns	$0	$0	$0	$0	$0	$712,776	$712,776
Total CON		$0	$0	$0	$0	$0	$3,563,881	$3,563,881
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$3,563,881**	**$3,563,881**
Total Programmed		**$0**	**$0**	**$0**	**$313,200**	**$119,893**	**$3,563,881**	**$3,996,974**

44559 - DURHAM - T2 UNH

State ID
44559

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Funding for the Technology Transfer Center @ UNH

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Local Tech Assistance Program	$181,821	$118,179	$0	$0	$0	$0	$300,000
OTHER	Non Par Other	$40,000	$40,000	$0	$0	$0	$0	$80,000
OTHER	State Planning and Research	$153,000	$318,437	$0	$0	$0	$0	$471,437
OTHER	Toll Credit	$0	$42,859	$0	$0	$0	$0	$42,859
Total OTHER		$374,821	$519,475	$0	$0	$0	$0	$894,296
Total Prior Costs		**$374,821**	**$0**	**$0**	**$0**	**$0**	**$0**	**$374,821**
Total Programmed		**$374,821**	**$519,475**	**$0**	**$0**	**$0**	**$0**	**$894,296**

43550 - FARMINGTON

State ID
43550

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Sidewalk improvements along Main Street and Elm Street to expand connected network

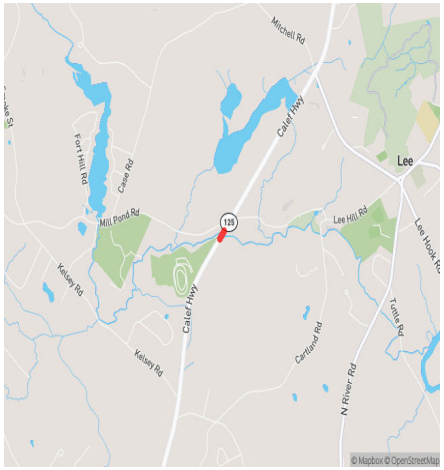
Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-Non Urban Areas Under 5K	$0	$0	$122,387	$0	$0	$0	$122,387
PE	Towns	$0	$0	$30,597	$0	$0	$0	$30,597
Total PE		$0	$0	$152,984	$0	$0	$0	$152,984
ROW	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$29,928	$29,928
ROW	Towns	$0	$0	$0	$0	$0	$7,482	$7,482
Total ROW		$0	$0	$0	$0	$0	$37,410	$37,410
CON	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$408,658	$408,658
CON	Towns	$0	$0	$0	$0	$0	$102,165	$102,165
Total CON		$0	$0	$0	$0	$0	$510,823	$510,823
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$548,233**	**$548,233**
Total Programmed		**$0**	**$0**	**$152,984**	**$0**	**$0**	**$548,233**	**$701,217**

41322 - LEE



State ID
41322

Lead Agency
DOT

Project Type
Bridge

Performance Measures
PM2 - Pavement and Bridge Condition

Functional Classification
NA

Project Description
Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084

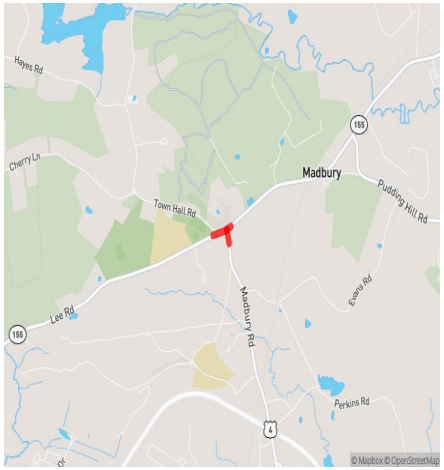
Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$572,000	$52,800	$0	$0	$0	$0	$624,800
PE	STBG-Non Urban Areas Under 5K	$176,000	$0	$0	$0	$0	$0	$176,000
PE	Toll Credit	$187,000	$13,200	$0	$0	$0	$0	$200,200
Total PE		$935,000	$66,000	$0	$0	$0	$0	$1,001,000
ROW	National Highway Performance	$66,000	$0	$0	$0	$0	$0	$66,000
ROW	Toll Credit	$16,500	$0	$0	$0	$0	$0	$16,500
Total ROW		$82,500	$0	$0	$0	$0	$0	$82,500
CON	Hwy Infrastructure	$0	$5,275,826	$0	$0	$0	$0	$5,275,826
CON	Toll Credit	$0	$1,318,957	$0	$0	$0	$0	$1,318,957
Total CON		$0	$6,594,783	$0	$0	$0	$0	$6,594,783
Total Prior Costs		**$1,017,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,017,500**
Total Programmed		**$1,017,500**	**$6,660,783**	**$0**	**$0**	**$0**	**$0**	**$7,678,283**

41596 - MADBURY



State ID
41596

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Planning study to identify potential Intersection safety improvements to the NH 155/Madbury Road/To

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	TAP-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$545,796	$545,796
PE	Toll Credit	$0	$0	$0	$0	$0	$136,449	$136,449
Total PE		$0	$0	$0	$0	$0	$682,245	$682,245
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$682,245**	**$682,245**
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$682,245**	**$682,245**

43551 - MILTON

State ID
43551

Lead Agency
Muni/Local

Project Type
Roadway

Performance Measures
-

Functional Classification
NA

Project Description
Construct sidewalks along Silver & Dawson Streets.

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-Non Urban Areas Under 5K	$0	$0	$0	$50,726	$0	$0	$50,726
PE	Towns	$0	$0	$0	$12,681	$0	$0	$12,681
Total PE		$0	$0	$0	$63,407	$0	$0	$63,407
ROW	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$29,487	$29,487
ROW	Towns	$0	$0	$0	$0	$0	$7,372	$7,372
Total ROW		$0	$0	$0	$0	$0	$36,859	$36,859
CON	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$452,955	$452,955
CON	Towns	$0	$0	$0	$0	$0	$113,239	$113,239
Total CON		$0	$0	$0	$0	$0	$566,194	$566,194
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$603,053**	**$603,053**
Total Programmed		**$0**	**$0**	**$0**	**$63,407**	**$0**	**$603,053**	**$666,460**

44393 - MILTON NH - ACTON MAINE

State ID
44393

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

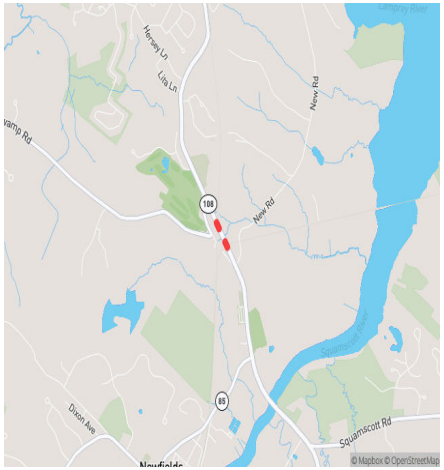
Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Maine	$0	$0	$0	$0	$0	$215,714	$215,714
PE	SB367-4-Cents	$0	$0	$0	$0	$0	$172,571	$172,571
PE	Towns	$0	$0	$0	$0	$0	$43,143	$43,143
Total PE		$0	$0	$0	$0	$0	$431,428	$431,428
ROW	Maine	$0	$0	$0	$0	$0	$7,190	$7,190
ROW	SB367-4-Cents	$0	$0	$0	$0	$0	$5,752	$5,752
ROW	Towns	$0	$0	$0	$0	$0	$1,438	$1,438
Total ROW		$0	$0	$0	$0	$0	$14,380	$14,380
CON	Maine	$0	$0	$0	$0	$0	$2,588,571	$2,588,571
CON	STBG-Off System Bridge	$0	$0	$0	$0	$0	$2,070,857	$2,070,857
CON	Towns	$0	$0	$0	$0	$0	$517,714	$517,714
Total CON		$0	$0	$0	$0	$0	$5,177,142	$5,177,142
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$5,622,950**	**$5,622,950**
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$5,622,950**	**$5,622,950**

28393 - NEWFIELDS - NEWMARKET



State ID
28393

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
-

Clean Air Code
E-19

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Equity Bonus	$22,642	$0	$0	$0	$0	$0	$22,642
PE	STBG-5 to 200K	$91,151	$0	$0	$0	$0	$0	$91,151
PE	STBG-State Flexible	$50,767	$356,928	$0	$0	$0	$0	$407,695
PE	Toll Credit	$41,140	$89,232	$0	$0	$0	$0	$130,372
Total PE		$205,700	$446,160	$0	$0	$0	$0	$651,860
Total Prior Costs		**$205,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$205,700**
Total Programmed		**$205,700**	**$446,160**	**$0**	**$0**	**$0**	**$0**	**$651,860**

11238 - NEWINGTON - DOVER

State ID
11238

Lead Agency
DOT

Project Type
Bridge

Performance Measures
PM2 - Pavement and Bridge Condition

Functional Classification
NA

Project Description
NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
Yes

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Turnpike Capital	$28,448,793	$0	$400,000	$0	$0	$0	$28,848,793
Total PE		$28,448,793	$0	$400,000	$0	$0	$0	$28,848,793
ROW	Turnpike Capital	$8,738,000	$0	$0	$0	$0	$0	$8,738,000
Total ROW		$8,738,000	$0	$0	$0	$0	$0	$8,738,000
CON	Turnpike Capital	$385,000	$0	$0	$0	$0	$0	$385,000
Total CON		$385,000	$0	$0	$0	$0	$0	$385,000
Total Prior Costs		**$37,571,793**	**$0**	**$0**	**$0**	**$0**	**$0**	**$37,571,793**
Total Programmed		**$37,571,793**	**$0**	**$400,000**	**$0**	**$0**	**$0**	**$37,971,793**

11238S - NEWINGTON - DOVER



State ID
11238S

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Remove the superstructure of the existing General Sullivan Bridge

Regional Planning Commission
-

Clean Air Code
E-19

Regionally Significant
Yes

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
CON	National Highway Performance	$0	$8,855,515	$11,809,008	$7,073,705	$0	$0	$27,738,228
CON	Toll Credit	$0	$2,213,879	$2,952,252	$1,768,426	$0	$0	$6,934,557
Total CON		$0	$11,069,394	$14,761,260	$8,842,131	$0	$0	$34,672,785
Total Programmed		**$0**	**$11,069,394**	**$14,761,260**	**$8,842,131**	**$0**	**$0**	**$34,672,785**

11238T - NEWINGTON-DOVER

State ID
11238T

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
New General Sullivan Bridge superstructure

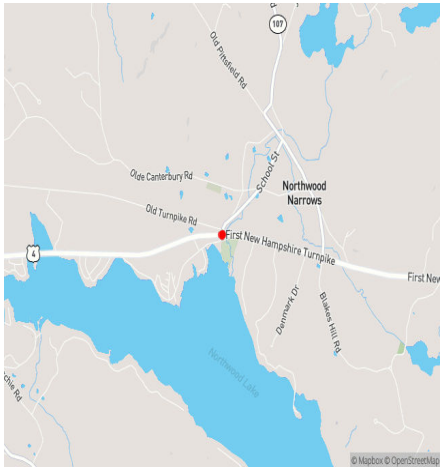
Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
Yes

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
CON	National Highway Performance	$0	$0	$0	$0	$2,688,000	$2,329,600	$5,017,600
CON	RAISE GRANT	$0	$0	$0	$10,400,000	$0	$0	$10,400,000
CON	Toll Credit	$0	$0	$0	$2,600,000	$672,000	$582,400	$3,854,400
CON	Turnpike Capital	$0	$0	$0	$2,600,000	$0	$0	$2,600,000
Total CON		$0	$0	$0	$15,600,000	$3,360,000	$2,912,000	$21,872,000
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$2,912,000**	**$2,912,000**
Total Programmed		**$0**	**$0**	**$0**	**$15,600,000**	**$3,360,000**	**$2,912,000**	**$21,872,000**

42628 - NORTHWOOD



State ID
42628

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Intersection Improvements at US 4/NH 107/School Street

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
Yes

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-Non Urban Areas Under 5K	$0	$0	$0	$220,670	$0	$0	$220,670
PE	Toll Credit	$0	$0	$0	$55,168	$0	$0	$55,168
Total PE		$0	$0	$0	$275,838	$0	$0	$275,838
ROW	STBG-Non Urban Areas Under 5K	$0	$0	$0	$27,583	$0	$0	$27,583
ROW	Toll Credit	$0	$0	$0	$6,896	$0	$0	$6,896
Total ROW		$0	$0	$0	$34,479	$0	$0	$34,479
CON	STBG-Non Urban Areas Under 5K	$0	$0	$0	$0	$0	$627,863	$627,863
CON	Toll Credit	$0	$0	$0	$0	$0	$156,966	$156,966
Total CON		$0	$0	$0	$0	$0	$784,829	$784,829
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$784,829**	**$784,829**
Total Programmed		**$0**	**$0**	**$0**	**$310,317**	**$0**	**$784,829**	**$1,095,146**

41595 - NORTHWOOD-NOTTINGHAM

State ID
41595

Lead Agency
DOT

Project Type
Roadway

Performance Measures
-

Functional Classification
NA

Project Description
Safety improvements at the intersection of US 4 and NH 152

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$239,003	$0	$125,440	$171,726	$0	$0	$536,169
PE	Toll Credit	$59,751	$0	$31,360	$42,932	$0	$0	$134,043
Total PE		$298,754	$0	$156,800	$214,658	$0	$0	$670,212
ROW	National Highway Performance	$0	$0	$0	$114,484	$0	$0	$114,484
ROW	Toll Credit	$0	$0	$0	$28,621	$0	$0	$28,621
Total ROW		$0	$0	$0	$143,105	$0	$0	$143,105
CON	National Highway Performance	$0	$0	$0	$0	$0	$3,030,626	$3,030,626
CON	Toll Credit	$0	$0	$0	$0	$0	$757,656	$757,656
Total CON		$0	$0	$0	$0	$0	$3,788,282	$3,788,282
Total Prior Costs		**$298,754**	**$0**	**$0**	**$0**	**$0**	**$0**	**$298,754**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$3,788,282**	**$3,788,282**
Total Programmed		**$298,754**	**$0**	**$156,800**	**$357,763**	**$0**	**$3,788,282**	**$4,601,599**

ADA - PROGRAM

State ID
ADA

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

Regional Planning Commission
-

Clean Air Code
E-33

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$124,000	$68,000	$0	$80,000	$0	$288,000	$560,000
PE	Toll Credit	$31,000	$17,000	$0	$20,000	$0	$72,000	$140,000
Total PE		$155,000	$85,000	$0	$100,000	$0	$360,000	$700,000
ROW	STBG-State Flexible	$16,000	$8,000	$0	$8,000	$0	$24,000	$56,000
ROW	Toll Credit	$4,000	$2,000	$0	$2,000	$0	$6,000	$14,000
Total ROW		$20,000	$10,000	$0	$10,000	$0	$30,000	$70,000
CON	STBG-State Flexible	$1,132,000	$0	$284,000	$0	$296,000	$936,000	$2,648,000
CON	Toll Credit	$283,000	$0	$71,000	$0	$74,000	$234,000	$662,000
Total CON		$1,415,000	$0	$355,000	$0	$370,000	$1,170,000	$3,310,000
Total Prior Costs		**$1,590,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,590,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,560,000**	**$1,560,000**
Total Programmed		**$1,590,000**	**$95,000**	**$355,000**	**$110,000**	**$370,000**	**$1,560,000**	**$4,080,000**

BRDG-HIB-M&P - PROGRAM

State ID
BRDG-HIB-M&P

Lead Agency
DOT

Project Type
Bridge

Performance Measures
-

Functional Classification
NA

Project Description
Maintenance and preservation efforts for High Investment Bridges

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$1,410,400	$224,000	$16,000	$40,000	$40,000	$640,000	$2,370,400
PE	Toll Credit	$352,600	$56,000	$4,000	$10,000	$10,000	$160,000	$592,600
Total PE		$1,763,000	$280,000	$20,000	$50,000	$50,000	$800,000	$2,963,000
ROW	STBG-State Flexible	$128,000	$16,000	$16,000	$16,000	$16,000	$128,000	$320,000
ROW	Toll Credit	$32,000	$4,000	$4,000	$4,000	$4,000	$32,000	$80,000
Total ROW		$160,000	$20,000	$20,000	$20,000	$20,000	$160,000	$400,000
CON	Hwy Infrastructure	$4,712,800	$0	$0	$0	$0	$0	$4,712,800
CON	National Highway Performance	$4,135,200	$6,820,000	$0	$552,000	$952,000	$14,448,000	$26,907,200
CON	STBG-5 to 200K	$896,000	$0	$0	$0	$0	$0	$896,000
CON	STBG-50 to 200K	$1,279,418	$0	$0	$216,000	$216,000	$1,312,000	$3,023,418
CON	STBG-Areas Over 200K	$0	$0	$0	$0	$0	$1,408,000	$1,408,000
CON	STBG-State Flexible	$8,760,288	$0	$1,116,000	$600,000	$600,000	$10,512,000	$21,588,288
CON	Toll Credit	$4,945,926	$1,705,000	$279,000	$342,000	$442,000	$6,920,000	$14,633,926
Total CON		$24,729,632	$8,525,000	$1,395,000	$1,710,000	$2,210,000	$34,600,000	$73,169,632
Total Prior Costs		**$26,652,632**	**$0**	**$0**	**$0**	**$0**	**$0**	**$26,652,632**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$35,560,000**	**$35,560,000**
Total Programmed		**$26,652,632**	**$8,825,000**	**$1,435,000**	**$1,780,000**	**$2,280,000**	**$35,560,000**	**$76,532,632**

BRDG-T1/2-M&P - PROGRAM

State ID
BRDG-T1/2-M&P

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Maintenance & preservation of tier 1 & 2 bridges.

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$2,312,000	$167,200	$52,000	$68,000	$68,000	$408,000	$3,075,200
PE	STBG-Non Urban Areas Under 5K	$0	$88,000	$0	$0	$0	$0	$88,000
PE	STBG-State Flexible	$3,224,000	$800	$352,000	$12,000	$12,000	$232,000	$3,832,800
PE	Toll Credit	$1,384,000	$64,000	$101,000	$20,000	$20,000	$160,000	$1,749,000
Total PE		$6,920,000	$320,000	$505,000	$100,000	$100,000	$800,000	$8,745,000
ROW	National Highway Performance	$85,000	$17,000	$17,000	$17,000	$17,000	$102,000	$255,000
ROW	STBG-State Flexible	$75,000	$3,000	$3,000	$3,000	$3,000	$58,000	$145,000
ROW	Toll Credit	$40,000	$5,000	$5,000	$5,000	$5,000	$40,000	$100,000
Total ROW		$200,000	$25,000	$25,000	$25,000	$25,000	$200,000	$500,000
CON	General Fund	$1,713,833	$0	$0	$0	$0	$0	$1,713,833
CON	Hwy Infrastructure	$2,420,000	$0	$0	$0	$0	$0	$2,420,000
CON	National Highway Performance	$38,405,261	$5,548,400	$2,766,320	$2,578,000	$1,951,439	$23,386,500	$74,635,920
CON	STBG-5 to 200K	$1,712,989	$0	$0	$784,000	$784,000	$4,360,127	$7,641,116
CON	STBG-Non Urban Areas Under 5K	$3,927,040	$626,561	$0	$2,012,000	$2,352,000	$10,880,000	$19,797,601
CON	STBG-State Flexible	$34,521,244	$2,666,000	$971,280	$598,000	$686,000	$27,573,373	$67,015,897
CON	Toll Credit	$20,246,633	$2,210,240	$934,400	$1,493,000	$1,443,360	$16,550,004	$42,877,637
Total CON		$102,947,000	$11,051,201	$4,672,000	$7,465,000	$7,216,799	$82,750,004	$216,102,004
Total Prior Costs		**$110,067,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$110,067,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$83,750,004**	**$83,750,004**
Total Programmed		**$110,067,000**	**$11,396,201**	**$5,202,000**	**$7,590,000**	**$7,341,799**	**$83,750,004**	**$225,347,004**

BRDG-T3/4-M&P - PROGRAM

State ID	Lead Agency	Project Type	Performance Measures
BRDG-T3/4-M&P	DOT	To Be Assigned	-

Functional Classification
NA

Project Description
Maintenance and preservation of tier 3 & 4 bridges.

Regional Planning Commission	Clean Air Code	Regionally Significant
-	ALL	No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$1,230,000	$34,000	$34,000	$34,000	$34,000	$216,000	$1,582,000
PE	STBG-Areas Over 200K	$0	$176,000	$0	$0	$0	$0	$176,000
PE	STBG-Non Urban Areas Under 5K	$320,000	$0	$0	$0	$0	$0	$320,000
PE	STBG-Off System Bridge	$479,200	$0	$0	$0	$0	$0	$479,200
PE	STBG-State Flexible	$770,800	$6,000	$86,000	$6,000	$6,000	$104,000	$978,800
PE	Toll Credit	$700,000	$54,000	$30,000	$10,000	$10,000	$80,000	$884,000
Total PE		$3,500,000	$270,000	$150,000	$50,000	$50,000	$400,000	$4,420,000
ROW	National Highway Performance	$52,400	$6,800	$6,800	$6,800	$6,800	$40,800	$120,400
ROW	STBG-State Flexible	$30,000	$1,200	$1,200	$1,200	$1,200	$23,200	$58,000
ROW	Toll Credit	$20,600	$2,000	$2,000	$2,000	$2,000	$16,000	$44,600
Total ROW		$103,000	$10,000	$10,000	$10,000	$10,000	$80,000	$223,000
CON	General Fund	$354,000	$0	$0	$0	$0	$0	$354,000
CON	National Highway Performance	$10,213,715	$0	$1,423,000	$1,804,000	$1,804,000	$17,257,720	$32,502,435
CON	STBG-5 to 200K	$766,885	$0	$0	$352,000	$352,000	$2,230,880	$3,701,765
CON	STBG-5 to 49,999	$0	$2,362,800	$0	$0	$0	$0	$2,362,800
CON	STBG-Non Urban Areas Under 5K	$1,872,610	$0	$984,000	$928,000	$1,056,000	$6,692,640	$11,533,250
CON	STBG-Off System Bridge	$1,952,000	$0	$0	$0	$0	$0	$1,952,000
CON	STBG-State Flexible	$6,937,990	$805,200	$633,000	$308,000	$308,000	$18,857,160	$27,849,350
CON	Toll Credit	$5,435,801	$792,000	$760,000	$848,000	$880,000	$11,259,602	$19,975,403
Total CON		$27,533,001	$3,960,000	$3,800,000	$4,240,000	$4,400,000	$56,298,002	$100,231,003
Total Prior Costs		**$31,136,001**	**$0**	**$0**	**$0**	**$0**	**$0**	**$31,136,001**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$56,778,002**	**$56,778,002**
Total Programmed		**$31,136,001**	**$4,240,000**	**$3,960,000**	**$4,300,000**	**$4,460,000**	**$56,778,002**	**$104,874,003**

CBI - PROGRAM

State ID
CBI

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Complex Bridge Inspection (PARENT)

Regional Planning Commission
-

Clean Air Code
E-38

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$3,369,822	$0	$0	$0	$0	$0	$3,369,822
PE	Toll Credit	$842,455	$0	$0	$0	$0	$0	$842,455
Total PE		$4,212,277	$0	$0	$0	$0	$0	$4,212,277
OTHER	STBG-State Flexible	$1,788,000	$476,666	$451,334	$232,000	$232,000	$1,456,000	$4,636,000
OTHER	Toll Credit	$447,000	$119,167	$112,833	$58,000	$58,000	$364,000	$1,159,000
Total OTHER		$2,235,000	$595,833	$564,167	$290,000	$290,000	$1,820,000	$5,795,000
Total Prior Costs		**$6,447,277**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,447,277**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,820,000**	**$1,820,000**
Total Programmed		**$6,447,277**	**$595,833**	**$564,167**	**$290,000**	**$290,000**	**$1,820,000**	**$10,007,277**

COAST5307 - PROGRAM

State ID
COAST5307

Lead Agency
Muni/Local

Project Type
Bus

Performance Measures
-

Functional Classification
NA

Project Description
COAST operating, capital ADA, capital PM, planning, capital investments for FTA 5307-funded service

Regional Planning Commission
-

Clean Air Code
E-21

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	FTA 5307 Capital and Operating Program	$19,582,676	$4,345,680	$3,674,461	$2,186,837	$2,230,574	$19,527,846	$51,548,074
OTHER	Other	$6,552,691	$4,011,397	$3,391,810	$2,018,619	$2,058,991	$18,025,704	$36,059,212
Total OTHER		$26,135,367	$8,357,077	$7,066,271	$4,205,456	$4,289,565	$37,553,550	$87,607,286
Total Prior Costs		**$26,135,367**	**$0**	**$0**	**$0**	**$0**	**$0**	**$26,135,367**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$37,553,550**	**$37,553,550**
Total Programmed		**$26,135,367**	**$8,357,077**	**$7,066,271**	**$4,205,456**	**$4,289,565**	**$37,553,550**	**$87,607,286**

CORRST - PROGRAM

State ID
CORRST

Lead Agency
DOT

Project Type
Roadway - Planning

Performance Measures
PM1 - Safety, PM2 - Pavement and Bridge Condition, PM3 - System Performance

Functional Classification
NA

Project Description
Corridor Studies Statewide

Regional Planning Commission
-

Clean Air Code
E-34

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Congestion Mitigation and Air Quality Program	$1,120,000	$0	$0	$0	$0	$0	$1,120,000
OTHER	STBG-State Flexible	$1,120,000	$1,120,000	$586,787	$533,213	$560,000	$4,480,000	$8,400,000
OTHER	Toll Credit	$560,000	$280,000	$146,697	$133,303	$140,000	$1,120,000	$2,380,000
Total OTHER		$2,800,000	$1,400,000	$733,484	$666,516	$700,000	$5,600,000	$11,900,000
Total Prior Costs		**$2,800,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,800,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$5,600,000**	**$5,600,000**
Total Programmed		**$2,800,000**	**$1,400,000**	**$733,484**	**$666,516**	**$700,000**	**$5,600,000**	**$11,900,000**

CRDR - PROGRAM

State ID	Lead Agency	Project Type	Performance Measures
CRDR	DOT	To Be Assigned	PM2 - Pavement and Bridge Condition, System Resilience

Functional Classification

NA

Project Description

CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Regional Planning Commission	Clean Air Code	Regionally Significant
-	ALL	No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$2,294,118	$444,400	$74,640	$136,000	$136,000	$0	$3,085,158
PE	STBG-5 to 49,999	$88,000	$184,800	$0	$0	$0	$0	$272,800
PE	STBG-50 to 200K	$44,000	$66,000	$0	$0	$0	$0	$110,000
PE	STBG-Non Urban Areas Under 5K	$365,200	$297,440	$0	$0	$0	$0	$662,640
PE	STBG-State Flexible	$2,180,258	$150,400	$568,454	$124,000	$24,000	$1,280,000	$4,327,112
PE	Toll Credit	$1,242,894	$285,760	$160,774	$65,000	$40,000	$320,000	$2,114,428
Total PE		$6,214,470	$1,428,800	$803,868	$325,000	$200,000	$1,600,000	$10,572,138
ROW	National Highway Performance	$50,988	$0	$16,400	$20,400	$20,400	$177,600	$285,788
ROW	STBG-5 to 49,999	$0	$7,700	$15,020	$0	$0	$0	$22,720
ROW	STBG-Non Urban Areas Under 5K	$29,040	$7,700	$48,404	$0	$0	$0	$85,144
ROW	STBG-State Flexible	$219,492	$0	$4,400	$3,600	$3,600	$14,400	$245,492
ROW	Toll Credit	$74,880	$3,850	$21,056	$6,000	$6,000	$48,000	$159,786
Total ROW		$374,400	$19,250	$105,280	$30,000	$30,000	$240,000	$798,930
CON	National Highway Performance	$6,230,905	$0	$1,396,844	$886,200	$4,430,200	$27,396,142	$40,340,291
CON	PROTECT	$0	$2,346,710	$2,303,271	$0	$0	$0	$4,649,981
CON	STBG-Non Urban Areas Under 5K	$560,000	$1,483,690	$525,466	$0	$0	$0	$2,569,156
CON	STBG-State Flexible	$13,290,508	$0	$0	$3,127,408	$781,800	$15,499,858	$32,699,574
CON	Toll Credit	$5,020,353	$957,600	$1,056,396	$1,003,402	$1,303,000	$10,724,000	$20,064,751
Total CON		$25,101,766	$4,788,000	$5,281,977	$5,017,010	$6,515,000	$53,620,000	$100,323,753
OTHER	National Highway Performance	$6,800	$0	$3,400	$3,400	$3,400	$18,800	$35,800
OTHER	STBG-State Flexible	$57,200	$0	$600	$600	$600	$13,200	$72,200
OTHER	Toll Credit	$16,000	$0	$1,000	$1,000	$1,000	$8,000	$27,000
Total OTHER		$80,000	$0	$5,000	$5,000	$5,000	$40,000	$135,000
Total Prior Costs		**$31,770,636**	**$0**	**$0**	**$0**	**$0**	**$0**	**$31,770,636**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$55,500,000**	**$55,500,000**
Total Programmed		**$31,770,636**	**$6,236,050**	**$6,196,125**	**$5,377,010**	**$6,750,000**	**$55,500,000**	**$111,829,821**

DBE - PROGRAM

State ID
DBE

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE PROGRAM: "DBE COMPLIANCE MONITORING (Annual Program)

Regional Planning Commission
-

Clean Air Code
E-0

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	DBE	$1,064,007	$79,300	$79,300	$79,300	$79,300	$640,900	$2,022,107
Total OTHER		$1,064,007	$79,300	$79,300	$79,300	$79,300	$640,900	$2,022,107
Total Prior Costs		**$1,064,007**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,064,007**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$640,900**	**$640,900**
Total Programmed		**$1,064,007**	**$79,300**	**$79,300**	**$79,300**	**$79,300**	**$640,900**	**$2,022,107**

ENV-POST-CON - PROGRAM

State ID
ENV-POST-CON

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Environmental commitments for post-construction obligations.

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	STBG-State Flexible	$819,850	$132,000	$268,800	$63,200	$80,000	$1,280,000	$2,643,850
OTHER	Toll Credit	$204,963	$33,000	$67,200	$15,800	$20,000	$320,000	$660,963
Total OTHER		$1,024,813	$165,000	$336,000	$79,000	$100,000	$1,600,000	$3,304,813
Total Prior Costs		**$1,024,813**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,024,813**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,600,000**	**$1,600,000**
Total Programmed		**$1,024,813**	**$165,000**	**$336,000**	**$79,000**	**$100,000**	**$1,600,000**	**$3,304,813**

EV_INFRA - PROGRAM

State ID
EV_INFRA

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Electric Vehicle Infrastructure Program

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	NEVI	$433,852	$0	$761,600	$0	$0	$0	$1,195,452
PE	Toll Credit	$108,463	$0	$190,400	$0	$0	$0	$298,863
Total PE		$542,315	$0	$952,000	$0	$0	$0	$1,494,315
CON	NEVI	$716,549	$3,080,000	$6,024,226	$2,608,894	$0	$0	$12,429,669
CON	Toll Credit	$179,137	$770,000	$1,506,057	$652,224	$0	$0	$3,107,418
Total CON		$895,686	$3,850,000	$7,530,283	$3,261,118	$0	$0	$15,537,087
OTHER	NEVI	$66,000	$0	$0	$0	$0	$0	$66,000
OTHER	Toll Credit	$16,500	$0	$0	$0	$0	$0	$16,500
Total OTHER		$82,500	$0	$0	$0	$0	$0	$82,500
Total Prior Costs		**$1,520,501**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,520,501**
Total Programmed		**$1,520,501**	**$3,850,000**	**$8,482,283**	**$3,261,118**	**$0**	**$0**	**$17,113,902**

FLAP - PROGRAM

State ID
FLAP

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Impr. transportation facilities that access Federal Lands {FLAP} (Application to EFL required)

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Forest Highways	$388,000	$50,000	$110,000	$50,000	$50,000	$300,000	$948,000
Total PE		$388,000	$50,000	$110,000	$50,000	$50,000	$300,000	$948,000
ROW	Forest Highways	$87,000	$20,000	$35,000	$25,000	$25,000	$150,000	$342,000
Total ROW		$87,000	$20,000	$35,000	$25,000	$25,000	$150,000	$342,000
CON	Forest Highways	$3,052,000	$0	$352,000	$1,072,000	$352,000	$2,112,000	$6,940,000
Total CON		$3,052,000	$0	$352,000	$1,072,000	$352,000	$2,112,000	$6,940,000
OTHER	Forest Highways	$200,000	$0	$0	$0	$0	$0	$200,000
Total OTHER		$200,000	$0	$0	$0	$0	$0	$200,000
Total Prior Costs		**$3,727,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,727,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$2,562,000**	**$2,562,000**
Total Programmed		**$3,727,000**	**$70,000**	**$497,000**	**$1,147,000**	**$427,000**	**$2,562,000**	**$8,430,000**

FTA5307 - PROGRAM

State ID
FTA5307

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Operating, Capital PM, Cap ADA, Admin for NHDOT-programmed projects, e.g., Boston Express.

Regional Planning Commission
-

Clean Air Code
E-21

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	FTA 5307 Capital and Operating Program	$2,815,664	$0	$0	$0	$0	$0	$2,815,664
PE	Toll Credit	$703,916	$0	$0	$0	$0	$0	$703,916
Total PE		$3,519,580	$0	$0	$0	$0	$0	$3,519,580
OTHER	FTA 5307 Capital and Operating Program	$28,201,442	$5,451,314	$2,150,000	$150,000	$10,000,000	$34,700,000	$80,652,756
OTHER	Other	$560,339	$1,362,829	$537,500	$37,500	$2,500,000	$8,675,000	$13,673,168
OTHER	Toll Credit	$6,490,022	$0	$0	$0	$0	$0	$6,490,022
Total OTHER		$35,251,803	$6,814,143	$2,687,500	$187,500	$12,500,000	$43,375,000	$100,815,946
Total Prior Costs		**$38,771,383**	**$0**	**$0**	**$0**	**$0**	**$0**	**$38,771,383**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$43,375,000**	**$43,375,000**
Total Programmed		**$38,771,383**	**$6,814,143**	**$2,687,500**	**$187,500**	**$12,500,000**	**$43,375,000**	**$104,335,526**

FTA5310 - PROGRAM

State ID
FTA5310

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Capital, Mobility Mgmt, and Contracted Svcs for Seniors & Ind. w/ Disabilities - FTA 5310 Program

Regional Planning Commission
-

Clean Air Code
E-30

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	FTA 5310 Capital Program	$6,312,416	$0	$0	$0	$0	$0	$6,312,416
PE	Other	$1,578,105	$0	$0	$0	$0	$0	$1,578,105
Total PE		$7,890,521	$0	$0	$0	$0	$0	$7,890,521
OTHER	FTA 5310 Capital Program	$24,332,316	$4,594,747	$1,703,470	$1,737,539	$1,772,290	$15,515,739	$49,656,101
OTHER	Other	$6,263,080	$1,148,687	$425,867	$434,385	$443,072	$3,878,936	$12,594,027
OTHER	STBG-State Flexible	$1,600,000	$0	$0	$0	$0	$0	$1,600,000
OTHER	Toll Credit	$220,000	$0	$0	$0	$0	$0	$220,000
Total OTHER		$32,415,396	$5,743,434	$2,129,337	$2,171,924	$2,215,362	$19,394,675	$64,070,128
Total Prior Costs		**$40,305,917**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,305,917**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$19,394,675**	**$19,394,675**
Total Programmed		**$40,305,917**	**$5,743,434**	**$2,129,337**	**$2,171,924**	**$2,215,362**	**$19,394,675**	**$71,960,649**

FTA5339 - PROGRAM

State ID
FTA5339

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

Regional Planning Commission
-

Clean Air Code
E-30

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	FTA 5339 Bus and Bus Facilities	$5,946,940	$0	$0	$0	$0	$0	$5,946,940
PE	Other	$743,367	$0	$0	$0	$0	$0	$743,367
PE	State of New Hampshire	$743,367	$0	$0	$0	$0	$0	$743,367
Total PE		$7,433,674	$0	$0	$0	$0	$0	$7,433,674
OTHER	FTA 5339 Bus and Bus Facilities	$44,021,427	$9,311,762	$4,740,170	$4,834,974	$4,931,674	$43,174,969	$111,014,976
OTHER	Other	$5,502,678	$1,163,970	$592,521	$604,372	$616,459	$5,396,870	$13,876,870
OTHER	State of New Hampshire	$5,502,678	$1,163,970	$592,521	$604,372	$616,459	$5,396,870	$13,876,870
Total OTHER		$55,026,783	$11,639,702	$5,925,212	$6,043,718	$6,164,592	$53,968,709	$138,768,716
Total Prior Costs		**$62,460,457**	**$0**	**$0**	**$0**	**$0**	**$0**	**$62,460,457**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$53,968,709**	**$53,968,709**
Total Programmed		**$62,460,457**	**$11,639,702**	**$5,925,212**	**$6,043,718**	**$6,164,592**	**$53,968,709**	**$146,202,390**

GRR - PROGRAM

State ID
GRR

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
-

Clean Air Code
E-9

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$719,018	$102,000	$0	$102,000	$102,000	$732,000	$1,757,018
PE	STBG-State Flexible	$140,509	$18,000	$800	$18,000	$18,000	$228,000	$423,309
PE	Toll Credit	$214,882	$30,000	$200	$30,000	$30,000	$240,000	$545,082
Total PE		$1,074,409	$150,000	$1,000	$150,000	$150,000	$1,200,000	$2,725,409
ROW	National Highway Performance	$17,000	$3,400	$3,400	$3,400	$3,400	$14,800	$45,400
ROW	STBG-State Flexible	$3,000	$600	$600	$600	$600	$17,200	$22,600
ROW	Toll Credit	$5,000	$1,000	$1,000	$1,000	$1,000	$8,000	$17,000
Total ROW		$25,000	$5,000	$5,000	$5,000	$5,000	$40,000	$85,000
CON	National Highway Performance	$11,107,200	$8,000	$1,257,400	$1,236,400	$1,236,400	$9,747,386	$24,592,786
CON	STBG-State Flexible	$1,982,000	$1,496,000	$365,800	$267,600	$267,600	$2,284,614	$6,663,614
CON	Toll Credit	$3,272,300	$376,000	$405,800	$376,000	$376,000	$3,008,000	$7,814,100
Total CON		$16,361,500	$1,880,000	$2,029,000	$1,880,000	$1,880,000	$15,040,000	$39,070,500
Total Prior Costs		**$17,460,909**	**$0**	**$0**	**$0**	**$0**	**$0**	**$17,460,909**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$16,280,000**	**$16,280,000**
Total Programmed		**$17,460,909**	**$2,035,000**	**$2,035,000**	**$2,035,000**	**$2,035,000**	**$16,280,000**	**$41,880,909**

HSIP - PROGRAM

State ID
HSIP

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Regional Planning Commission
-

Clean Air Code
E-6

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Highway Safety Improvement Program (HSIP)	$17,060,220	$2,515,770	$1,260,000	$450,000	$450,000	$3,600,000	$25,335,990
PE	Toll Credit	$1,895,580	$279,530	$140,000	$50,000	$50,000	$400,000	$2,815,110
Total PE		$18,955,800	$2,795,300	$1,400,000	$500,000	$500,000	$4,000,000	$28,151,100
ROW	Highway Safety Improvement Program (HSIP)	$2,920,500	$396,486	$157,500	$49,257	$49,257	$1,080,000	$4,653,000
ROW	Toll Credit	$324,500	$44,054	$17,500	$5,473	$5,473	$120,000	$517,000
Total ROW		$3,245,000	$440,540	$175,000	$54,730	$54,730	$1,200,000	$5,170,000
CON	Highway Safety Improvement Program (HSIP)	$102,026,826	$6,292,743	$7,029,918	$8,661,538	$8,610,104	$81,931,320	$214,552,449
CON	Hwy Infrastructure	$18,800	$0	$0	$0	$0	$0	$18,800
CON	STBG-State Flexible	$4,400,000	$0	$0	$0	$0	$0	$4,400,000
CON	Toll Credit	$12,441,014	$699,194	$781,102	$962,393	$956,678	$9,103,480	$24,943,861
Total CON		$118,886,640	$6,991,937	$7,811,020	$9,623,931	$9,566,782	$91,034,800	$243,915,110
OTHER	Highway Safety Improvement Program (HSIP)	$4,257,000	$1,048,500	$648,000	$135,000	$135,000	$1,080,000	$7,303,500
OTHER	Toll Credit	$473,000	$116,500	$72,000	$15,000	$15,000	$120,000	$811,500
Total OTHER		$4,730,000	$1,165,000	$720,000	$150,000	$150,000	$1,200,000	$8,115,000
Total Prior Costs		**$145,817,440**	**$0**	**$0**	**$0**	**$0**	**$0**	**$145,817,440**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$97,434,800**	**$97,434,800**
Total Programmed		**$145,817,440**	**$11,392,777**	**$10,106,020**	**$10,328,661**	**$10,271,512**	**$97,434,800**	**$285,351,210**

LTAP - PROGRAM

State ID
LTAP

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Local Technology Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Regional Planning Commission
-

Clean Air Code
E-35

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Local Tech Assistance Program	$666,000	$183,000	$210,000	$210,000	$210,000	$1,680,000	$3,159,000
Total OTHER		$666,000	$183,000	$210,000	$210,000	$210,000	$1,680,000	$3,159,000
SPR	Local Tech Assistance Program	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Total SPR		$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Total Prior Costs		**$1,666,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,666,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,680,000**	**$1,680,000**
Total Programmed		**$1,666,000**	**$183,000**	**$210,000**	**$210,000**	**$210,000**	**$1,680,000**	**$4,159,000**

MOBIL - PROGRAM

State ID
MOBIL

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Muncipal Owned Bridge - Bipartsian Infrastructure Law 100%Rehabilitation and/or Replacement

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
CON	MOBIL	$2,514,653	$28,485,347	$2,750,000	$0	$0	$0	$33,750,000
Total CON		$2,514,653	$28,485,347	$2,750,000	$0	$0	$0	$33,750,000
Total Prior Costs		**$2,514,653**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,514,653**
Total Programmed		**$2,514,653**	**$28,485,347**	**$2,750,000**	**$0**	**$0**	**$0**	**$33,750,000**

NSTI - PROGRAM

State ID
NSTI

Lead Agency
Other

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

Regional Planning Commission
-

Clean Air Code
E-0

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	NSTI National Summer Transportation Institute	$437,000	$61,000	$61,000	$61,000	$61,000	$369,000	$1,050,000
Total OTHER		$437,000	$61,000	$61,000	$61,000	$61,000	$369,000	$1,050,000
Total Prior Costs		**$437,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$437,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$369,000**	**$369,000**
Total Programmed		**$437,000**	**$61,000**	**$61,000**	**$61,000**	**$61,000**	**$369,000**	**$1,050,000**

OHSS - PROGRAM

State ID
OHSS

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Replacement or rehabilitation of overhead sign structure

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$0	$0	$0	$160,000	$160,000	$1,280,000	$1,600,000
PE	Toll Credit	$0	$0	$0	$40,000	$40,000	$320,000	$400,000
Total PE		$0	$0	$0	$200,000	$200,000	$1,600,000	$2,000,000
CON	STBG-State Flexible	$0	$800,000	$800,000	$640,000	$640,000	$5,120,000	$8,000,000
CON	Toll Credit	$0	$200,000	$200,000	$160,000	$160,000	$1,280,000	$2,000,000
Total CON		$0	$1,000,000	$1,000,000	$800,000	$800,000	$6,400,000	$10,000,000
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$8,000,000**	**$8,000,000**
Total Programmed		**$0**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$8,000,000**	**$12,000,000**

OJT/SS - PROGRAM

State ID
OJT/SS

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
On the Job training for minority and women to reach journeyman status in the construction industry.

Regional Planning Commission
-

Clean Air Code
E-35

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	DBE	$120,000	$0	$0	$0	$0	$0	$120,000
OTHER	Skills Training	$163,200	$36,600	$36,600	$36,600	$36,600	$221,400	$531,000
Total OTHER		$283,200	$36,600	$36,600	$36,600	$36,600	$221,400	$651,000
Total Prior Costs		**$283,200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$283,200**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$221,400**	**$221,400**
Total Programmed		**$283,200**	**$36,600**	**$36,600**	**$36,600**	**$36,600**	**$221,400**	**$651,000**

PAVE-T1-RESURF - PROGRAM

State ID
PAVE-T1-RESURF

Lead Agency
DOT

Project Type
Roadway

Performance Measures
-

Functional Classification
NA

Project Description
Preservation of Tier 1 Highways

Regional Planning Commission
-

Clean Air Code
E-10

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$1,217,320	$158,400	$204,000	$204,000	$204,000	$1,296,000	$3,283,720
PE	STBG-State Flexible	$809,000	$36,000	$36,000	$36,000	$36,000	$624,000	$1,577,000
PE	Toll Credit	$506,580	$48,600	$60,000	$60,000	$60,000	$480,000	$1,215,180
Total PE		$2,532,900	$243,000	$300,000	$300,000	$300,000	$2,400,000	$6,075,900
CON	Hwy Infrastructure	$0	$5,955,126	$0	$0	$0	$0	$5,955,126
CON	National Highway Performance	$54,336,536	$7,191,249	$5,785,752	$1,800,000	$12,960,000	$65,280,000	$147,353,537
CON	Redistribution	$1,935,448	$0	$0	$0	$0	$0	$1,935,448
CON	STBG-State Flexible	$23,040,704	$1,000,000	$0	$7,940,000	$0	$38,400,000	$70,380,704
CON	Toll Credit	$19,828,172	$3,536,594	$1,446,438	$2,435,000	$3,240,000	$25,920,000	$56,406,204
Total CON		$99,140,860	$17,682,969	$7,232,190	$12,175,000	$16,200,000	$129,600,000	$282,031,019
Total Prior Costs		**$101,673,760**	**$0**	**$0**	**$0**	**$0**	**$0**	**$101,673,760**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$132,000,000**	**$132,000,000**
Total Programmed		**$101,673,760**	**$17,925,969**	**$7,532,190**	**$12,475,000**	**$16,500,000**	**$132,000,000**	**$288,106,919**

PAVE-T2-REHAB - PROGRAM

State ID
PAVE-T2-REHAB

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Rehab of Tier 2 roads.

Regional Planning Commission
-

Clean Air Code
E-10

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$693,750	$85,000	$85,000	$85,000	$85,000	$540,000	$1,573,750
PE	STBG-State Flexible	$1,126,250	$15,000	$15,000	$15,000	$15,000	$60,000	$1,246,250
PE	Toll Credit	$455,001	$25,000	$25,000	$25,000	$25,000	$150,000	$705,001
Total PE		$2,275,001	$125,000	$125,000	$125,000	$125,000	$750,000	$3,525,001
ROW	National Highway Performance	$251,600	$20,400	$20,400	$20,400	$20,400	$129,600	$462,800
ROW	STBG-State Flexible	$44,400	$3,600	$3,600	$3,600	$3,600	$14,400	$73,200
ROW	Toll Credit	$74,000	$6,000	$6,000	$6,000	$6,000	$36,000	$134,000
Total ROW		$370,000	$30,000	$30,000	$30,000	$30,000	$180,000	$670,000
CON	Betterment	$2,628,846	$0	$0	$0	$0	$0	$2,628,846
CON	National Highway Performance	$2,000,000	$416,000	$1,924,832	$1,731,064	$1,731,064	$20,111,927	$27,914,887
CON	STBG-State Flexible	$32,728,266	$1,584,000	$75,168	$268,936	$268,936	$1,488,073	$36,413,379
CON	Toll Credit	$8,682,067	$500,000	$500,000	$500,000	$500,000	$5,400,000	$16,082,067
Total CON		$46,039,179	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$27,000,000	$83,039,179
Total Prior Costs		**$48,684,180**	**$0**	**$0**	**$0**	**$0**	**$0**	**$48,684,180**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$27,930,000**	**$27,930,000**
Total Programmed		**$48,684,180**	**$2,655,000**	**$2,655,000**	**$2,655,000**	**$2,655,000**	**$27,930,000**	**$87,234,180**

PAVE-T2-RESURF - PROGRAM

State ID
PAVE-T2-RESURF

Lead Agency
DOT

Project Type
Roadway

Performance Measures
PM2 - Pavement and Bridge Condition

Functional Classification
NA

Project Description
Resurfacing Tier 2 Roadways

Regional Planning Commission
-

Clean Air Code
E-10

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$4,113,000	$1,881,200	$1,688,000	$204,000	$204,000	$1,296,000	$9,386,200
PE	STBG-State Flexible	$2,895,000	$862,400	$36,000	$36,000	$36,000	$624,000	$4,489,400
PE	Toll Credit	$1,752,000	$685,900	$431,000	$60,000	$60,000	$480,000	$3,468,900
Total PE		$8,760,000	$3,429,500	$2,155,000	$300,000	$300,000	$2,400,000	$17,344,500
ROW	National Highway Performance	$68,000	$17,000	$17,000	$17,000	$17,000	$136,000	$272,000
ROW	STBG-State Flexible	$12,000	$3,000	$3,000	$3,000	$3,000	$184,000	$208,000
ROW	Toll Credit	$20,000	$5,000	$5,000	$5,000	$5,000	$80,000	$120,000
Total ROW		$100,000	$25,000	$25,000	$25,000	$25,000	$400,000	$600,000
CON	Betterment	$38,750,000	$7,100,000	$2,100,000	$0	$0	$0	$47,950,000
CON	National Highway Performance	$67,177,344	$14,080,000	$2,960,075	$10,500,582	$5,500,582	$73,862,704	$174,081,287
CON	Redistribution	$344,902	$0	$0	$0	$0	$0	$344,902
CON	SB367-4-Cents	$0	$0	$5,000,000	$0	$0	$0	$5,000,000
CON	STBG-State Flexible	$113,585,754	$27,876,475	$15,695,925	$8,039,418	$6,439,418	$98,297,296	$269,934,286
CON	Toll Credit	$45,277,000	$10,489,119	$4,664,000	$4,635,000	$2,985,000	$43,040,000	$111,090,119
Total CON		$265,135,000	$59,545,594	$30,420,000	$23,175,000	$14,925,000	$215,200,000	$608,400,594
Total Prior Costs		**$273,995,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$273,995,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$218,000,000**	**$218,000,000**
Total Programmed		**$273,995,000**	**$63,000,094**	**$32,600,000**	**$23,500,000**	**$15,250,000**	**$218,000,000**	**$626,345,094**

PAVE-T3/4-RESUR - PROGRAM

State ID
PAVE-T3/4-RESUR

Lead Agency
DOT

Project Type
Roadway

Performance Measures
PM2 - Pavement and Bridge Condition

Functional Classification
NA

Project Description
Resurfacing Tier 3 and 4 roadways.

Regional Planning Commission
-

Clean Air Code
E-10

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$0	$0	$0	$0	$0	$606,800	$606,800
PE	NHDOT Operating Budget	$0	$0	$200,000	$0	$0	$0	$200,000
PE	STBG-State Flexible	$0	$0	$60,000	$80,000	$80,000	$377,200	$597,200
PE	Toll Credit	$0	$0	$15,000	$20,000	$20,000	$246,000	$301,000
Total PE		$0	$0	$275,000	$100,000	$100,000	$1,230,000	$1,705,000
ROW	National Highway Performance	$0	$0	$0	$0	$0	$103,600	$103,600
ROW	STBG-State Flexible	$0	$0	$0	$0	$0	$64,400	$64,400
ROW	Toll Credit	$0	$0	$0	$0	$0	$42,000	$42,000
Total ROW		$0	$0	$0	$0	$0	$210,000	$210,000
CON	Betterment	$47,080,000	$23,300,000	$14,600,000	$11,900,000	$12,100,000	$96,800,000	$205,780,000
CON	National Highway Performance	$0	$0	$0	$0	$0	$41,632,000	$41,632,000
CON	SB367-4-Cents	$70,125,000	$4,620,000	$2,650,000	$0	$0	$0	$77,395,000
CON	STBG-Non Urban Areas Under 5K	$0	$0	$4,062,400	$0	$0	$0	$4,062,400
CON	STBG-State Flexible	$0	$8,320,000	$8,937,600	$10,600,000	$10,600,000	$42,016,000	$80,473,600
CON	Toll Credit	$0	$2,080,000	$3,250,000	$2,650,000	$2,650,000	$20,912,000	$31,542,000
Total CON		$117,205,000	$38,320,000	$33,500,000	$25,150,000	$25,350,000	$201,360,000	$440,885,000
Total Prior Costs		**$117,205,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$117,205,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$202,800,000**	**$202,800,000**
Total Programmed		**$117,205,000**	**$38,320,000**	**$33,775,000**	**$25,250,000**	**$25,450,000**	**$202,800,000**	**$442,800,000**

PVMRK - PROGRAM

State ID
PVMRK

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Statewide Pavement Marking Annual Project

Regional Planning Commission
-

Clean Air Code
E-11

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$10,200	$0	$0	$0	$0	$0	$10,200
PE	STBG-State Flexible	$4,200	$800	$800	$800	$800	$6,400	$13,800
PE	Toll Credit	$3,600	$200	$200	$200	$200	$1,600	$6,000
Total PE		$18,000	$1,000	$1,000	$1,000	$1,000	$8,000	$30,000
CON	Highway Safety Improvement Program (HSIP)	$3,897,018	$1,339,600	$1,339,600	$1,439,600	$0	$0	$8,015,818
CON	National Highway Performance	$21,066,400	$0	$0	$0	$0	$0	$21,066,400
CON	STBG-State Flexible	$9,001,783	$1,339,600	$1,339,600	$1,439,600	$2,879,200	$24,953,600	$40,953,383
CON	Toll Credit	$8,491,300	$669,800	$669,800	$719,800	$719,800	$6,238,400	$17,508,900
Total CON		$42,456,501	$3,349,000	$3,349,000	$3,599,000	$3,599,000	$31,192,000	$87,544,501
Total Prior Costs		**$42,474,501**	**$0**	**$0**	**$0**	**$0**	**$0**	**$42,474,501**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$31,200,000**	**$31,200,000**
Total Programmed		**$42,474,501**	**$3,350,000**	**$3,350,000**	**$3,600,000**	**$3,600,000**	**$31,200,000**	**$87,574,501**

RCTRL - PROGRAM

State ID	Lead Agency	Project Type	Performance Measures
RCTRL	Other	To Be Assigned	-

Functional Classification
NA

Project Description
RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

Regional Planning Commission	Clean Air Code	Regionally Significant
-	ALL	No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	DNCR	$8,400	$0	$0	$0	$0	$0	$8,400
PE	Non Participating	$48,000	$0	$0	$0	$0	$0	$48,000
PE	Recreational Trails	$101,360	$0	$0	$0	$0	$0	$101,360
PE	Toll Credit	$16,940	$0	$0	$0	$0	$0	$16,940
Total PE		$174,700	$0	$0	$0	$0	$0	$174,700
ROW	Non Participating	$100	$0	$0	$0	$0	$0	$100
ROW	Recreational Trails	$4,312	$0	$0	$0	$0	$0	$4,312
ROW	Toll Credit	$1,078	$0	$0	$0	$0	$0	$1,078
Total ROW		$5,490	$0	$0	$0	$0	$0	$5,490
CON	Betterment	$820,000	$0	$0	$0	$0	$0	$820,000
CON	DNCR	$385,029	$0	$0	$0	$0	$0	$385,029
CON	Recreational Trails	$2,428,044	$0	$0	$0	$0	$0	$2,428,044
CON	Toll Credit	$221,982	$0	$0	$0	$0	$0	$221,982
Total CON		$3,855,055	$0	$0	$0	$0	$0	$3,855,055
OTHER	DNCR	$2,570,104	$560,000	$537,634	$537,634	$440,191	$2,510,528	$7,156,091
OTHER	Recreational Trails	$10,280,419	$2,240,000	$2,150,537	$2,150,537	$1,760,764	$10,042,120	$28,624,377
Total OTHER		$12,850,523	$2,800,000	$2,688,171	$2,688,171	$2,200,955	$12,552,648	$35,780,468
Total Prior Costs		**$16,885,768**	**$0**	**$0**	**$0**	**$0**	**$0**	**$16,885,768**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$12,552,648**	**$12,552,648**
Total Programmed		**$16,885,768**	**$2,800,000**	**$2,688,171**	**$2,688,171**	**$2,200,955**	**$12,552,648**	**$39,815,713**

RRRCS - PROGRAM

State ID
RRRCS

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
-

Clean Air Code
E-1

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	RL - Rail Highway	$1,936,626	$225,000	$225,000	$112,500	$112,500	$925,000	$3,536,626
PE	Toll Credit	$215,181	$25,000	$25,000	$12,500	$12,500	$75,000	$365,181
Total PE		$2,151,807	$250,000	$250,000	$125,000	$125,000	$1,000,000	$3,901,807
ROW	Highway Safety Improvement Program (HSIP)	$18,000	$0	$0	$0	$0	$0	$18,000
ROW	RL - Rail Highway	$32,850	$4,500	$4,500	$4,500	$4,500	$37,000	$87,850
ROW	Toll Credit	$5,650	$500	$500	$500	$500	$3,000	$10,650
Total ROW		$56,500	$5,000	$5,000	$5,000	$5,000	$40,000	$116,500
CON	RL - Rail Highway	$15,025,911	$831,904	$3,326,400	$0	$22,500	$5,975,296	$25,182,011
CON	Toll Credit	$1,669,546	$92,434	$369,600	$0	$2,500	$458,366	$2,592,446
Total CON		$16,695,457	$924,338	$3,696,000	$0	$25,000	$6,433,662	$27,774,457
OTHER	RL - Rail Highway	$669,150	$4,500	$4,500	$4,500	$4,500	$37,000	$724,150
OTHER	Toll Credit	$74,350	$500	$500	$500	$500	$3,000	$79,350
Total OTHER		$743,500	$5,000	$5,000	$5,000	$5,000	$40,000	$803,500
Total Prior Costs		**$19,647,264**	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,647,264**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$7,513,662**	**$7,513,662**
Total Programmed		**$19,647,264**	**$1,184,338**	**$3,956,000**	**$135,000**	**$160,000**	**$7,513,662**	**$32,596,264**

STBG-FTA - PROGRAM

State ID
STBG-FTA

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Funds flexed from STBG to FTA for Capital Prev Maint/Cap ADA/Admin/Mobility Mgmt/Contracted Svcs

Regional Planning Commission
-

Clean Air Code
E-0

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Other	$0	$612,500	$612,500	$612,500	$612,500	$8,000,000	$10,450,000
OTHER	STBG-State Flexible	$0	$3,371,550	$3,371,550	$3,371,550	$3,371,550	$24,027,400	$37,513,600
OTHER	Toll Credit	$0	$177,450	$177,450	$177,450	$177,450	$1,264,600	$1,974,400
Total OTHER		$0	$4,161,500	$4,161,500	$4,161,500	$4,161,500	$33,292,000	$49,938,000
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$33,292,000**	**$33,292,000**
Total Programmed		**$0**	**$4,161,500**	**$4,161,500**	**$4,161,500**	**$4,161,500**	**$33,292,000**	**$49,938,000**

STIC - PROGRAM

State ID
STIC

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
STIC Incentives

Regional Planning Commission
-

Clean Air Code
E-0

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	NHDOT Operating Budget	$193,500	$30,500	$30,500	$30,500	$30,500	$184,500	$500,000
OTHER	Other Fed	$74,000	$22,000	$22,000	$22,000	$22,000	$44,000	$206,000
OTHER	STIC Funding	$700,000	$100,000	$100,000	$100,000	$100,000	$694,000	$1,794,000
Total OTHER		$967,500	$152,500	$152,500	$152,500	$152,500	$922,500	$2,500,000
Total Prior Costs		**$967,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$967,500**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$922,500**	**$922,500**
Total Programmed		**$967,500**	**$152,500**	**$152,500**	**$152,500**	**$152,500**	**$922,500**	**$2,500,000**

TA - PROGRAM

State ID	Lead Agency	Project Type	Performance Measures
TA	Muni/Local	To Be Assigned	-

Functional Classification
NA

Project Description
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Regional Planning Commission	Clean Air Code	Regionally Significant
-	E-33	No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Non Par Other	$40,000	$223,288	$20,000	$20,000	$20,000	$160,000	$483,288
PE	Other	$1,440,298	$178,631	$180,712	$200,000	$200,000	$1,600,000	$3,799,641
PE	TAP-50K to 200K	$278,803	$209,228	$111,521	$111,521	$111,521	$892,168	$1,714,762
PE	TAP-5K to 49,999	$121,057	$155,220	$48,423	$48,423	$48,423	$387,384	$808,930
PE	TAP-Areas Over 200K	$279,765	$216,663	$111,906	$111,906	$111,906	$895,248	$1,727,394
PE	TAP-Flex	$4,581,191	$0	$250,846	$328,000	$328,000	$2,624,000	$8,112,037
PE	TAP-Non Urban Areas Under 5K	$500,375	$133,412	$200,150	$200,150	$200,150	$1,601,200	$2,835,437
Total PE		$7,241,489	$1,116,442	$923,558	$1,020,000	$1,020,000	$8,160,000	$19,481,489
ROW	Non Par Other	$20,000	$10,000	$10,000	$10,000	$10,000	$80,000	$140,000
ROW	Other	$184,920	$30,000	$30,000	$30,000	$30,000	$240,000	$544,920
ROW	TAP-50K to 200K	$33,456	$56,768	$16,728	$16,728	$16,728	$133,824	$274,232
ROW	TAP-5K to 49,999	$14,526	$12,800	$7,263	$7,263	$7,263	$58,104	$107,219
ROW	TAP-Areas Over 200K	$33,572	$32,786	$16,786	$16,786	$16,786	$134,288	$251,004
ROW	TAP-Flex	$598,080	$17,646	$49,200	$49,200	$49,200	$393,600	$1,156,926
ROW	TAP-Non Urban Areas Under 5K	$60,046	$0	$30,023	$30,023	$30,023	$240,184	$390,299
Total ROW		$944,600	$160,000	$160,000	$160,000	$160,000	$1,280,000	$2,864,600
CON	Non Par Other	$200,000	$1,449,549	$99,999	$99,999	$99,999	$799,992	$2,749,538
CON	Other	$6,192,047	$1,519,638	$1,061,140	$1,178,452	$1,178,452	$9,427,616	$20,557,345
CON	TAP-50K to 200K	$1,182,671	$195,142	$657,114	$657,114	$657,114	$5,256,912	$8,606,067
CON	TAP-5K to 49,999	$513,516	$0	$285,318	$285,318	$285,318	$2,282,544	$3,652,014
CON	TAP-Areas Over 200K	$1,186,748	$553,510	$659,378	$659,378	$659,378	$5,275,024	$8,993,416
CON	TAP-Flex	$19,762,680	$2,720,000	$1,463,411	$1,932,662	$1,932,662	$15,461,296	$43,272,711
CON	TAP-Non Urban Areas Under 5K	$2,122,570	$2,609,902	$1,179,338	$1,179,338	$1,179,338	$9,434,704	$17,705,190
Total CON		$31,160,232	$9,047,741	$5,405,698	$5,992,261	$5,992,261	$47,938,088	$105,536,281
OTHER	Other	$85,200	$0	$0	$0	$0	$0	$85,200
OTHER	TAP-Flex	$340,800	$0	$0	$0	$0	$0	$340,800
Total OTHER		$426,000	$0	$0	$0	$0	$0	$426,000
Total Prior Costs		**$39,772,321**	**$0**	**$0**	**$0**	**$0**	**$0**	**$39,772,321**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$57,378,088**	**$57,378,088**
Total Programmed		**$39,772,321**	**$10,324,183**	**$6,489,256**	**$7,172,261**	**$7,172,261**	**$57,378,088**	**$128,308,370**

TRAC - PROGRAM

State ID
TRAC

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Implement and participate in AASHTO TRAC program in local high schools.

Regional Planning Commission
-

Clean Air Code
E-0

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$70,400	$0	$0	$0	$0	$0	$70,400
PE	Toll Credit	$17,600	$0	$0	$0	$0	$0	$17,600
Total PE		$88,000	$0	$0	$0	$0	$0	$88,000
OTHER	STBG-State Flexible	$140,800	$17,600	$17,600	$17,600	$17,600	$105,600	$316,800
OTHER	Toll Credit	$35,200	$4,400	$4,400	$4,400	$4,400	$26,400	$79,200
Total OTHER		$176,000	$22,000	$22,000	$22,000	$22,000	$132,000	$396,000
Total Prior Costs		**$264,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$264,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$132,000**	**$132,000**
Total Programmed		**$264,000**	**$22,000**	**$22,000**	**$22,000**	**$22,000**	**$132,000**	**$484,000**

TRAFMON - PROGRAM

State ID
TRAFMON

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Traffic data (vol/vehicle class/wght monitoring/wght safty) monitor & supprt FHWA reqs (TMG/HPMS).

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$44,000	$32,000	$0	$0	$0	$0	$76,000
PE	Toll Credit	$11,000	$8,000	$0	$0	$0	$0	$19,000
Total PE		$55,000	$40,000	$0	$0	$0	$0	$95,000
CON	STBG-State Flexible	$1,232,000	$1,876,000	$0	$0	$0	$0	$3,108,000
CON	Toll Credit	$308,000	$469,000	$0	$0	$0	$0	$777,000
Total CON		$1,540,000	$2,345,000	$0	$0	$0	$0	$3,885,000
OTHER	STBG-State Flexible	$324,000	$0	$1,540,000	$1,600,000	$1,600,000	$11,200,000	$16,264,000
OTHER	Toll Credit	$81,000	$0	$385,000	$400,000	$400,000	$2,800,000	$4,066,000
Total OTHER		$405,000	$0	$1,925,000	$2,000,000	$2,000,000	$14,000,000	$20,330,000
Total Prior Costs		**$2,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,000,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$14,000,000**	**$14,000,000**
Total Programmed		**$2,000,000**	**$2,385,000**	**$1,925,000**	**$2,000,000**	**$2,000,000**	**$14,000,000**	**$24,310,000**

TRAIN - PROGRAM

State ID
TRAIN

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
ANNUAL TRAINING PROGRAM (Annual Project)

Regional Planning Commission
CNHRPC

Clean Air Code
E-0

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$103,480	$0	$0	$0	$0	$0	$103,480
PE	Toll Credit	$25,870	$0	$0	$0	$0	$0	$25,870
Total PE		$129,350	$0	$0	$0	$0	$0	$129,350
OTHER	STBG-State Flexible	$2,636,309	$1,120,000	$1,045,938	$800,000	$354,484	$6,400,000	$12,356,731
OTHER	Toll Credit	$609,077	$280,000	$261,484	$200,000	$88,621	$1,600,000	$3,039,182
Total OTHER		$3,245,386	$1,400,000	$1,307,422	$1,000,000	$443,105	$8,000,000	$15,395,913
Total Prior Costs		**$3,374,736**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,374,736**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$8,000,000**	**$8,000,000**
Total Programmed		**$3,374,736**	**$1,400,000**	**$1,307,422**	**$1,000,000**	**$443,105**	**$8,000,000**	**$15,525,263**

TRCK-WGHT-SFTY - PROGRAM

State ID
TRCK-WGHT-SFTY

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Truck weight safety inspection & maintenance program

Regional Planning Commission
-

Clean Air Code
E-6

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	STBG-State Flexible	$700,000	$80,000	$80,000	$80,000	$80,000	$480,000	$1,500,000
OTHER	Toll Credit	$175,000	$20,000	$20,000	$20,000	$20,000	$120,000	$375,000
Total OTHER		$875,000	$100,000	$100,000	$100,000	$100,000	$600,000	$1,875,000
Total Prior Costs		**$875,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$875,000**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$600,000**	**$600,000**
Total Programmed		**$875,000**	**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$600,000**	**$1,875,000**

TSMO - PROGRAM

State ID
TSMO

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Regional Planning Commission
-

Clean Air Code
E-7

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$1,140,000	$0	$0	$0	$0	$0	$1,140,000
PE	Toll Credit	$285,000	$0	$0	$0	$0	$0	$285,000
Total PE		$1,425,000	$0	$0	$0	$0	$0	$1,425,000
CON	STBG-State Flexible	$120,000	$0	$0	$0	$0	$0	$120,000
CON	Toll Credit	$30,000	$0	$0	$0	$0	$0	$30,000
Total CON		$150,000	$0	$0	$0	$0	$0	$150,000
OTHER	Maine	$2,228,469	$592,387	$142,960	$0	$0	$0	$2,963,816
OTHER	National Highway Performance	$2,116,000	$0	$0	$0	$0	$0	$2,116,000
OTHER	STBG-State Flexible	$3,564,000	$1,762,522	$1,520,000	$1,517,478	$920,000	$8,080,000	$17,364,000
OTHER	Toll Credit	$1,420,000	$440,631	$380,000	$379,369	$230,000	$2,020,000	$4,870,000
OTHER	Vermont	$2,478,469	$592,387	$142,960	$0	$0	$0	$3,213,816
Total OTHER		$11,806,938	$3,387,927	$2,185,920	$1,896,847	$1,150,000	$10,100,000	$30,527,632
Total Prior Costs		**$13,381,938**	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,381,938**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$10,100,000**	**$10,100,000**
Total Programmed		**$13,381,938**	**$3,387,927**	**$2,185,920**	**$1,896,847**	**$1,150,000**	**$10,100,000**	**$32,102,632**

UBI - PROGRAM

State ID
UBI

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Underwater Bridge Inspection (Annual Project)

Regional Planning Commission
-

Clean Air Code
E-38

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$378,800	$0	$0	$0	$0	$0	$378,800
PE	Toll Credit	$94,700	$0	$0	$0	$0	$0	$94,700
Total PE		$473,500	$0	$0	$0	$0	$0	$473,500
OTHER	Betterment	$0	$55,000	$30,000	$0	$0	$0	$85,000
OTHER	NHDOT Operating Budget	$0	$67,824	$0	$0	$0	$0	$67,824
OTHER	STBG-State Flexible	$326,400	$70,400	$148,165	$0	$0	$473,600	$1,018,565
OTHER	Toll Credit	$81,600	$17,600	$37,041	$0	$0	$118,400	$254,641
OTHER	Turnpike Renewal & Replacement	$0	$10,000	$10,000	$0	$0	$0	$20,000
Total OTHER		$408,000	$220,824	$225,206	$0	$0	$592,000	$1,446,030
Total Prior Costs		**$881,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$881,500**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$592,000**	**$592,000**
Total Programmed		**$881,500**	**$220,824**	**$225,206**	**$0**	**$0**	**$592,000**	**$1,919,530**

USSS - PROGRAM

State ID
USSS

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Project to update signing on state system

Regional Planning Commission
-

Clean Air Code
E-44

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$102,000	$0	$0	$20,400	$20,400	$163,200	$306,000
PE	STBG-State Flexible	$177,120	$0	$0	$3,600	$3,600	$28,800	$213,120
PE	Toll Credit	$69,780	$0	$0	$6,000	$6,000	$48,000	$129,780
Total PE		$348,900	$0	$0	$30,000	$30,000	$240,000	$648,900
CON	National Highway Performance	$3,777,060	$451,910	$367,200	$309,690	$301,826	$4,048,000	$9,255,686
CON	STBG-State Flexible	$2,708,140	$88,800	$88,800	$69,600	$162,174	$0	$3,117,514
CON	Toll Credit	$1,621,300	$135,177	$114,000	$94,823	$116,000	$1,012,000	$3,093,300
Total CON		$8,106,500	$675,887	$570,000	$474,113	$580,000	$5,060,000	$15,466,500
Total Prior Costs		**$8,455,400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,455,400**
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$5,300,000**	**$5,300,000**
Total Programmed		**$8,455,400**	**$675,887**	**$570,000**	**$504,113**	**$610,000**	**$5,300,000**	**$16,115,400**

42625 - ROCHESTER

State ID
42625

Lead Agency
Muni/Local

Project Type
Roadway

Performance Measures
-

Functional Classification
NA

Project Description
Intersection Improvements-Reassessment of turning lane alignment&vehicle access. Update sidewalk.

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-50 to 200K	$0	$0	$0	$200,000	$71,024	$0	$271,024
PE	Towns	$0	$0	$0	$50,000	$17,756	$0	$67,756
Total PE		$0	$0	$0	$250,000	$88,780	$0	$338,780
ROW	STBG-50 to 200K	$0	$0	$0	$0	$25,830	$0	$25,830
ROW	Towns	$0	$0	$0	$0	$6,457	$0	$6,457
Total ROW		$0	$0	$0	$0	$32,287	$0	$32,287
CON	STBG-50 to 200K	$0	$0	$0	$0	$0	$2,222,107	$2,222,107
CON	Towns	$0	$0	$0	$0	$0	$555,527	$555,527
Total CON		$0	$0	$0	$0	$0	$2,777,634	$2,777,634
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$2,777,634**	**$2,777,634**
Total Programmed		**$0**	**$0**	**$0**	**$250,000**	**$121,067**	**$2,777,634**	**$3,148,701**

43552 - ROCHESTER

State ID
43552

Lead Agency
Muni/Local

Project Type
Roadway

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Non Par Other	$0	$0	$53,000	$0	$0	$0	$53,000
PE	STBG-50 to 200K	$364,685	$23,632	$208,483	$0	$0	$0	$596,800
PE	Towns	$91,171	$5,908	$52,121	$0	$0	$0	$149,200
Total PE		$455,856	$29,540	$313,604	$0	$0	$0	$799,000
ROW	STBG-50 to 200K	$0	$0	$65,792	$0	$0	$0	$65,792
ROW	Towns	$0	$0	$16,448	$0	$0	$0	$16,448
Total ROW		$0	$0	$82,240	$0	$0	$0	$82,240
CON	Non Par Other	$0	$0	$504,000	$0	$0	$0	$504,000
CON	STBG-50 to 200K	$0	$0	$680,000	$2,256,800	$0	$0	$2,936,800
CON	STBG-State Flexible	$0	$0	$520,000	$2,256,800	$0	$0	$2,776,800
CON	Towns	$0	$0	$300,000	$1,128,400	$0	$0	$1,428,400
Total CON		$0	$0	$2,004,000	$5,642,000	$0	$0	$7,646,000
Total Prior Costs		**$455,856**	**$0**	**$0**	**$0**	**$0**	**$0**	**$455,856**
Total Programmed		**$455,856**	**$29,540**	**$2,399,844**	**$5,642,000**	**$0**	**$0**	**$8,527,240**

44408 - ROCHESTER

State ID
44408

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	National Highway Performance	$0	$638,792	$11,602	$0	$502,963	$0	$1,153,357
PE	Toll Credit	$0	$159,698	$2,900	$0	$125,741	$0	$288,339
Total PE		$0	$798,490	$14,502	$0	$628,704	$0	$1,441,696
ROW	National Highway Performance	$0	$0	$0	$0	$0	$430,727	$430,727
ROW	Toll Credit	$0	$0	$0	$0	$0	$107,682	$107,682
Total ROW		$0	$0	$0	$0	$0	$538,409	$538,409
CON	National Highway Performance	$0	$0	$0	$0	$0	$7,984,514	$7,984,514
CON	Toll Credit	$0	$0	$0	$0	$0	$1,996,129	$1,996,129
Total CON		$0	$0	$0	$0	$0	$9,980,643	$9,980,643
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$10,519,052**	**$10,519,052**
Total Programmed		**$0**	**$798,490**	**$14,502**	**$0**	**$628,704**	**$10,519,052**	**$11,960,748**

42578 - ROLLINSFORD - DOVER

State ID
42578

Lead Agency
DOT

Project Type
Bridge

Performance Measures
-

Functional Classification
NA

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

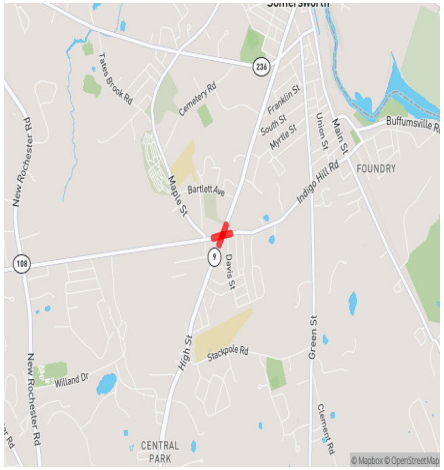
Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-5 to 200K	$0	$136,884	$0	$0	$0	$0	$136,884
PE	STBG-50 to 200K	$398,464	$0	$0	$234,926	$0	$0	$633,390
PE	Toll Credit	$99,616	$34,221	$0	$58,732	$0	$0	$192,569
Total PE		$498,080	$171,105	$0	$293,658	$0	$0	$962,843
ROW	STBG-50 to 200K	$0	$0	$0	$49,096	$0	$0	$49,096
ROW	Toll Credit	$0	$0	$0	$12,274	$0	$0	$12,274
Total ROW		$0	$0	$0	$61,370	$0	$0	$61,370
CON	BRGBIL	$0	$0	$0	$0	$2,050,234	$0	$2,050,234
CON	Toll Credit	$0	$0	$0	$0	$512,559	$0	$512,559
Total CON		$0	$0	$0	$0	$2,562,793	$0	$2,562,793
Total Prior Costs		**$498,080**	**$0**	**$0**	**$0**	**$0**	**$0**	**$498,080**
Total Programmed		**$498,080**	**$171,105**	**$0**	**$355,028**	**$2,562,793**	**$0**	**$3,587,006**

40646 - SOMERSWORTH



State ID
40646

Lead Agency
DOT

Project Type
Roadway

Performance Measures
-

Functional Classification
NA

Project Description
Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Regional Planning Commission
SRPC

Clean Air Code
E-51

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-50 to 200K	$0	$0	$0	$391,949	$95,914	$204,676	$692,539
PE	Towns	$0	$0	$0	$97,987	$23,979	$51,169	$173,135
Total PE		$0	$0	$0	$489,936	$119,893	$255,845	$865,674
ROW	STBG-50 to 200K	$0	$0	$0	$121,613	$47,957	$102,337	$271,907
ROW	Towns	$0	$0	$0	$30,403	$11,989	$25,585	$67,977
Total ROW		$0	$0	$0	$152,016	$59,946	$127,922	$339,884
CON	STBG-50 to 200K	$0	$0	$0	$0	$0	$2,728,242	$2,728,242
CON	Towns	$0	$0	$0	$0	$0	$682,061	$682,061
Total CON		$0	$0	$0	$0	$0	$3,410,303	$3,410,303
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$3,794,070**	**$3,794,070**
Total Programmed		**$0**	**$0**	**$0**	**$641,952**	**$179,839**	**$3,794,070**	**$4,615,861**

44389 - SOMERSWORTH NH - BERWICK MAINE

State ID
44389

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Rehabilitate Salmon Falls Rd bridge over Salmon Falls River Brg #78/124 Eddy Bridge Maine DOT Lead

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Maine	$0	$0	$0	$0	$0	$71,905	$71,905
PE	SB367-4-Cents	$0	$0	$0	$0	$0	$57,524	$57,524
PE	Towns	$0	$0	$0	$0	$0	$14,381	$14,381
Total PE		$0	$0	$0	$0	$0	$143,810	$143,810
ROW	Maine	$0	$0	$0	$0	$0	$7,190	$7,190
ROW	SB367-4-Cents	$0	$0	$0	$0	$0	$5,752	$5,752
ROW	Towns	$0	$0	$0	$0	$0	$1,438	$1,438
Total ROW		$0	$0	$0	$0	$0	$14,380	$14,380
CON	Maine	$0	$0	$0	$0	$0	$719,047	$719,047
CON	STBG-50 to 200K	$0	$0	$0	$0	$0	$575,238	$575,238
CON	Towns	$0	$0	$0	$0	$0	$143,809	$143,809
Total CON		$0	$0	$0	$0	$0	$1,438,094	$1,438,094
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,596,284**	**$1,596,284**
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,596,284**	**$1,596,284**

44392 - SOMERSWORTH NH - BERWICK MAINE

State ID
44392

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	Maine	$0	$0	$0	$0	$0	$71,905	$71,905
PE	SB367-4-Cents	$0	$0	$0	$0	$0	$57,524	$57,524
PE	Towns	$0	$0	$0	$0	$0	$14,381	$14,381
Total PE		$0	$0	$0	$0	$0	$143,810	$143,810
ROW	Maine	$0	$0	$0	$0	$0	$7,190	$7,190
ROW	SB367-4-Cents	$0	$0	$0	$0	$0	$5,752	$5,752
ROW	Towns	$0	$0	$0	$0	$0	$1,438	$1,438
Total ROW		$0	$0	$0	$0	$0	$14,380	$14,380
CON	Maine	$0	$0	$0	$0	$0	$719,047	$719,047
CON	STBG-Off System Bridge	$0	$0	$0	$0	$0	$575,238	$575,238
CON	Towns	$0	$0	$0	$0	$0	$143,809	$143,809
Total CON		$0	$0	$0	$0	$0	$1,438,094	$1,438,094
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,596,284**	**$1,596,284**
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$1,596,284**	**$1,596,284**

44491 - STATEWIDE

State ID
44491

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Coastal hydraulic design manual supplement

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	PROTECT	$0	$176,000	$108,780	$0	$0	$0	$284,780
OTHER	Toll Credit	$0	$44,000	$27,195	$0	$0	$0	$71,195
Total OTHER		$0	$220,000	$135,975	$0	$0	$0	$355,975
Total Programmed		**$0**	**$220,000**	**$135,975**	**$0**	**$0**	**$0**	**$355,975**

44518 - STATEWIDE 4R PROJECTS

State ID
44518

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
4R Pavement Rehab/Reconstruct on the NHS

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
PE	STBG-State Flexible	$0	$0	$880,000	$0	$0	$3,167,296	$4,047,296
PE	Toll Credit	$0	$0	$220,000	$0	$0	$791,824	$1,011,824
Total PE		$0	$0	$1,100,000	$0	$0	$3,959,120	$5,059,120
ROW	STBG-State Flexible	$0	$0	$44,000	$0	$0	$158,364	$202,364
ROW	Toll Credit	$0	$0	$11,000	$0	$0	$39,591	$50,591
Total ROW		$0	$0	$55,000	$0	$0	$197,955	$252,955
CON	STBG-State Flexible	$0	$0	$0	$0	$0	$160,395,165	$160,395,165
CON	Toll Credit	$0	$0	$0	$0	$0	$40,098,791	$40,098,791
Total CON		$0	$0	$0	$0	$0	$200,493,956	$200,493,956
Total Future Costs		**$0**	**$0**	**$0**	**$0**	**$0**	**$204,651,031**	**$204,651,031**
Total Programmed		**$0**	**$0**	**$1,155,000**	**$0**	**$0**	**$204,651,031**	**$205,806,031**

44536 - STATEWIDE UNDERWATER BRIDGE INSPECTION

State ID
44536

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
<Underwater Bridge Ispection for years from 2024 to 2027

Regional Planning Commission
-

Clean Air Code
ALL

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Betterment	$0	$55,000	$0	$0	$0	$0	$55,000
OTHER	Non Par DOT	$0	$0	$67,824	$0	$0	$0	$67,824
OTHER	STBG-State Flexible	$0	$70,400	$42,930	$0	$0	$0	$113,330
OTHER	Toll Credit	$0	$17,600	$10,732	$0	$0	$0	$28,332
OTHER	Turnpike Capital	$0	$10,000	$0	$0	$0	$0	$10,000
Total OTHER		$0	$153,000	$121,486	$0	$0	$0	$274,486
Total Programmed		**$0**	**$153,000**	**$121,486**	**$0**	**$0**	**$0**	**$274,486**

45271 - TECHNOLOGY TRANSFER CENTER

State ID
45271

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
Funding for the Technology Transfer Center @ UNH 2026-2027

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Local Tech Assistance Program	$0	$0	$210,000	$210,000	$0	$0	$420,000
OTHER	Non Par Other	$0	$0	$15,000	$15,000	$0	$0	$30,000
OTHER	State Planning and Research	$0	$0	$255,246	$255,246	$0	$0	$510,492
OTHER	Toll Credit	$0	$0	$11,312	$11,312	$0	$0	$22,624
Total OTHER		$0	$0	$491,558	$491,558	$0	$0	$983,116
Total Programmed		**$0**	**$0**	**$491,558**	**$491,558**	**$0**	**$0**	**$983,116**

45160 - UNH - 2024 5339 LONO CNG BUSES

State ID
45160

Lead Agency
Other

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

Project Description
2024 5339 Low-No Emission discretionary award - CNG bus replacements

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Federal Transit Administration	$0	$2,720,000	$0	$0	$0	$0	$2,720,000
OTHER	Other	$0	$480,000	$0	$0	$0	$0	$480,000
Total OTHER		$0	$3,200,000	$0	$0	$0	$0	$3,200,000
Total Programmed		**$0**	**$3,200,000**	**$0**	**$0**	**$0**	**$0**	**$3,200,000**

41753 - UNH - CMAQ RAIL STATION IMPROVEMENT

State ID
41753

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
NA

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

Regional Planning Commission
SRPC

Clean Air Code
E-28

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
OTHER	Federal Transit Administration	$0	$0	$779,200	$0	$0	$0	$779,200
OTHER	Other	$0	$0	$194,800	$0	$0	$0	$194,800
Total OTHER		$0	$0	$974,000	$0	$0	$0	$974,000
Total Programmed		**$0**	**$0**	**$974,000**	**$0**	**$0**	**$0**	**$974,000**

FTA5311 -

State ID
FTA5311

Lead Agency
DOT

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
-

Project Description
-

Regional Planning Commission
-

Clean Air Code
E-21

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

UNH5307 -

State ID
UNH5307

Lead Agency
Muni/Local

Project Type
To Be Assigned

Performance Measures
-

Functional Classification
-

Project Description
-

Regional Planning Commission
-

Clean Air Code
ATT

Regionally Significant
No

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Total Programmed		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Appendix B – Project lists

Ten Year Transportation Plan (years 2029 – 2034)

DRAFT

Comments None

ACTON MAINE MILTON NH (44393)

Route/Road CHURCH STREET OVER SALMON FALLS RIVER

Category BRIDGES

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

Strategy TIER 4

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

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

Comments None

Comments None

BARRINGTON (41410)

Route/Road OLD CANAAN ROAD OVER SPRUCE BROOK

Category BRIDGES

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

Strategy TIER 5

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

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

Comments None

BARRINGTON (41415)

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

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

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

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

Comments None

BARRINGTON (43547)

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

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

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

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

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

Comments None

BERWICK SOMERSWORTH (44389)

Route/Road SALMON FALLS RD OVER SALMON FALLS RIVER

Category BRIDGES

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

Strategy TIER 5

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

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

Comments None

BERWICK SOMERSWORTH (44392)

Route/Road BUFFUMSVILLE RD OVER SALMON FALLS RIVER

Category BRIDGES

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

Strategy TIER 5

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

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

DOVER - SOMERSWORTH - ROCHESTER (29604)

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

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

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

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

Comments None

DOVER (27885)

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

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

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

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

Comments None

DOVER (41373)

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

Category MANDATED FEDERAL

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

Strategy TIER 3

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

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

Comments None

DOVER (41824)

Route/Road NH 16

Category BRIDGES

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

Strategy TIER 1

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

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

Comments None

DOVER (42626)

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

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

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

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

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

DOVER (44350)

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

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

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

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

Comments None

DOVER (44367)

Route/Road COOPERATIVE ALLIANCE FOR SEACOAST TRANSPORTATION (COAST)

Category MANDATED FEDERAL

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

Strategy ALL TIERS

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

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

Comments None

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

Route/Road NH 16 (SPAULDING TURNPIKE)

Category BRIDGES

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

Strategy TIER 1

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

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

Comments None

DOVER, NH - SOUTH BERWICK, MAINE (41433)

Route/Road GULF ROAD

Category RED LIST BRIDGES

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

Strategy TIER 4

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

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

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

DURHAM (41432)

Route/Road BENNETT ROAD

Category RED LIST BRIDGES

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

Strategy TIER 4

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

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

Comments None

Comments None

FARMINGTON (43550)

Route/Road MAIN ST AND ELM ST

Category INDIVIDUAL PROJECTS

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

Strategy TIER 3

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

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

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

LEE (41322)

Route/Road NH ROUTE 125

Category RED LIST BRIDGES

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

Strategy TIER 4

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

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

Comments None

LEE (42876)

Route/Road RTE 125

Category MANDATED FEDERAL

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

Strategy TIER 4

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

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

Comments None

LEE (44261)

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

Category INDIVIDUAL PROJECTS

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

Strategy TIER 4

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

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

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

MADBURY (41462)

Route/Road FRESHET ROAD OVER JOHNSON CREEK

Category RED LIST BRIDGES

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

Strategy TIER 5

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

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

Comments None

MADBURY (41596)

Route/Road MADBURY RD

Category INDIVIDUAL PROJECTS

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

Strategy TIER 3

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

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

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

Comments None

MILTON (43551)

Route/Road DAWSON ST.

Category INDIVIDUAL PROJECTS

Scope CONSTRUCT SIDEWALKS ALONG SILVER & DAWSON STREETS.

Strategy TIER 5

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

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

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

MILTON (44310)

Route/Road WINDING ROAD **Category** BRIDGES

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

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

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

Comments None

MILTON, NH-LEBANON, ME (40658)

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

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

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

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

Comments None

NEWFIELDS - NEWMARKET (28393)

Route/Road NH 108

Category BRIDGES

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

Strategy TIER 2

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

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

NEWMARKET (43435)

Route/Road NH108

Category BRIDGES

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

Strategy TIER 2

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

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

Comments None

Comments None

NORTHWOOD (42628)

Route/Road SCHOOL ST/US 4/US 202

Category INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2027	273,989	None-Other
Right of Way	2027	34,248	None-Other
Construction	2030	763,990	None-Other

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

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

NORTHWOOD-NOTTINGHAM (41595)

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

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

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

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

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

NOTTINGHAM (40612)

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

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

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

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

Comments None

ROCHESTER (40575)

Route/Road SKYHAVEN AIRPORT **Category** AIRPORT

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

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

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

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

ROCHESTER (42625)

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

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

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

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

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

ROCHESTER (43491)

Route/Road OLD DOVER RD

Category MANDATED FEDERAL

Scope TEBBETTS RD INTERSECTION SAFETY IMPROVEMENTS AT OLD DOVER RD

Strategy TIER 2

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

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

Comments None

ROCHESTER (43552)

Route/Road NH 11

Category INDIVIDUAL PROJECTS

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

Strategy TIER 2

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

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

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

ROCHESTER (43728)

Route/Road PORTLAND STREET

Category MANDATED FEDERAL

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

Strategy TIER 5

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

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

Comments None

ROCHESTER (43964)

Route/Road US 202

Category MANDATED FEDERAL

Scope US 202 / ESTES RD INTERSECTION SAFETY IMPROVEMENTS

Strategy TIER 2

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

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

Comments None

ROCHESTER (44408)

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

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

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

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

Comments None

ROLLINSFORD - DOVER (42578)

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

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

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

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

Comments None

ROLLINSFORD (44303)

Route/Road OLD MILL LANE

Category BRIDGES

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

Strategy TIER 5

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

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

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

SOMERSWORTH (40646)

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

Category INDIVIDUAL PROJECTS

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

Strategy TIER 2

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

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

Comments None

SOMERSWORTH (42627)

Route/Road HIGH STREET & WEST HIGH STRRET

Category INDIVIDUAL PROJECTS

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

Strategy TIER 5

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

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

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

SOMERSWORTH (44260)

Route/Road MAIN ST.

Category INDIVIDUAL PROJECTS

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

Strategy TIER 5

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

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

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

WAKEFIELD (44302)

Route/Road MAPLE STREET

Category BRIDGES

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

Strategy TIER 5

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

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

Appendix C – Project lists

Metropolitan Transportation Plan (years 2035 – 2045)

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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		

Appendix D – Environmental Impacts and Mitigation Strategies

DRAFT

Environmental Impacts and 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.

Appendix E – System Performance Report

DRAFT

STRAFFORD
Regional Planning Commission

Strafford Regional Planning Commission
System Performance Report 2026

Introduction

Federal law requires a performance-based approach to planning and funding maintenance and improvement of the transportation system. State departments of transportation and Metropolitan Planning Organizations (MPOs) use data to track the condition and performance of the transportation system and inform policy and priority projects. The performance-based approach is built on several performance goals that must consider:

Performance Goals for All Public Highways

Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.

System Reliability: To improve the efficiency of the surface transportation system.

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.

Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

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.

Performance Measures for Public Transit

Federal law also includes performance-based planning requirements for public transit systems. They address two subjects: 1) the capital assets of transit providers (vehicles and buildings), and 2) the safety of passengers and bus operators. In the Strafford region, the capital asset measures apply to both the Cooperative Alliance for Seacoast Transportation (COAST), and the University of New Hampshire Wildcat Transit (UNH Wildcat). The transit safety measures only apply to COAST because it is a direct recipient of federal funds to operate service.

Performance Measures for Public Transit Assets

The following measures are required for both UNH Wildcat and COAST:

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

Performance Measures for Public Transit Safety

The following measures are only required for COAST:

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

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

Each of the performance goals above has several measures that are used to track the performance of the transportation system. Each of the measures is described in detail on the pages in this document. State departments of transportation and MPOs are required to set targets for those performance measures. Targets are set for the various performance measures on a rotating basis, but each performance area has a different cycle. For example: Highway safety targets are set annually, while pavement, bridge, and highway performance targets are set every three years.

Highway Safety Performance

Updated February 2026

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,

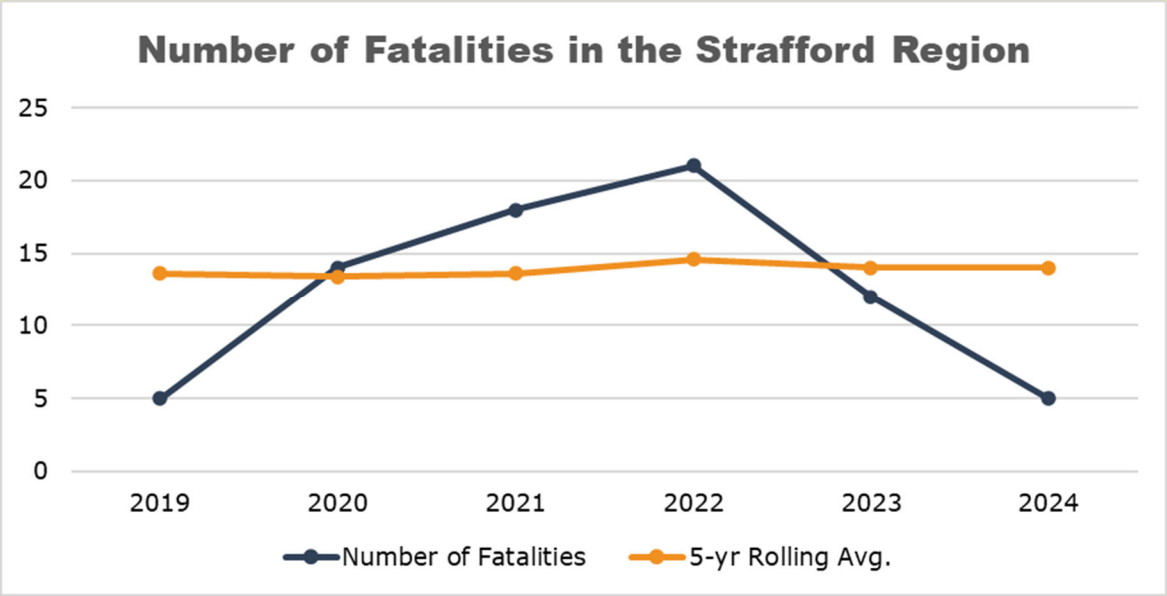
an update crash report must be resubmitted. Additionally, crashes that are under investigation or involved in lawsuits cannot be included in the database/shared out of NHDOS, so there are delays there as well. These delays can take far longer to resolve. This lag in data access means that NHDOT does not have complete crash data to calculate their performance from the previous year until late spring/early summer. Calendar year 2024 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. The 2019 number is no longer included in the 5-year average, but thankfully, 2024 saw a low number of crashes, which will pull the average down after a high of 21 fatalities in 2022. 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.

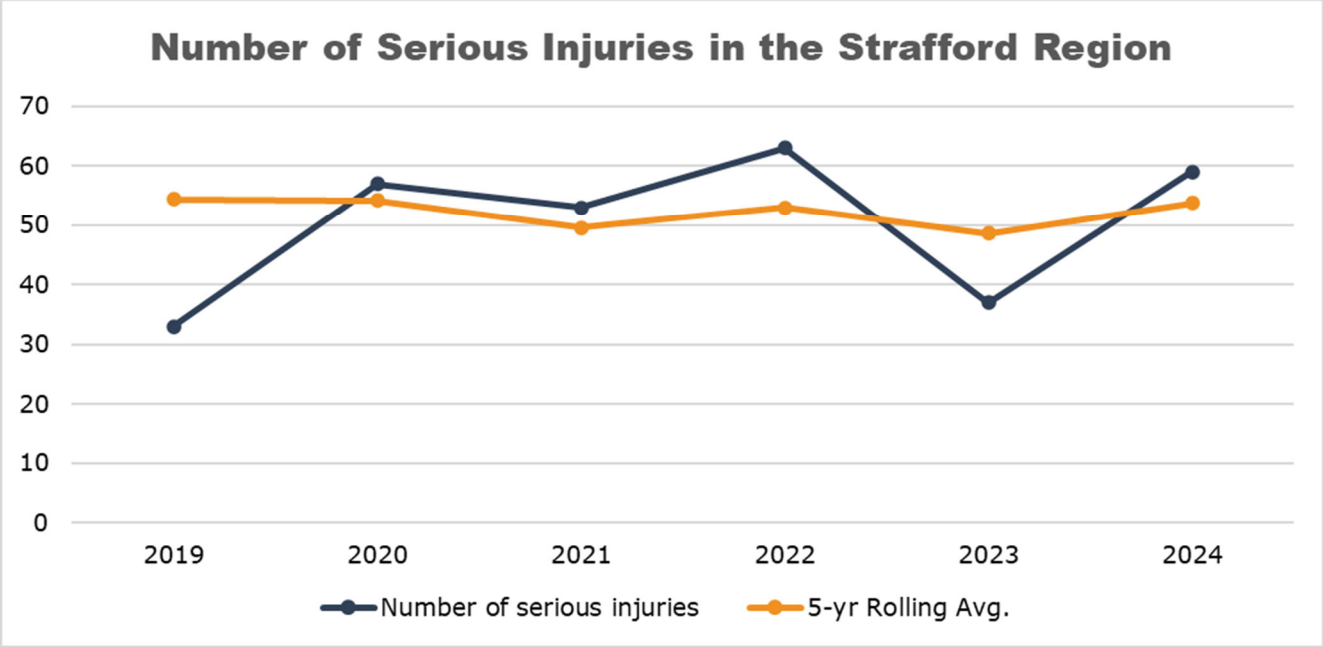
Fatality Data				
	State		SRPC	
Year	Fatalities	5-year average	Fatalities	5-year average
2019	101	120	5	13.6
2020	104	118	14	13.4
2021	118	114.4	18	13.6
2022	146	123.2	21	14.6
2023	127	119.2	12	14
2024	135	126	5	14



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.

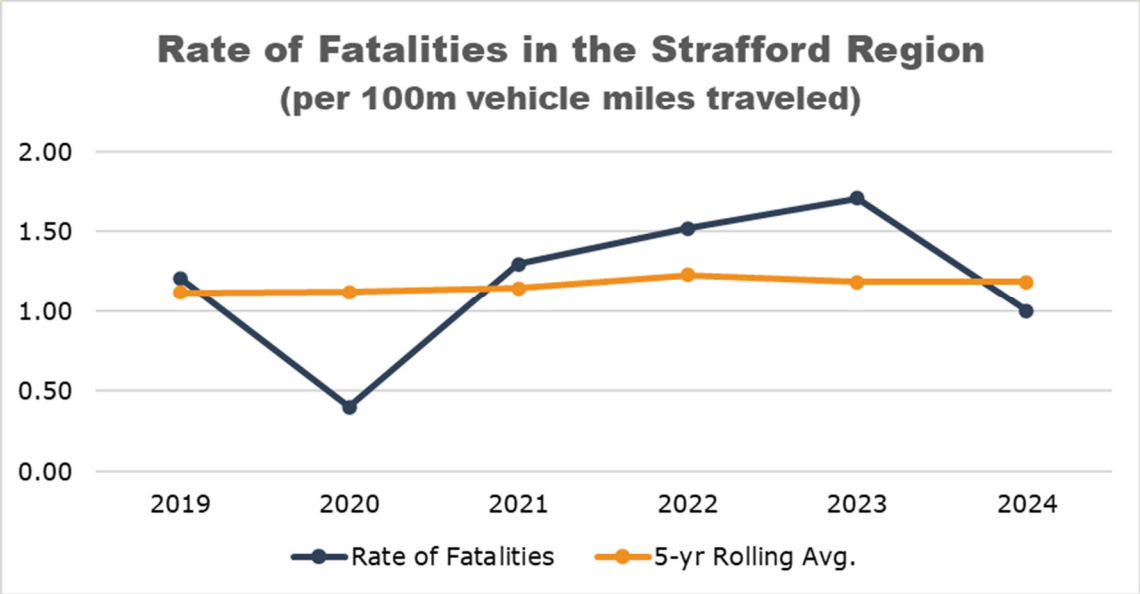
Serious Injury Data				
	State		SRPC	
Year	Serious Injuries	5-year average	Serious Injuries	5-year average
2019	485	456.4	33	54.4
2020	504	465.4	57	54.2
2021	482	466.4	53	49.6
2022	594	503.2	63	53
2023	635	540	37	48.6
2024	615	566	59	53.8

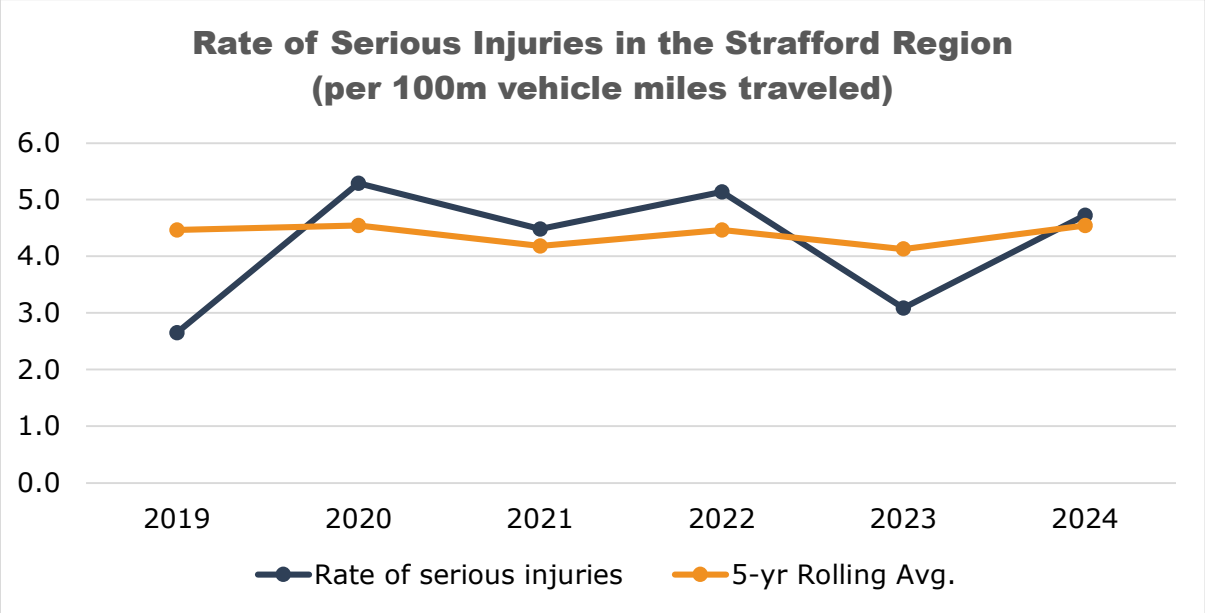


Rate of Fatalities and Rate of serious injuries

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%).



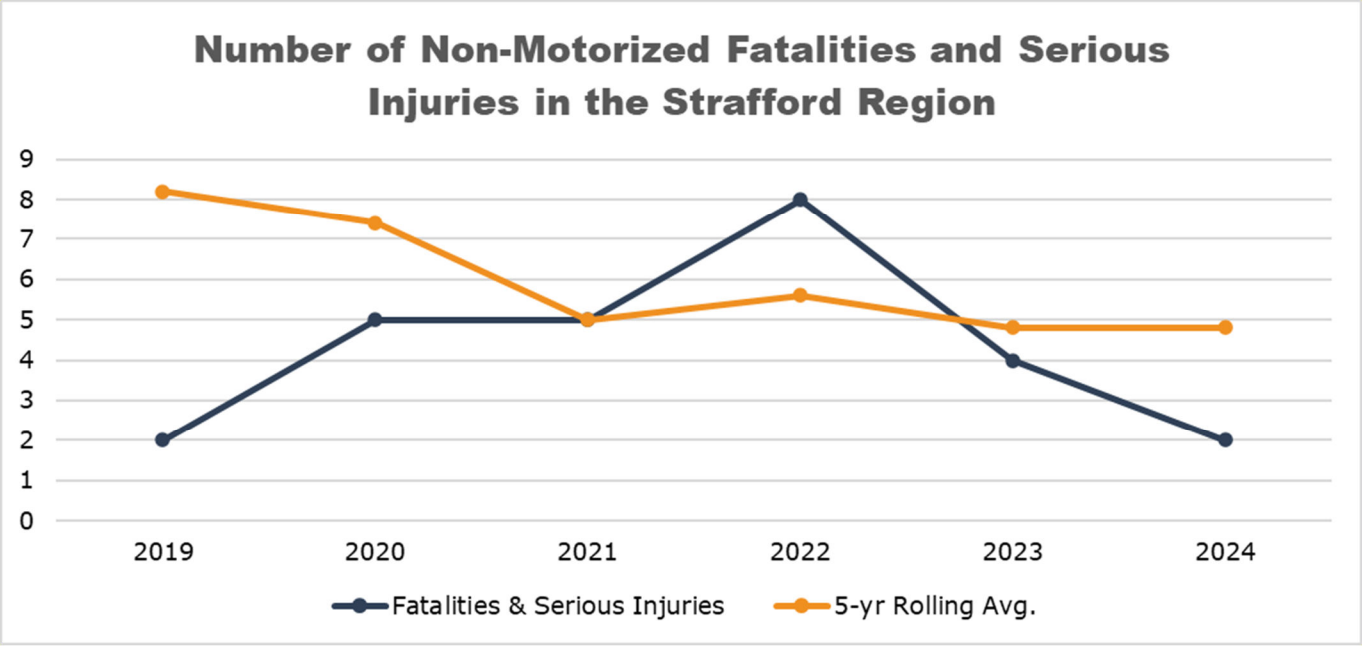


Number of Non-Motorized Fatalities and Serious Injuries

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 0 non-motorized fatalities and 2 serious injuries (7% of the state total). In 2022, figures spiked, with 5 serious injuries and 3 fatalities. 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
2019	30	10	2	0
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



Progress on Target Achievement

In February 2025, 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	1-yr Progress	10-year target	10-yr Progress
Number of Fatalities	12.3	11.4	Positive	3.5	Flat
Rate of Fatalities	.938 (State)	.974 (State)	Negative (State)	NA	Slightly negative (State)
Number of Serious Injuries	46.57	44.55	Slightly Positive	24.3	Slightly positive
Rate of Serious Injuries	4.298 (State)	4.23 (State)	Positive (State)	NA	Slightly positive (State)
Number of Non-Motorized Fatalities and Serious Injuries	4	3.6	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 2026.

State Targets Summary

STATE Safety Performance Measures and Targets Summary								
		2020	2021	2022	2023	2024	2025	2026
Fatalities	**Target**	118.8	*120*	117.8	111.6	120.0	121.1	**127.4**
	5-yr Ave	118.0	114.4	123.2	*119.2*	*126.0*	---	
Fatality Rate	**Target**	0.884	*.884*	.874	.857	.919	.938	**.974**
	5-yr Ave	8.842	8.621	9.271	9.044	*9.530*	---	
Serious Injuries	**Target**	465.4	*456.4*	465.4	466.4	509.6	554.5	**553.5**
	5-yr Ave	465.4	466.4	503.2	540	*566*	---	
Serious Injury Rate	**Target**	3.5	*3.3*	3.5	3.5	3.877	4.298	**4.237**
	5-yr Ave	34.8	35.1	37.9	*49.2*	*49.2*	---	
Non-motorized fatalities + serious injuries	**Target**	42	*45.9*	38.0	37.0	39.4	33.4	**37.9**
	5-yr Ave	39	42	37	36	*31*	---	

MPO Target Development

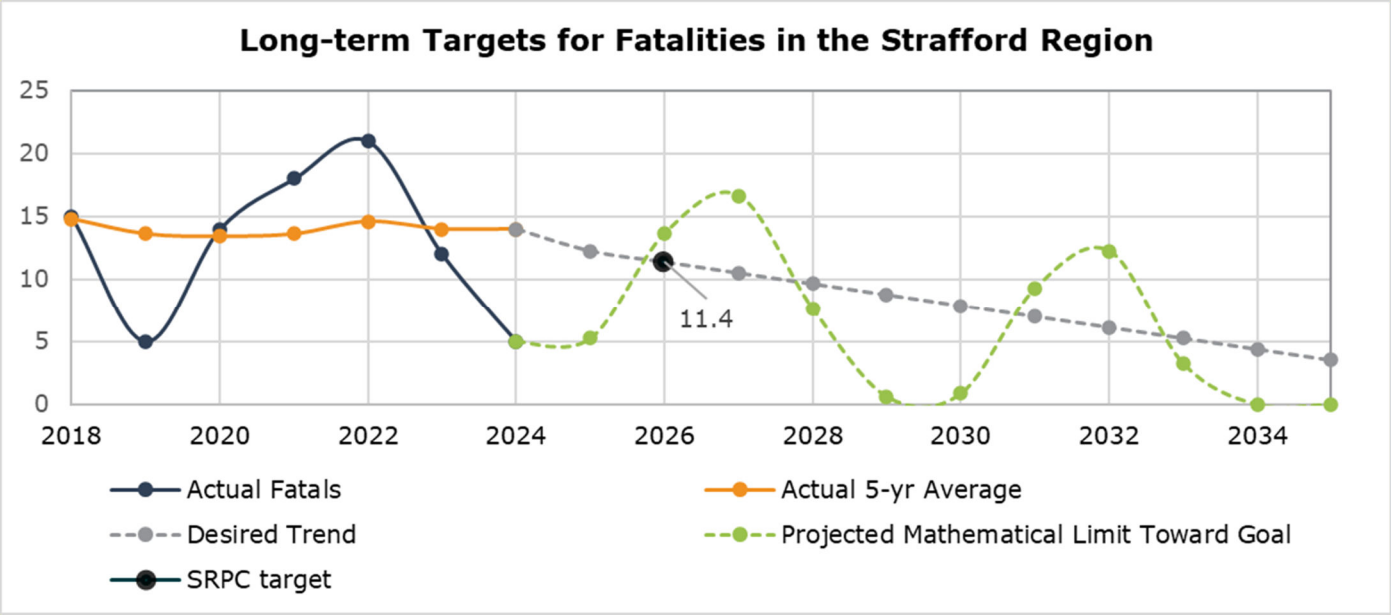
SRPC's target setting approach is based on the goal of achieving zero crashes that kill or seriously injure people. That goal is aspirational and will be very difficult to reach, but SRPC's approach reflects long-term reductions in crashes. The targets play a role in what projects are prioritized and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

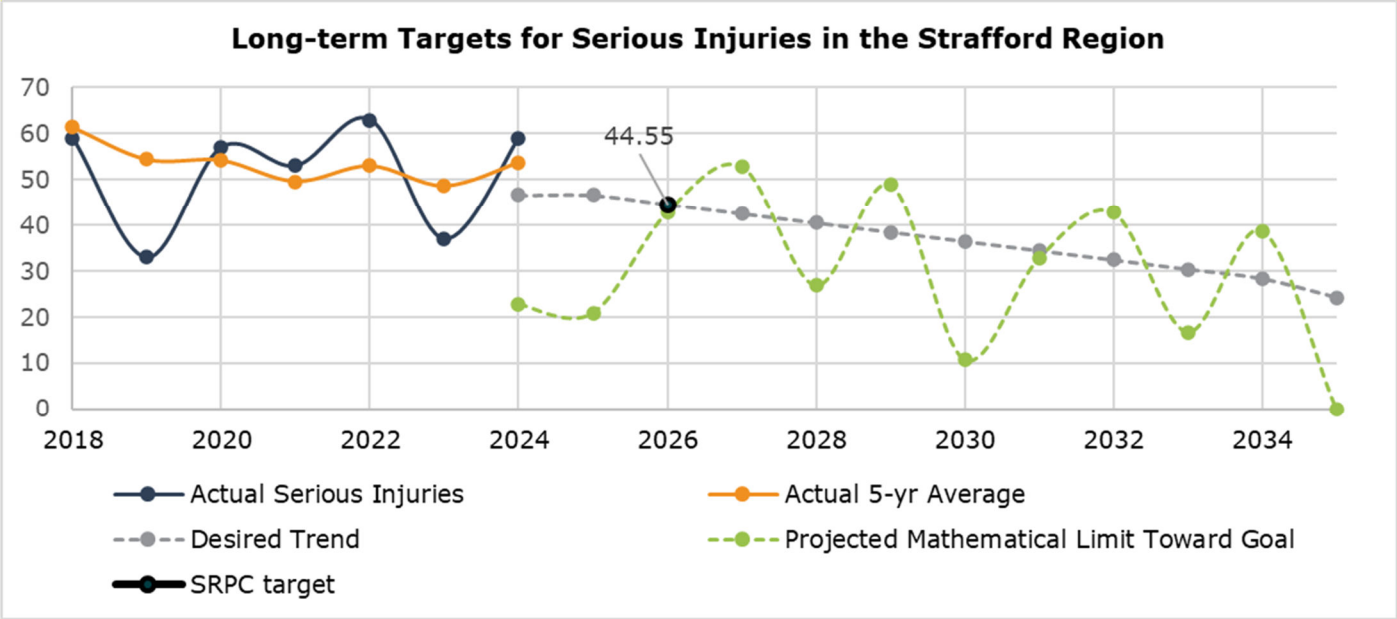
- 75% reduction in the number of fatalities by 2035
- 50% reduction in the number of serious injuries by 2035
- 100% reduction in the number non-motorized fatalities and serious injuries by 2035

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.

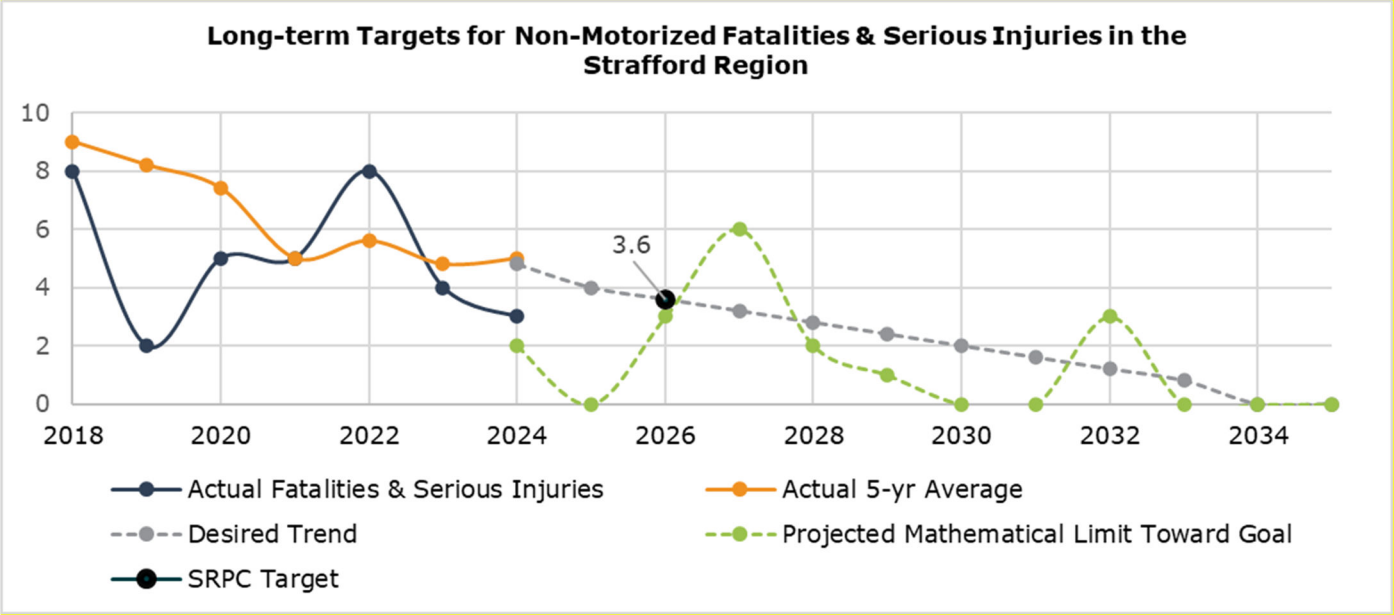
This alternative approach does not apply to the targets for the rate of fatalities and serious injuries. SRPC will continue to support the state targets for the rates of fatalities and serious injuries. This is primarily for mathematical reasons. On average, the Strafford region generally accounts for 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.



14 is the maximum number of fatalities that can occur in the Strafford region in 2026 and make progress toward achieving a 75% reduction in fatalities by 2035.



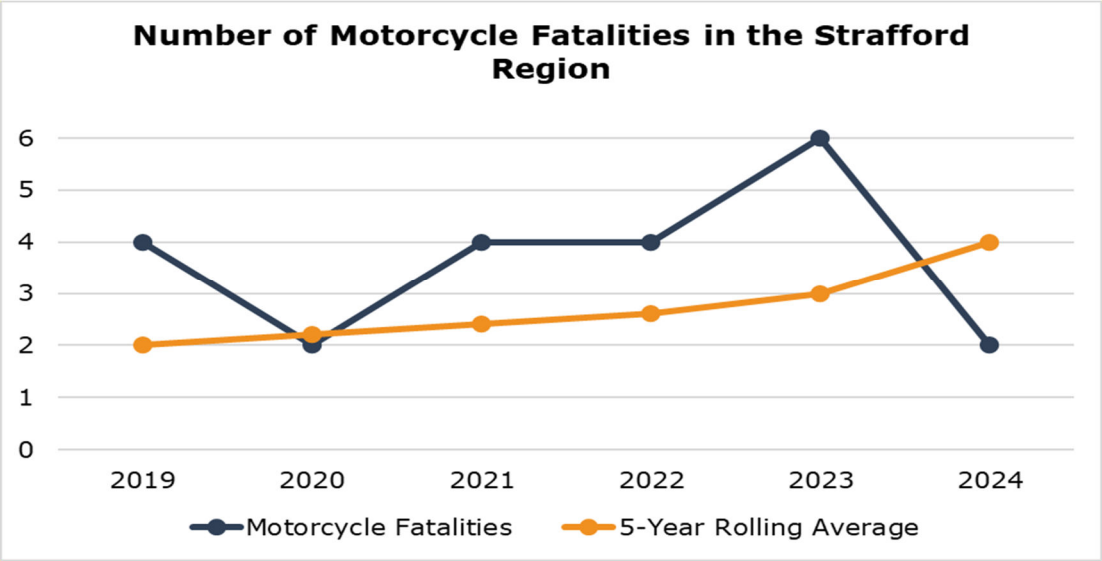
43 is the maximum number of serious injuries that can occur in the Strafford region in 2026 and make progress toward achieving a 50% reduction in serious injuries by 2035.



3.6 is the maximum number of non-motorized fatalities and serious injuries that can occur in the Strafford region in 2026 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								
		2020	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**
Fatalities	**Target**	14	13.2	13	13	12.4	**12.3**	**11.4**
	5-yr Ave	13.4	13.6	14.6	*14.0*	*14*	---	---
Fatality Rate	**Target**	State	State	State	State	State	**State**	**State**
	5-yr Ave	1.110	1.15	1.23	*1.18*	*.93*	---	---
Serious Injuries	**Target**	51	*50.2*	50.2	59	49.9	**46.57**	**44.55**
	5-yr Ave	54.2	49.6	53	48.6	53.8	---	---
Serious Injury Rate	**Target**	State	State	State	State	State	**State**	**State**
	5-yr Ave	4.5	4.1	4.4	4.0	4.5	---	---
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*	---	---

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 and turnpike toll rates have not been raised since 2007. This is affecting New Hampshire's capacity to program and construct highway safety improvements. Without legislative action and support from the Governor's office for additional revenue generation, state and regional safety performance will fall short of targets.
- 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.
- Downtown revitalization is an opportunity to reduce speeds that decrease safety for all, and improve infrastructure to protect non-motorized users. Collaboration with maintenance staff will be required to ensure winter maintenance is not impacted.

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. At the start of 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.

- 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 2026 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.

Pavement and Bridge Condition & Travel Time Reliability

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.

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

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 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
Percentage of Pavements of the Non-Interstate NHS in Good Condition	45.3%	35.0%	35.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.8%	7.0%	7.0%

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
Percentage of NHS Bridges Classified as in Good Condition	58.4%	57.0%	57.0%
Percentage of NHS Bridges Classified as in Poor Condition	4.3%	5.0%	5.0%

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 over 95%.

Performance Measure - Statewide	Current Baseline	2-Year Target	4-Year Target
Percent of the person-miles traveled on the non-interstate NHS that are reliable	96.3%	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.

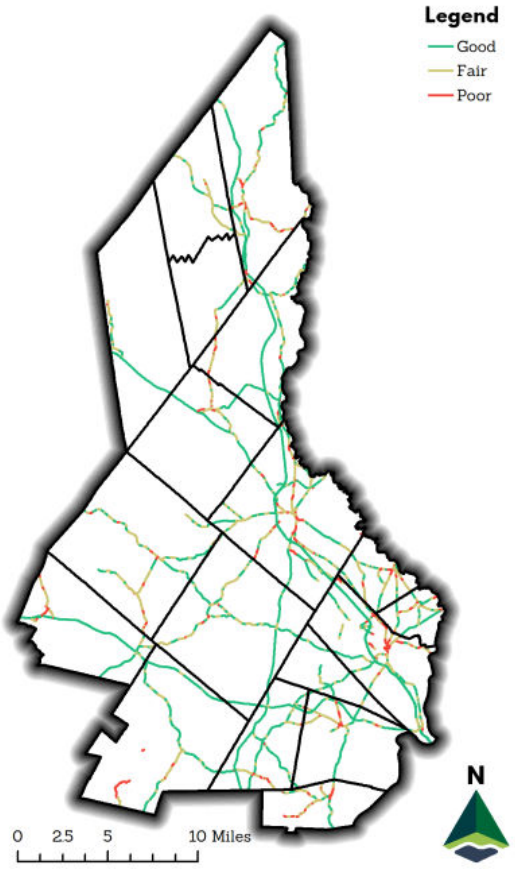
Summary of Statewide 2023 Performance Targets for Pavement & Bridge Conditions and Travel Time Reliability				
Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target
Pavement Condition Non-interstate NHS: Poor	Non-interstate NHS: Good	45.3%	35.0%	35.0%
	Non-interstate NHS: Poor	1.8%	7.0%	7.0%
Bridge Conditions NHS: Poor	NHS: Good	58.4%	57.0%	57.0%
	NHS: Poor	4.3%	5.0%	5.0%
Travel Time Reliability	Non-Interstate reliable person-miles	96.3%	85.0%	85.0%

Regional Performance Comparison

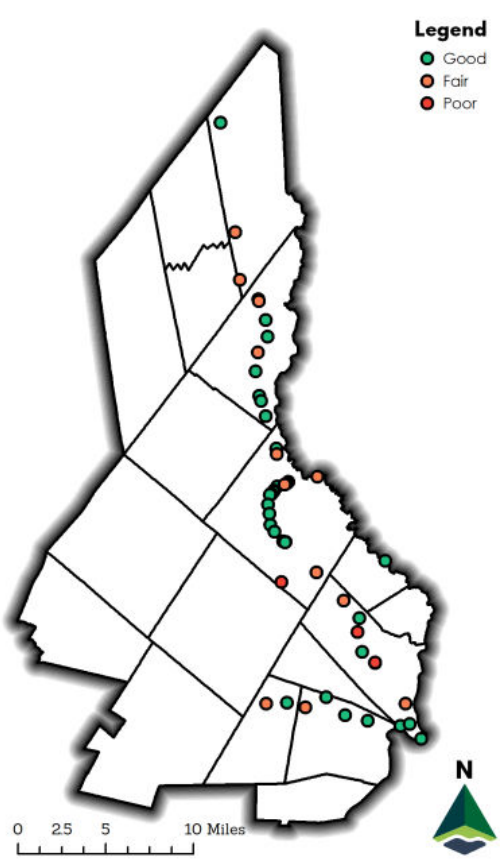
The table below shows regional performance data for the pavement, bridge, and travel time reliability measures. These data are shown for illustration and are not meant to affect regional target setting. Strafford MPO programs have very limited impact on the management of bridges and pavement on the NHS. 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**	**Baseline Estimate**
Pavement Condition (Most recent data from 2021)	Non-interstate NHS: Good	34.0% in good condition
	Non-interstate NHS: Poor	0.6% in poor condition
Bridge Conditions (Most recent data from 2022)	NHS: Good	81.8.0% in good condition
	NHS: Poor	9.0% in poor condition
Travel Time Reliability**	Non-Interstate reliable person-miles	97.8% reliable travel
** Congested travel can be considered reliable if it happens predictably (e.g., during commuting hours).		

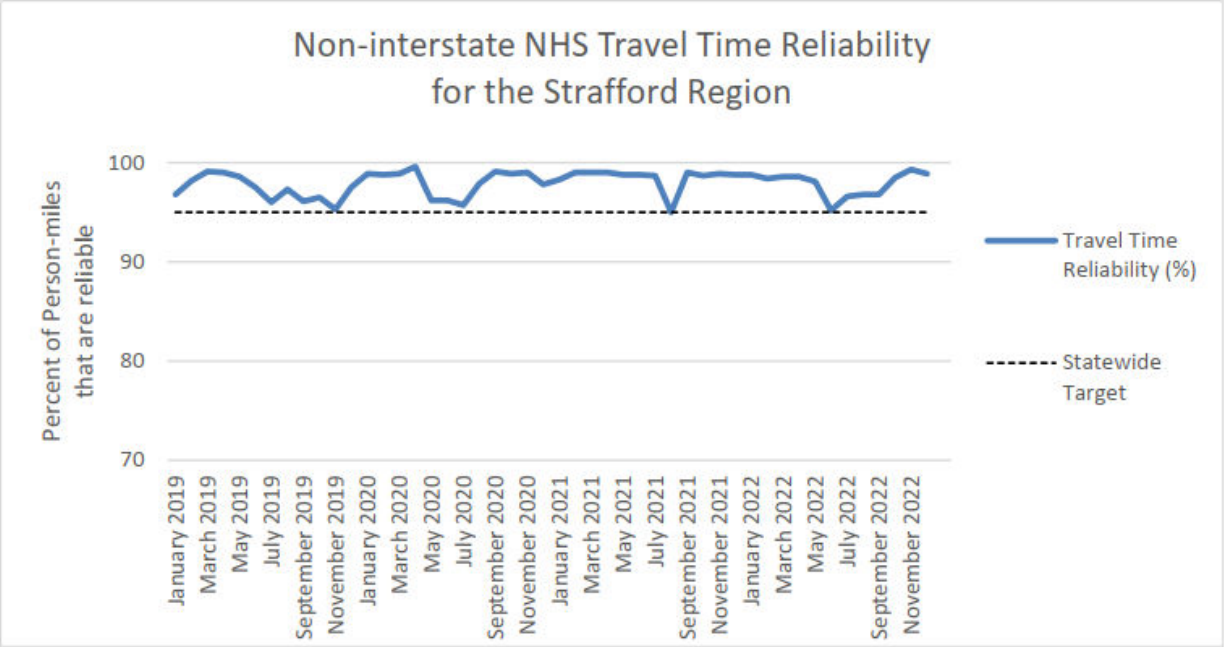
Most current (2021) pavement conditions on the National Highway System



Most current (2022) bridge conditions on the National Highway System



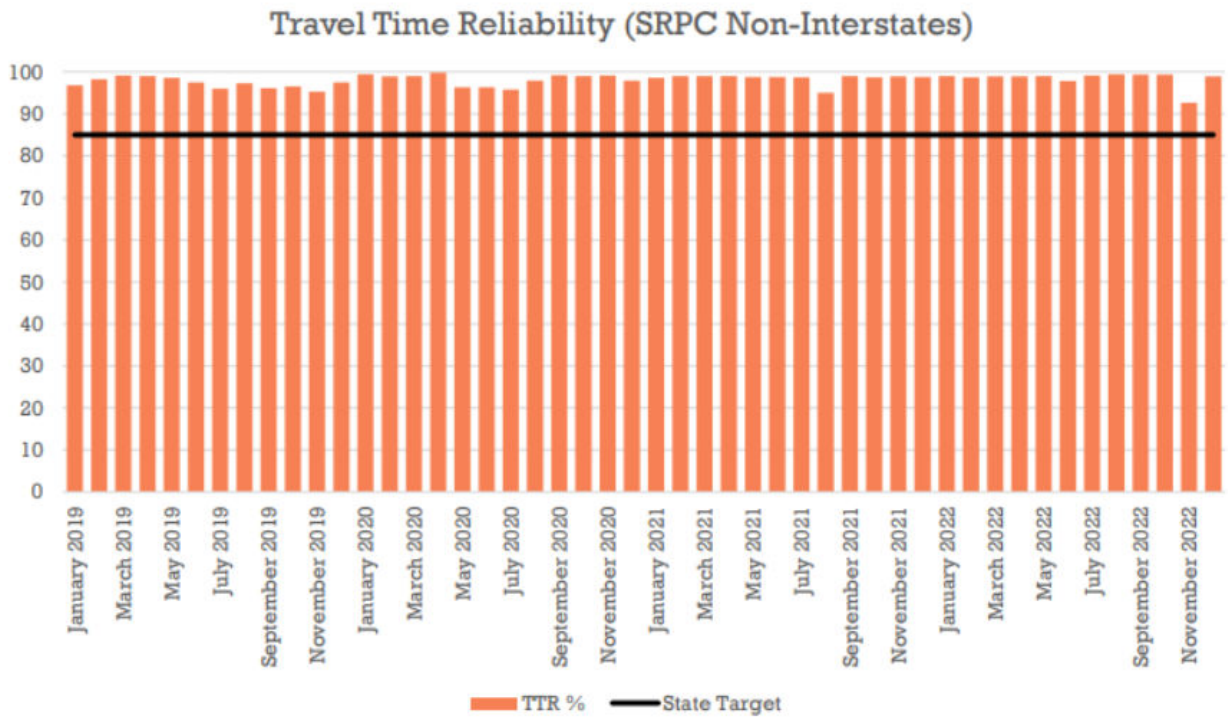
Travel time data for NHS roads in the Strafford region is shown from January 2019; the pandemic appears to have had no long-term effect on travel time reliability. Only twice since January 2019 has it fallen to 95%.



Non-Interstate Travel Time Reliability

The Travel Time Reliability measure is defined as the "percent of person-miles traveled on the non-Interstate NHS that are reliable." Reliability is not a measure of whether there is congestion, but rather a measure of the predictability of any congestion that exists. A road can be congested for an hour each weekday and still be "reliable" as long as drivers can know what time to leave to account for the congestion. If the congestion is unpredictable, then the road is not reliable.

Performance Measure	Base line	2-yr Target	4-yr Target
Percent of the person-miles on the non-interstate NHS that are reliable	96.3%	85.0%	85.0%



Truck Travel Time Reliability

The Truck Travel Time Reliability measure is defined as the "percent of truck-miles traveled on the Interstate that are reliable." The performance measure looks at interstates. Since SRPC does not have any Interstate highways, targets are not set. SRPC still tracks statewide reliability as these conditions impact the region's infrastructure, commuting patterns, and other needs.

Performance Measure	Base line	2-yr Target	4-yr Target
Truck Travel Time Reliability Index	1.36	1.5	1.5

Public Transit Safety Performance

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

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

- Major Events: This includes all safety and security major events as defined by the NTD (National Transit Database).
- Major Event Rate: This includes all safety and security major events as defined by the NTD, divided by Vehicle Revenue Miles (VRM).
- Collision Rate: This includes all collisions reported to the NTD, divided by VRM.
- Pedestrian Collision Rate: This includes all collisions "with a person," as defined by the NTD, divided by VRM.
- Vehicular Collision Rate: This includes all collisions "with a motor vehicle," as defined by the NTD, divided by VRM.
- Fatalities: This includes all fatalities as defined by the NTD.
- Fatality Rate: This includes all fatalities as defined by the NTD, divided by VRM.
- Transit Worker Fatality Rate: This includes all transit worker fatalities as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
- Injuries: This includes all injuries as defined by the NTD.
- Injury Rate: This includes all injuries as defined by the NTD, divided by VRM.
- Transit Worker Injury Rate: This includes all transit worker injuries as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
- Assaults on Transit Workers: This includes all assaults on transit workers as defined by the NTD.
- Rate of Assaults on Transit Workers: This includes all assaults on transit workers as defined by the NTD, divided by VRM.
- System Reliability: Mean distance between major mechanical failures expressed in miles.

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

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

Public Transit Capital Asset Performance

COAST and UNH Wildcat are directly responsible for managing their capital funding needs, but SRPC works with them to set regional targets for public transit performance management. The established performance measures and current performance targets for the public transit fleet and facilities are described in detail below.

Transit Asset Management Targets

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

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

Appendix F: Transportation Partners and Initiatives

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

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