

Meeting of the SRPC Commissioners

Friday, February 20, 2026 9:00 – 10:30 AM

Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

In accordance with RSA 91:A, the Commission requires an in-person quorum. So long as an in-person quorum, Commissioners may participate virtually. Guests may attend the meeting virtually or at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously.

Meeting URL: <https://us02web.zoom.us/j/85802372877>

Meeting ID: 858 0237 2877

Telephone-only Access: +1 646 558 8656

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

Agenda Item	Time	Pre-Meeting Notes
1) Introductions	9:00-9:05	
2) Commissioner Roundtable	9:05-9:15	Updates from your community
3) Action Items a. Minutes from December 19, 2025 b. Minutes from January 16, 2026 c. Mid-year budget adjustment d. Approval of CEDS strategy committee members e. 2026 Regional highway safety performance targets	9:15-10:15	a. See meeting packet b. See meeting packet c. See memo and packet d. See memo e. See attached report
2) Discussion Items a. Pedestrian level of traffic stress analysis	10:15-10:20	See description and link in memo
3) Other Business	10:20-10:25	
4) Citizens Forum	10:25-10:30	
5) Adjourn	10:30	

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



RULES OF PROCEDURE

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

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

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

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

Active participation is encouraged from all members.

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

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

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

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

DATE: February 20, 2026
TO: SRPC Commissioners
FROM: Jen Czysz, Executive Director
Colin Lentz, Principal Transportation Planner
Mike Polizzotti, Senior Economic Development Planner
Mark Davie, Senior Planner
RE: February 20, 2026 Meeting Discussion Items & Upcoming Meeting Schedule

Mid-year budget amendment

Each year, we take a look at the budget and make any adjustments to reflect changes since the budget was adopted back in June. Each year as we set up the budget, there is some speculation and unknowns. This process allows us to update our budget within our financial reports and better track progress against the budget.

Some notable adjustments to the budget revenues include the reduction in funds to several projects that have taken longer to move through the contracting process or were slower to commence than anticipated. There were also several projects initially entered with smaller placeholder award amounts that have now been awarded and budgets firmed up. Additionally, there is the addition of a few new awards not previously anticipated.

On the expense side, differences include adjustments to staffing levels to cover for leaves of absence, confirmation of health plan selections post open enrollment, increased costs for computer replacements, increased cost of office internet, increased cost for the annual audit, decrease in the anticipated travel costs, and various adjustments to outsourced contracts to reflect project progress.

Action requested: approve the proposed budget amendment

Review of CEDS strategy committee members

The Strafford Economic Development (EDD) CEDS Strategy Committee gathered for their first meeting on January 30, 2026. Located within this packet is the list of voting and non-voting members for Commissioner review.

Action requested: consensus on the proposed committee members

2026 Regional highway safety performance targets

Federal law requires SRPC to set performance targets for transportation safety on all public highways in the region. The targets proposed in the draft report below represent desired incremental progress toward the goal of zero fatalities and serious injuries on NH roadways.

Action requested: vote on the proposed 2026 safety targets

Review of Regional Pedestrian Level of Traffic Stress analysis

Through late 2024 and early 2025, SRPC and neighboring RPC partnered to conduct a thorough Pedestrian Level of Traffic Stress analysis, resulting in:

- An index of the pedestrian “comfort levels” near 300+ COAST stops based on sidewalk and crosswalk presence and condition.
- Site plan regulation guidance for communities with COAST presence.
- Suggested amendments to the City of Dover’s traffic impact analysis criteria asked of developers.

You may preview the [web map here](#).

Action requested: none.

Draft Schedule of Upcoming Meetings (subject to change)

Monthly Meetings: 3rd Friday of the month, 9-10:30 AM, SRPC Office, Conf. Room 1A

Quarterly Field Trips: Thursdays, 3:45-5:30 PM, in Sept., Dec., Feb., and Jun.

Date	Location	Program	Tentative Agenda Items
March 20, 2026	SRPC	RPC	Regional Plan strategy committee and plan goals and themes
April 17, 2026	SRPC	RPC	<ul style="list-style-type: none">• Data snapshot• Regional Plan goals continuation
May 15, 2026	SRPC	EDD	<ul style="list-style-type: none">• CEDS final draft presentation

Meeting of the SRPC Commissioners, MPO Policy Committee, & EDD Board

Friday, January 16, 2026 8:30 – 10:30 AM

129 Chestnut Hill Road, Rochester, NH

Agenda Item

1. Introductions:

At 8:30 AM Chair Paul Rasmussen called the meeting to order and asked for introductions:

Committee members attending in person: Paul Rasmussen, Durham, Peter Nelson, Newmarket; John Mullen, Middleton; Kate Buzard, Middleton; Joe Boudreau, Rochester; Steve Stencil, Wakefield; Sarah Wrightsman, Newmarket; Marshall Goldberg, Brookfield; Mike Lerhman, Durham; Matt Towne, Barrington; Steve Brown, Dover; Lee Howlett, Milton; Tom Falk, Madbury; Krista Gringue, Dover; Dennis McCann, SEDC

Staff attending in person: Jen Czysz; Colin Lentz, Stephen Geis, Mark Davie, Rachel Dewey, Megan Taylor-Fetter

Guests: Senators

1) **Public Hearing TIP/MTP Amendment 3**

a) **Presentation and Open Public Hearing**

C. Colin stated that Amendment #3 impacts projects listed in the 2025-2028 TIP which is part of the 2025-2050 Metropolitan Transportation Plan (MTP) for the region. Full amendments to the TIP require a public comment period, a public hearing, and approval by the SRPC Commissioners.

C. Lentz reported that there are 2 local and 2 programmatic projects in the amendment. He provided a brief overview of the projects.

- 44349 Durham: Main Street and Mast Road-a shifting of engineering and construction funds.
- Recreation Trails Program-a statewide program annual submission-in kind match.
- 45271 Tech Transfer Center
- 43552 Rochester

The group engaged in discussion on the Durham project and how traffic is affected by football games. The group also discussed the proposed widening and re-configuring of route 11 to accommodate future development by The Ridge.

2. Vote to approve the amendment to the TIP and MTP

M. Bobinsky motioned to approve the amendment to the 2025-2028 Transportation Improvement Program with corresponding updates to the 2025-2050 Metropolitan



Transportation Plan. D. Manter seconded the motion. The motion passed following a unanimous vote in favor.

3. Legislative Forum

The Commissioners engaged in a robust discussion with the Senators. Key points discussed:

- The state faces a projected \$60–80 million budget deficit, though revenues are stronger than expected, resulting in a budget shaped by compromises.
- Transportation infrastructure funding remains a major challenge, while there is bipartisan support for water and sewer investments to support housing development.
- The most effective time to engage legislators is during the summer, particularly during the Senate budget phase; this year, bills were due in mid-September.
- Citizens and commissioners can participate remotely or attend hearings and are encouraged to be more active, including testifying or engaging lobbyist support.
- A hearing on SB 627 (tolls) is scheduled for Tuesday at 1 PM, with proposals to:
 - Increase tolls for out-of-state transponders
 - Hold NH transponder tolls steady
 - Shift toll-setting authority from the Executive Council to the Legislature
 - Add an inflation escalator managed by DOT
 - Expand the turnpike designation on I-93 up to Route 393
- Gas Tax & Transit Funding: Republican leadership discussed the possibility of increasing the gas tax, but no legislation was filed. Transit funding remains difficult, with ongoing questions about whether gas tax revenues can constitutionally support transit and the additional challenge of lost federal funding tied to census changes.
- Workforce & Population Retention: There may be opportunities to connect transportation funding to workforce and population-retention initiatives such as Stay Work Play and the 603 initiative, which support populations critical to New Hampshire's economy.
- Route 11 Concepts: Senator Watters proposed exploring Route 11 as a complete streets project or potentially incorporating a portion into the turnpike system, and requested a meeting with Senators Gray and McConkey along with city staff to discuss these ideas.
- Benefits of Transit Investment: Transit improvements were highlighted as enhancing safety and reducing the need for additional travel lanes.
- Legislative Environment: The Senate's more collegial and bipartisan atmosphere presents opportunities to advance transportation and infrastructure efforts, including the idea of regular convenings between senators and regional planning commissioners.
- Housing Policy: The "housing champions" model was cited as a valuable approach for demonstrating the state's commitment to addressing affordable housing needs.
- There is interest in integrating child care programs into the housing champions framework, as well as into bike and pedestrian infrastructure planning.
- Zoning reforms are being considered to allow and support home-based child care.
- A new bill this year would expand child care scholarships, providing more dependable revenue for providers; Vermont's model was cited, including cases where VT families enroll children in NH child care centers.



- Senator Watters introduced legislation to allow housing on military bases (Pembroke, Pease, and Strafford) targeted to individual service members.
- There was interest in sharing an NYU student presentation on child care with senators to inform policy discussions.
- Young people are increasingly choosing not to live in New Hampshire due to factors such as underfunded public education, lack of a critical mass of peers leading to social isolation, high housing costs, and limited supports for families.
- Long-term underfunding of programs in New Hampshire has strained the state's ability to fund transportation and education, highlighting the need to seriously examine new or alternative revenue sources.
- Participants emphasized the need to move beyond partisan divisions, take a long-term perspective, and think creatively about solutions.
- Encouraging multigenerational housing and communities was identified as an important strategy for strengthening social and economic resilience.
- Seniors on fixed incomes are facing increasing pressure from rising property taxes, leading many to vote down local budgets and making it more difficult for municipalities to meet their obligations. This strain is intensified when state funding reductions shift additional costs onto towns.
- Environmental Legislation: Several environmental bills are pending, including proposals addressing cyanobacteria and other water quality concerns.
- Energy discussions include a proposed "balcony solar" bill that would allow individuals to own portable solar panels they can take with them when they move.
- There is bipartisan support in the Senate for solar energy storage and broader renewable energy initiatives, though the House remains less supportive.
- Senator Watters is exploring legislation to enable microgrid energy generation, with the goal of keeping energy produced in New Hampshire available within the state under ISO constraints.

4. Other Business

There was no other business

5. Citizens Forum

There was no citizens forum

6. Adjourn

Following a motion, a second, and a unanimous vote in favor, the meeting adjourned at 10:35 A.M.



Meeting of the SRPC Commissioners, MPO Policy Committee, & EDD Board

Friday, December 19, 2025 9:00 – 10:30 AM

Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

1. Introductions:

At 9:05 Chair Paul Rasmussen called the meeting to order and asked for introductions:

Committee members attending in person: Paul Rasmussen, Durham, Peter Nelson, Newmarket; John Mullen, Middleton; Joe Boudreau, Rochester; Sarah Wrightsman, Newmarket; Mike Lerhman, Durham; Matt Towne, Barrington; Steve Brown, Dover; Lee Howlett, Milton; Tom Falk, Madbury; Krista Gringue, Dover; Kean McDermott, Dover; Don Manter, Northwood; John Nute, Milton; Katrin Kasper, Lee; M. Bobinsky, Somersworth.

Staff attending in person: Jen Czysz; Colin Lentz, Michael Polizzotti, Natalie Gemma, Stephen Geis, Mark Davie, Kyle Pimental, Lisa Murphy,

Committee members attending on Zoom: Lindsay Williams, Dover; Barbara Holstein, Rochester; Glen Griswold; Bill Watson, NHDOT; Mac Bevier, NHDES

Staff attending Zoom: Megan Taylor-Fetter

2. Commissioner Roundtable

P. Rasmussen reported on the PFAS situation in Durham, noting that the matter is currently between DES and local landowners. When a well tests positive, the property owner is notified directly.

J. Boudreau shared that the Tri-Cities' warming center is slated to open next year, with Strafford County serving as the administrator for all three cities. Discussions are underway about establishing a permanent site. SRPC has assisted the county with grant applications, which—if funded—will support several key operations.

M. Bobinsky announced that the solar array project is now complete, with infrastructure fully installed and the system expected to begin generating electricity by the end of the month. He also noted ongoing development activity, including a pre-construction meeting for a housing project, along with several additional projects in progress.

M. Richardson shared that a new communications tower has been approved, though concerns have been raised about property values. Some neighbors were not notified because their homes fell outside the required notification radius.

J. Boudreau noted that in Rochester, there is discussion about developing the property currently occupied by Gollicks.



3. Action Items

a. Minutes from October 17, 2025

M. Bobinsky motioned to approve the October 17, 2025 minutes as presented seconded by S. Wrightsman. The motion passed with a unanimous vote in favor.

b. Minutes from November 21, 2025

J. Nute motioned to approve the October 17, 2025 minutes as presented seconded by S. Wrightsman. The motion passed with a unanimous vote in favor.

4. Discussion Items

a. TIP amendment 3 – preview and proposed hearing date

C. Lentz provided a preview of the amendment. He stated that SRPC must process an amendment to the 4-year Transportation Improvement Program (TIP), and delaying approval until the February 20, 2026 Commission meeting constricts statewide processing of the amendment. Although the January legislative forum was not originally scheduled for SRPC business, the Commission will convene as a full policy group at 8:30 AM on January 16, 2026, with the forum beginning at 9:00 AM. A public hearing and vote on the TIP amendment will take place between 8:30 and 9:00 AM.

b. What do Commissioners want to ask Legislators at the January forum?

C. Lentz asked the group what topics they would like to discuss with legislators. Staff will compile discussion points and send out a summary. The information will also go to legislators so they have a preview of the discussion.

Topics suggested:

- Ten Year Plan
- VW EV charging litigation funds
- Budget deficit. How stable is the budget?
- Economic Development
- Future plans for energy for the NH population
- Growth, what is their awareness federal and state funding
- Regional planning and coordination
- Communication and community engagement with legislators
- Solid waste and recycling
- Housing
- Housing and conservation in tandem
- Childcare
- Elderly care
- Alternative energy resources
- Revenue
- Planning and Zoning Bills and communication with rural communities
- Grant funding for water/sewer infrastructure upgrades.
- What can be done to break down barriers on existing utilities.
- Balance for density for cities and smaller towns

c. RHNA Implementation Workshop – Housing and Conservation



M. Polizotti shared that future SRPC efforts will be aimed at balancing housing and natural resource preservation. This project will draw upon and develop several key sources of data and information, including reviews of master plans, stakeholder interviews, case studies, and cooccurrence analysis to identify housing opportunity and environmental value across the region.

A companion project alongside the comprehensive regional plan update, Forward Thinking, will be a Regional Housing Needs Assessment implementation project. This project aims to equip communities with additional resources and considerations to support thoughtful development patterns that better balance housing and natural resource preservation in the Strafford region. The final product create an illustrated guide that communities can use during master planning updates, zoning updates, conservation planning, and more. This project will draw upon and develop several key sources of data and information, including reviews of master plans, stakeholder interviews, case studies, and cooccurrence analysis to identify housing opportunities and environmental value across the region.

Commissioners were asked to share feedback on the following:

- What conversations are happening in your community about balancing housing and land conservation?
- What conflicts or opportunities present themselves in your community when discussions on housing and land conservation come up?
- What tools you are leveraging at the local level to support these conversations (or what would be helpful)?
- What lessons were learned from past or present projects regarding the balance of development and conservation?

d. Follow up conversations from commissioner 101

The group provided positive feedback and suggested for future 101's to allow more time to discuss core topic areas and for commissioners to get to know each other.

5. Other Business

S. Brown suggested adding infrastructure funding as a topic for a future agenda.

D. Manter reflected on land use planning efforts from the early 1970s, noting that many of the same challenges remain unresolved today.

6. Citizens Forum

There were no citizens comments

7. Adjourn

S. Wrightsman motioned to adjourn. Following a second by K. Kasper and a unanimous vote in favor, the meeting adjourned at 10:25 AM

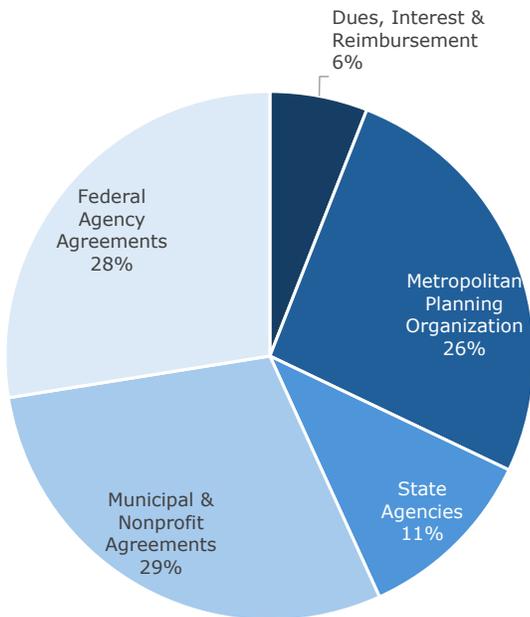


Strafford Regional Planning Commission FY 2026 Budget - Draft Amendment Summary Table

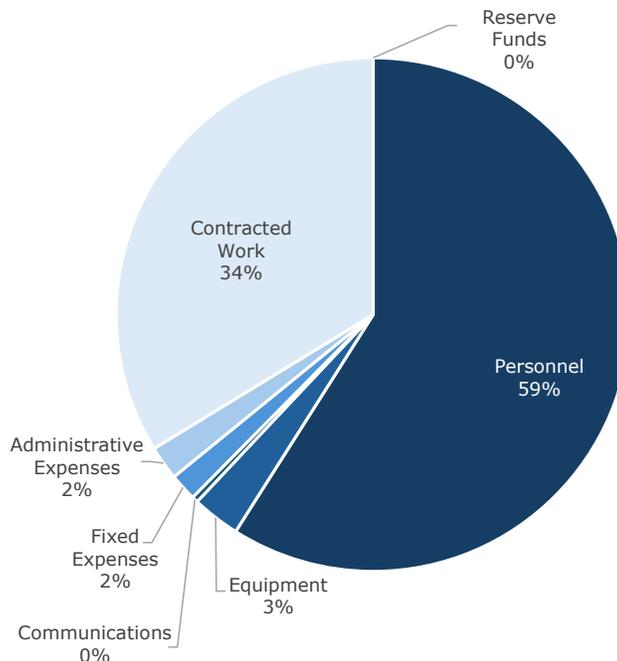
	FY26 Adopted*	FY26 MidYear	
	Revenue	Revenue	Net Change
Dues, Interest & Reimbursement	138,039	144,896	6,857
Metropolitan Planning Organization	655,959	634,359	(21,600)
State Agencies	204,051	270,203	66,152
Municipal & Nonprofit Agreements	685,821	711,034	25,213
Federal Agency Agreements	697,200	668,450	(28,750)
Total	2,381,070	2,428,942	47,872
	Expenses	Expenses	Net Change
Personnel	1,416,036	1,432,887	16,851
Equipment	66,808	73,445	6,637
Communications	8,246	9,349	1,103
Fixed Expenses	41,294	41,837	543
Administrative Expenses	46,000	52,000	6,000
Contracted Work	802,644	819,558	16,914
Reserve Funds	0	0	0
Total	2,381,028	2,429,076	48,048
Net Deficit/Surplus	42	(134)	(176)

*As adopted in June 2025

Revenue



Expenses



Strafford Regional Planning Commission

FY2026 REVENUES	FY 2026 Adopted Revenue	FY26 AMENDED MidYear Program	FY26 Dues Match	FY26 InKind Match	FY26 Outside Cash Match	FY26 AMENDED MidYear Draft Revenue		Net Change	% Change
Dues, Interest & Reimbursements	138,039	144,896	0	0	0	144,896	<i>6%</i>	6,857	5.0%
2000 Municipal Dues (minus LEE)	137,439	144,296	0	0	0	144,296		6,857	5.0%
0000 Interest	100	100	0	0	0	100		0	0.0%
0000 Health Trust reward/reimbursement	500	500	0	0	0	500		0	0.0%
0000 Misc Revenue	0	0	0	0	0	0		0	-
Municipal & Nonprofit Service Agreements	685,821	711,034	3,650	3,000	0	711,034	<i>29%</i>	25,213	3.7%
3102 Brookfield Master Plan Update	7,500	7,500	0	0	0	7,500		0	0.0%
3403 Durham Wagon Hill Living Shorelines Phase 2	15,870	2,000	0	0	0	2,000		(13,870)	-87.4%
3501 Farmington Town Planner Services	70,000	75,000	0	0	0	75,000		5,000	7.1%
3506 Farmington Tax Maps	500	2,150	0	0	0	2,150		1,650	330.0%
3802 Middleton Zoning Ordinance Updates	0	10,000	0	0	0	10,000		10,000	-
380x Middleton Asset Management Plan	15,000	15,000	0	0	0	15,000		0	0.0%
3903 Milton Nitrogen Removal Plan (CWSRF)	39,000	37,400	0	0	0	37,400		(1,600)	-4.1%
3904 Milton AARP Walk Audit	2,500	2,500	0	0	0	2,500		0	0.0%
4005 NDU RSMS	0	6,200	0	0	0	6,200		6,200	-
410X Newmarket Tax Maps	500	1	0	0	0	1		(499)	-99.8%
4106 Newmarket Comprehensive Master Plan Update	10,000	10,000	0	0	0	10,000		0	0.0%
4108 Newmarket Code Rewrite (HOP2.0)	76,000	77,600	0	0	0	77,600		1,600	2.1%
4201 Northwood Technical Services	34,600	34,600	0	0	0	34,600		0	0.0%
4301 Nottingham Town Planner Services	22,000	30,000	0	0	0	30,000		8,000	36.4%
4304 Nottingham Housing Master Plan Chapter (HOP2.0)	14,000	12,000	0	0	0	12,000		(2,000)	-14.3%
4606 Somersworth Tax Maps	500	1	0	0	0	1		(499)	-99.8%
4607 Somersworth Zoning Reform (HOP2.0)	83,250	68,000	0	0	0	68,000		(15,250)	-18.3%
4608 Somersworth Vision & Transportation Master Plan	24,000	24,000	0	0	0	24,000		0	0.0%
4609 Somersworth Economic Development Chapter	25,000	25,000	0	0	0	25,000		0	0.0%
4610 Somersworth Historic and Cultural Res MP Chap	0	20,000	0	0	0	20,000		20,000	-
4701 Strafford Town Planner Services	38,000	38,000	0	0	0	38,000		0	0.0%
470x Strafford Tax Maps	500	1	0	0	0	1		(499)	-99.8%
4705 Strafford Bow Lake Watershed Management Plan	25,000	25,000	2,000	0	0	25,000		0	0.0%
4801 Wakefield Contract Planner	7,500	7,500	0	0	0	7,500		0	0.0%
5002 NHARPC Administration	8,000	8,000	0	0	0	8,000		0	0.0%
5021 LRPC CDBG Transformative Planning	11,100	11,890	0	0	0	11,890		790	7.1%
5091 SMPDC InterRegional Housing Solutions	25,000	23,780	1,650	3,000	0	23,780		(1,220)	-4.9%
5121 GB2030 Milton Three Ponds Watershed Plan	28,000	29,010	0	0	0	29,010		1,010	3.6%
5122 GB2030 Installation of Watershed Signage	37,500	38,900	0	0	0	38,900		1,400	3.7%
512x ADU Challenge	25,000	0	0	0	0	0		(25,000)	-100.0%
5123 Regional Plan Climate Action Addendum	25,000	12,000	0	0	0	12,000		(13,000)	-52.0%
5124 GB2030 Installation of Watershed Signage II	5,000	0	0	0	0	0		(5,000)	-100.0%
5125 GB2030 Upper Watershed Water Quality Protection	5,000	42,000	0	0	0	42,000		37,000	740.0%
5126 GB2030 Investing Across Municipal Boundaries	5,000	10,000	0	0	0	10,000		5,000	100.0%
5291 Zoning Atlas Outreach Pilot	20,000	6,000	0	0	0	6,000		(14,000)	-70.0%
5501 GIS projects (small billable projects)	1	1	0	0	0	1		0	0.0%

Strafford Regional Planning Commission

FY2026 REVENUES	FY 2026 Adopted Revenue	FY26 AMENDED MidYear Program	FY26 Dues Match	FY26 InKind Match	FY26 Outside Cash Match	FY26 AMENDED MidYear Draft Revenue		Net Change	% Change
Federal Agency Agreements (including EDD)	697,200	668,250	30,150	39,850	200	668,450	28%	(28,750)	-4.1%
U.S. Dept of Economic Development Administration									
7004 EDD Planning Partnership	70,000	70,000	30,150	39,850	0	70,000		0	0.0%
U.S. Environmental Protection Agency									
7111 Brownfields Community Assessment (FY24-28)	153,000	153,000	0	0	0	153,000		0	0.0%
U.S. Department of Housing and Urban Development									
7201 HUD EDI CDS - Regional Plans	465,000	423,000	0	0	0	423,000		(42,000)	-9.0%
U.S. Department of Agriculture - Rural Development									
7301 USDA RD- Farmington & Milton Town Facilities	9,200	22,250	0	0	200	22,450		13,250	144.0%
State Agreements	204,051	266,738	5,000	34,800	3,465	270,203	11%	66,152	32.4%
Dept of Environmental Services									
6105 Coastal Grant 2025	15,000	15,000	5,000	10,000	0	15,000		0	0.0%
6153 PREPARE: Preparing for Resilient & Equitable Reco	20,000	20,640	0	0	0	20,640		640	3.2%
6154 5-Yr Coastal Flood Risk Summary Update	3,274	3,274	0	0	0	3,274		0	0.0%
6181 Phase II of NH Coastal Flood Risk Model	6,300	9,745	0	0	0	9,745		3,445	54.7%
6182 Coastal Watershed Stream Crossings	18,400	7,882	0	0	0	7,882		(10,518)	-57.2%
61xx Coastal Watershed Flood Hazard Assessment	1	1	0	0	0	1		0	0.0%
61xx Coastal Watershed Drinking Water Protections	0	1,000	0	0	0	1,000		1,000	-
6252 Cochecho River Management Plan	16,800	23,287	0	2,500	0	23,287		6,487	38.6%
6253 Sunrise Lake Implementation (319)	21,500	48,799	0	20,000	0	48,799		27,299	127.0%
University of New Hampshire									
5211 PREPA Grant-Barrington Strengthening Regs	17,420	17,420	0	0	0	17,420		0	0.0%
5212 PREPA Grant-Nottingham Natural Resources Plan	28,465	25,000	0	0	3,465	28,465		0	0.0%
5213 PREPA Grant-Strafford Bow Lake Watershed Plan	25,000	25,000	0	0	0	25,000		0	0.0%
5214 PREP Environmental Protection Assessments	5,000	10,170	0	0	0	10,170		5,170	103.4%
NH Community Development Finance Authority									
6603 CDBG Grant Administration (SOM YMCA Childcare)	5,000	6,385	0	0	0	6,385		1,385	27.7%
6604 CDBG Grant Administration (St. As Zoning Atlas Pilc	5,000	3,500	0	0	0	3,500		(1,500)	-30.0%
6605 CDBG Grant Administration (Homeless Shelters)	0	29,400	0	0	0	29,400		29,400	-
Department of Safety Homeland Security									
6503 HazMit Plans BRIC21-MAD, NOR, ROC	1	750	0	0	0	750		749	74900.0%
6504 HazMit Plans 4516-Farmington	540	783	0	60	0	783		243	45.0%
6505 HazMit Plans 4516- Newmarket	1,350	702	0	240	0	702		(648)	-48.0%
6506 HazMit Plans 4516- Dover	15,000	18,000	0	2,000	0	18,000		3,000	20.0%
Metropolitan Planning Organization Agreements	655,959	634,359	70,484	0	0	634,359	26%	(21,600)	-3.3%
Dept of Transportation									
8001 UPWP Federal Highways & Transit	655,959	634,359	70,484	0	0	634,359		(21,600)	-3.3%
TOTAL REVENUE	2,381,070	2,425,277	109,284	77,650	3,665	2,428,942	100%	47,872	2.0%

Strafford Regional Planning Commission

FY2026 Expenses

FY2026 Expenses	FY2026 Adopted Budget		FY2026 AMENDED MidYear Budget		Net Change	% Change
PERSONNEL	1,416,036	59%	1,432,887	59%	16,851	1.2%
Salaries and Hourly Wages	1,088,732		1,103,245		14,512	1.3%
Payroll Taxes	83,972		85,072		1,100	1.3%
Payroll Processing - QuickBooks	4,000		4,000		0	0.0%
Health Insurance	145,638		147,220		1,582	1.1%
Dental Insurance	9,794		10,522		729	7.4%
Life Insurance	1,262		1,262		0	0.0%
Shortterm Disability	4,108		4,108		0	0.0%
Longterm Disability	2,001		2,001		0	0.0%
Paid Family Medical Leave	7,291		6,914		(378)	-5.2%
FSA Fees	1,672		1,672		0	0.0%
Health Incentives	8,937		8,807		(130)	-1.5%
SIMPLE IRA Pension	32,518		31,624		(894)	-2.7%
Worker's Compensation	1,984		2,278		294	14.8%
Unemployment Insurance	3,082		3,117		35	1.1%
Staff Training & Workshops	16,000		16,000		0	0.0%
Professional Dues	5,047		5,047		0	0.0%
EQUIPMENT	66,808	3%	73,445	3%	6,637	9.9%
GIS Software	7,055		6,015		(1,040)	-14.7%
Transportation Software and Databases	26,148		26,148		0	0.0%
Office Software: Maintenance, purchase	9,175		10,645		1,470	16.0%
Traffic Count Supplies and Repair	14,030		14,030		0	0.0%
Equipment Rental and Repair	500		500		0	0.0%
Copier Maintenance Contract	3,900		3,900		0	0.0%
Computers and Peripherals	5,000		9,000		4,000	80.0%
Office Furniture	1,000		3,207		2,207	220.7%
COMMUNICATIONS	8,246	0%	9,349	0%	1,103	13.4%
Postage and Delivery	1,300		1,300		0	0.0%
Internet and Phone Service	4,532		5,660		1,128	24.9%
Website Design and Maintenance	1,414		1,389		(25)	-1.8%
Media Outreach Activities	1,000		1,000		0	0.0%
FIXED EXPENSES	41,294	2%	41,837	2%	543	1.3%
Property & Liability	9,294		10,837		1,543	16.6%
Office Vehicle Lease and Maintenance	2,000		1,000		(1,000)	-50.0%
Rent	30,000		30,000		0	0.0%

Strafford Regional Planning Commission

FY2026 Expenses	FY2026 Adopted Budget		FY2026 AMENDED MidYear Budget		Net Change	% Change
ADMINISTRATIVE EXPENSES	46,000	2%	52,000	2%	6,000	13.0%
Printing	1,500		1,500		0	0.0%
Audit and Accounting Services	18,000		28,000		10,000	55.6%
Legal	4,000		4,000		0	0.0%
Office Supplies and Expenses	6,000		6,000		0	0.0%
Meeting Expenses (Meetings and Meeting Notices)	3,500		3,500		0	0.0%
Travel	10,000		6,000		(4,000)	-40.0%
Library & Subscriptions: NH Planning Books	2,500		2,500		0	0.0%
Bank Fees	0		0		0	-
HealthTrust Employee Health Rewards	500		500		0	0.0%
OUTSOURCED CONTRACTS	802,644	34%	819,558	34%	16,914	2.1%
1000 IT Services	18,000		18,000		0	0.0%
3903 Milton Nitrogen Removal Plan Engineer	26,000		23,722		(2,278)	-8.8%
4108 Newmarket Form Based Code Consultant	59,000		68,500		9,500	16.1%
4607 Somersworth Zoning Reform (HOP2.0)	12,000		12,000		0	0.0%
4705 Strafford Bow Lake Watershed Management Plan	21,500		21,500		0	0.0%
5121 GB2030 Milton Three Ponds Watershed Plan Engi	24,000		25,182		1,182	4.9%
5122 GB2030 Signage - Contract Planner	7,000		12,080		5,080	72.6%
5122 GB2030 Signage - Sign Manufacturer	20,000		9,000		(11,000)	-55.0%
5122 GB2030 Signage - UNH	5,844		5,844		0	0.0%
5122 GB2030 Signage - Graphic Designer	2,500		3,680		1,180	47.2%
5125 GB2030 Upper Watershed Water Quality Protectio	0		26,500		26,500	-
5126 GB2030 Investing Across Municipal Boundaries	0		4,500		4,500	-
5212 PREPA Grant-Nottingham GIS/Engineering	8,700		8,200		(500)	-5.7%
6252 Cocheco Riv Mgt Plan - NH Indigenous Communit	2,000		4,000		2,000	100.0%
6253 Sunrise Lake 319 Engineer	16,100		26,725		10,625	66.0%
6253 Sunrise Lake Construction Materials	0		13,525		13,525	-
7111 EPA Brownfields QEP	143,000		143,000		0	0.0%
7201 HUD EDI CDS Regional Plans - RPC Pass Through	380,000		342,000		(38,000)	-10.0%
7301 USDA RD FAR & MIL Town Facilities Consultant	7,000		1,600		(5,400)	-77.1%
8002 Contract Transportation Support (UPWP)	50,000		50,000		0	0.0%
RESERVE FUND CONTRIBUTION	0	0%	0	0%	0	0.0%
TOTAL EXPENSES	2,381,028	100%	2,429,076	100%	48,048	2.0%

**Strafford Economic Development District
Strategy Committee Meeting – January 30, 2026
Member List**

Voting Members				
<u>First Name</u>	<u>Last Name</u>	<u>Role</u>	<u>Organization</u>	<u>Sector</u>
Betsey	Andrews Parker	CEO	CAP of Strafford County	Social Services
John	Burcke	President	Business Bank	Banking
James	Burdin	Business Development Coordinator	City of Dover	Municipal - City
Giff	Burnap	Owner Operator	Butternut Farm	Agriculture
Elizabeth	Chilton	President	UNH	Higher Education
Ernie	Creveling	Town Planner	Town of Barrington NH	Municipal - Town
Joe	Friedman	Commercial Real Estate Prof.	Durham/Skyline Realty LLC	Real Estate
Tory	Jennison	Director of Population Health	Strafford County	Public Health
Margaret	Joyce	President	Greater Dover Chamber	Business and Industry Group
Dennis	McCann	Executive Director	SEDC	Economic Development Corp.
Robert	McGann	VP, Student Success and Enrollment Management	Great Bay Community College	Higher Education
Bonnie	McNair	Executive Director	Greater Somersworth Chambe	Business and Industry Group
Michelle	Mears	Dir. of Planning & Com. Dev.	City of Somersworth	Municipal - City
John/Maggie	Randolf	CEOs	GSD Communities	Business and Housing
Darin	Roark	President and CEO	Wentworth Douglas Hospital	Healthcare
Shannon	Rogers	Community & Ec. Dev. Team Lead	UNH Extension	Extension
Mike	Scala	Dir. of Economic Development	City of Rochester	Municipal - City
John	Shea	SAU Superintendent	Somersworth School District	SAU
Michele	Sheppard	President & CEO	Granite YMCA - Somersworth	Social Services and Child Care

**Strafford Economic Development District
Strategy Committee Meeting – January 30, 2026
Member List**

Non-Voting Members				
<u>First Name</u>	<u>Last Name</u>	<u>Role</u>	<u>Organization</u>	<u>Sector</u>
Karen	Immel	Regional Liaison	NH BEA	State Economic Development
Rad	Nichols	Executive Director	COAST	Public Transportation
James	Rather	Director of Strategic Initiatives	SMPDC	Partner EDD
David	Walker	Executive Director	RPC	Partner RPC
Amy	Basset	Regional Director - NH	SBA	Federal Business Support
Jen	Kimball	CEDS Planner	REDC	Partner EDD

Strafford Regional Planning Commission Proposed 2026 Highway Safety Performance Targets

February 6, 2026

Background

Federal regulations require states and Metropolitan Planning Organizations (MPOs) to track five performance measures focused on highway safety. “Highway” doesn’t just mean large highways like NH16; these measures apply to all public roads. Each year, States and MPOs must set targets for each measure toward reducing crashes that kill and seriously injure people. The New Hampshire Dept. of Transportation (NH DOT) 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 person dies as a result of crash-related injuries within 30 days of the crash, an updated 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.

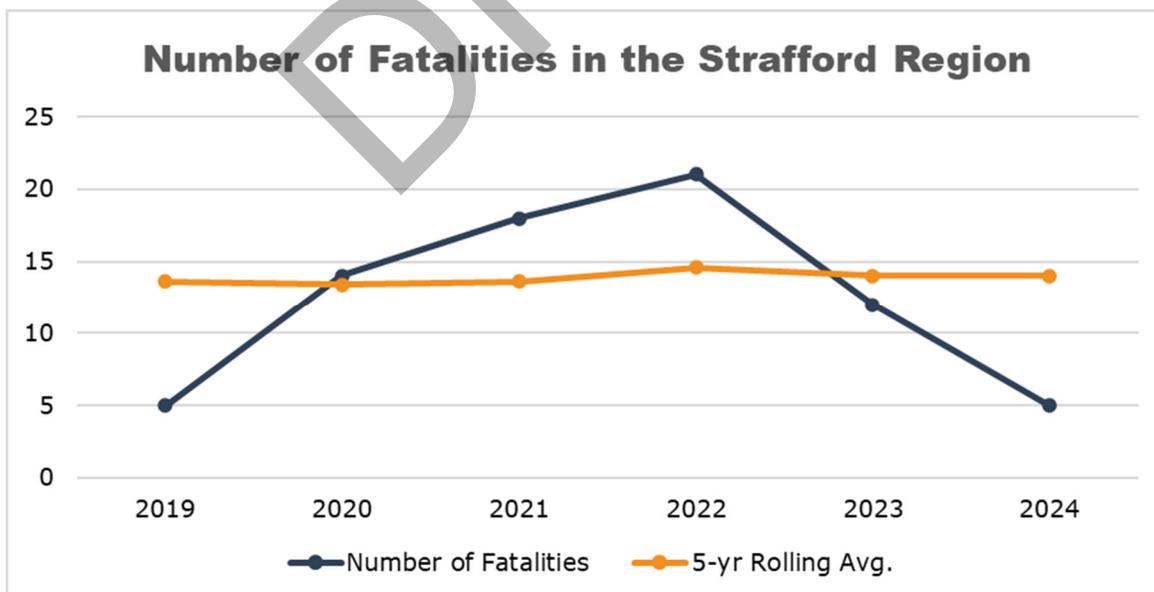
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Current Safety Data

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.

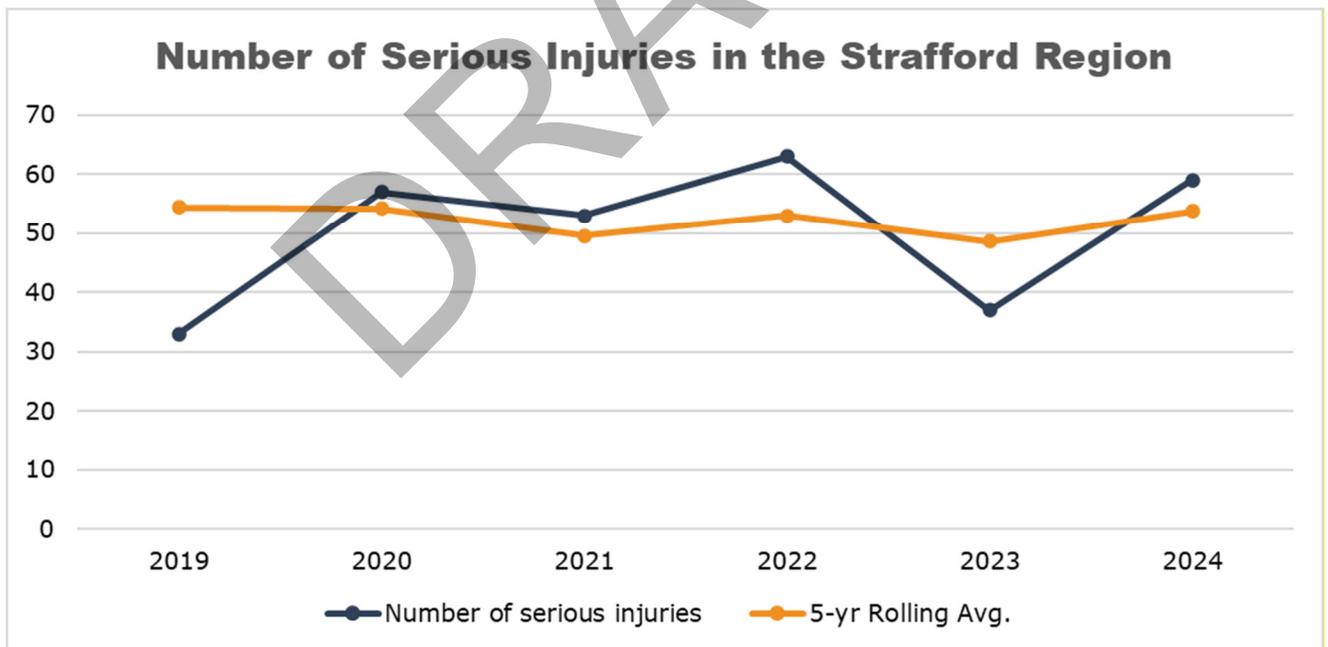
Fatality Data				
	State		SRPC	
Year	Fatalities	5-year average	Fatalities	5-year average
2019	101	120	5	13.6
2020	104	118	14	13.4
2021	118	114.4	18	13.6
2022	146	123.2	21	14.6
2023	127	119.2	12	14
2024	135	126	5	14



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.

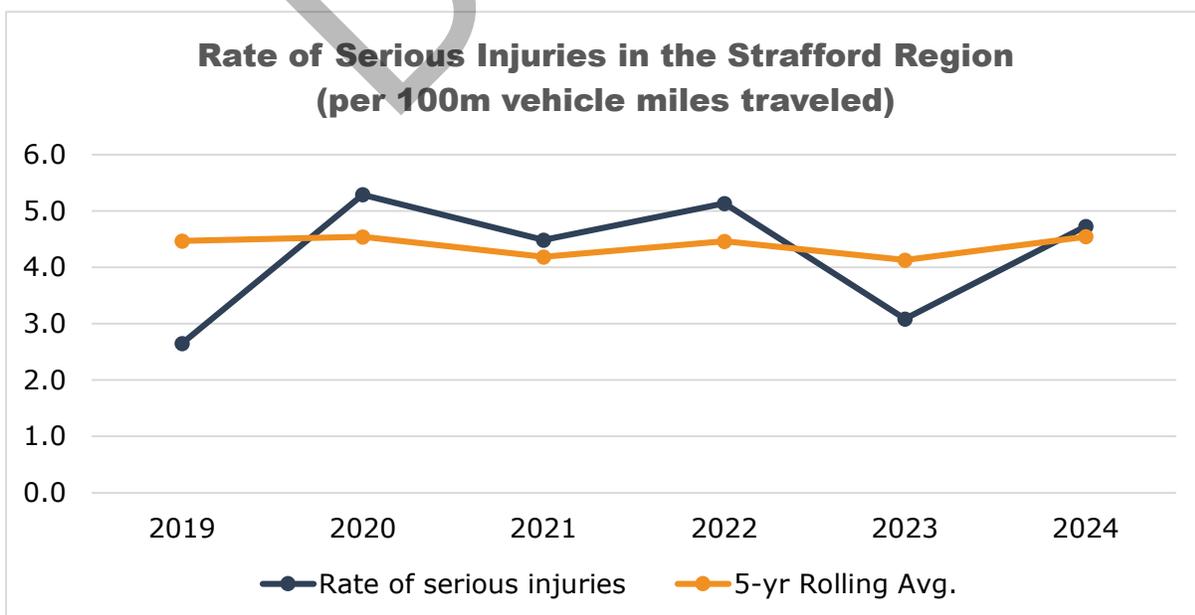
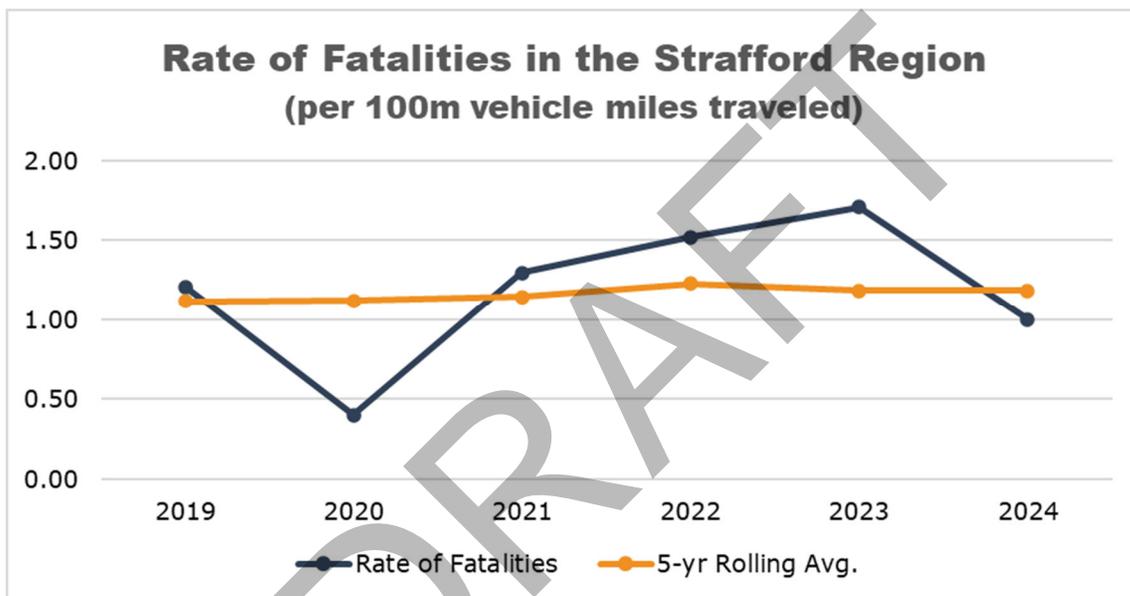
Serious Injury Data				
	State		SRPC	
Year	Serious Injuries	5-year average	Serious Injuries	5-year average
2019	485	456.4	33	54.4
2020	504	465.4	57	54.2
2021	482	466.4	53	49.6
2022	594	503.2	63	53
2023	635	540	37	48.6
2024	615	566	59	53.8



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%).

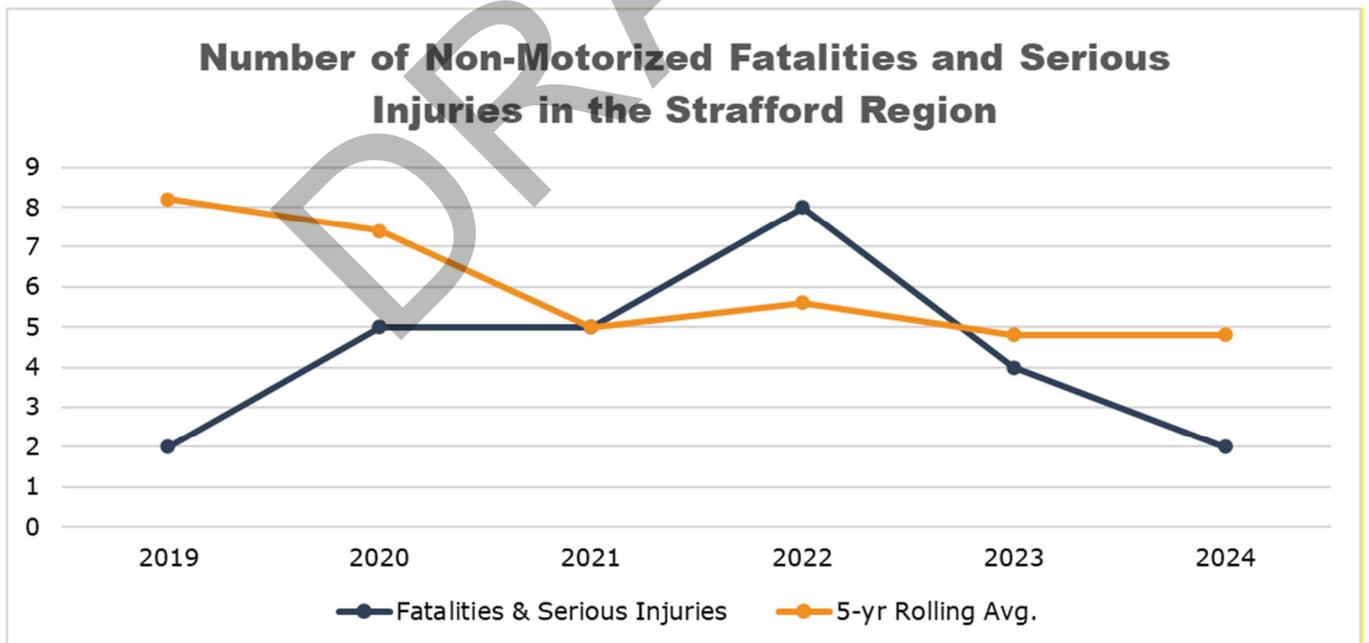


Number of Non-Motorized Fatalities and Serious Injuries

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.

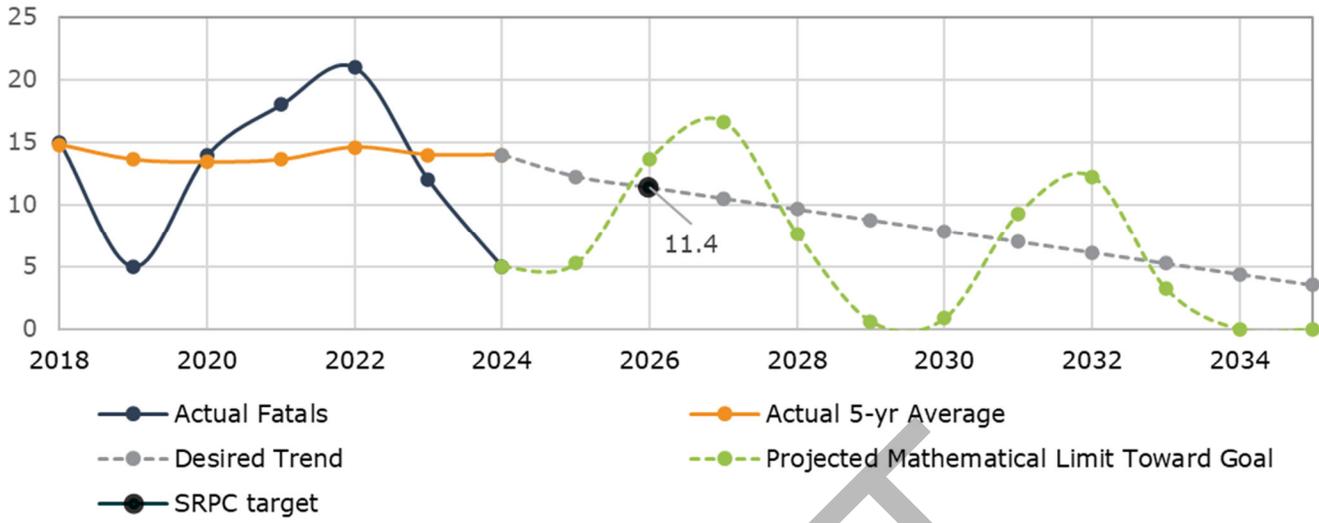
Long-term, aspirational goals to be used for annual target setting:

- 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.

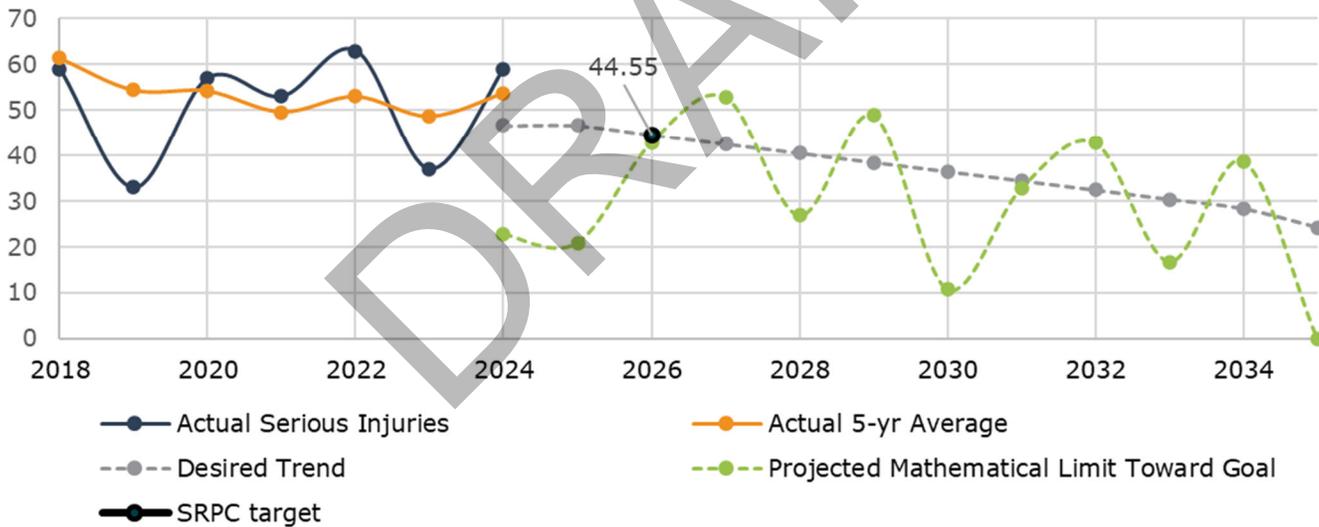
This alternative approach does not apply to the targets for the rate of fatalities and serious injuries. SRPC will continue to support the state targets for the rates of fatalities and serious injuries. This is primarily for mathematical reasons. On average, the Strafford region generally accounts for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

Long-term Targets for Fatalities in the Strafford Region

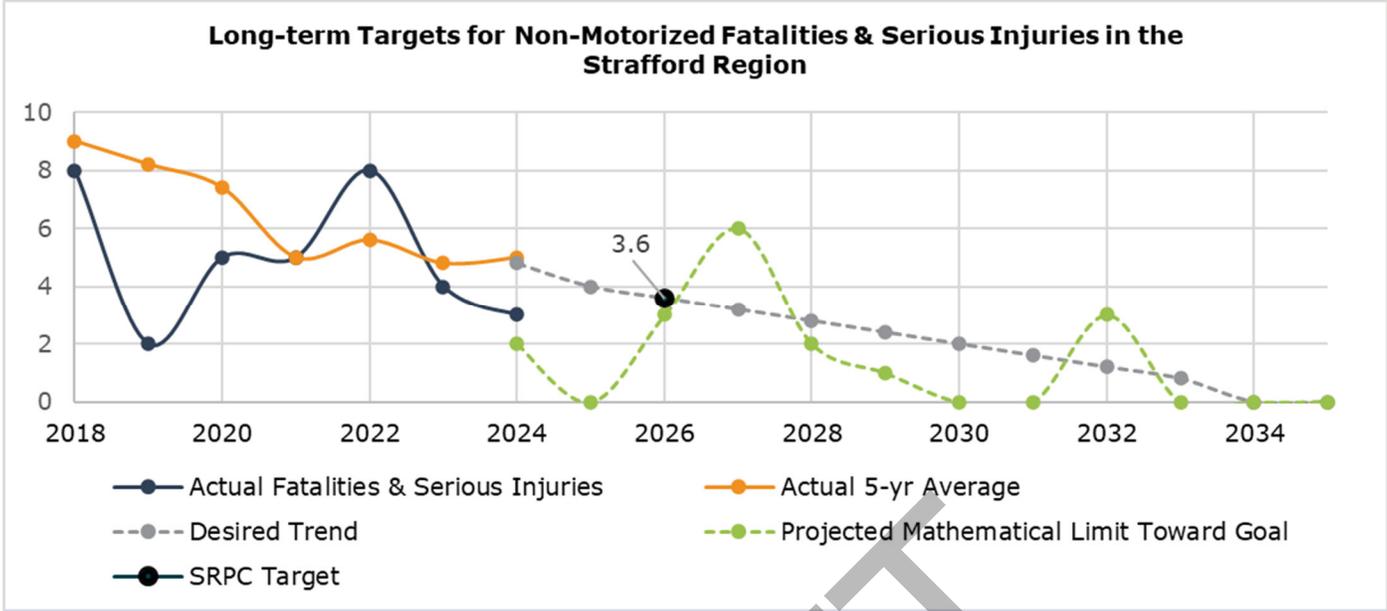


14 is the maximum number of fatalities that can occur in the Strafford region in 2026 and make progress toward achieving a 75% reduction in fatalities by 2035.

Long-term Targets for Serious Injuries in the Strafford Region



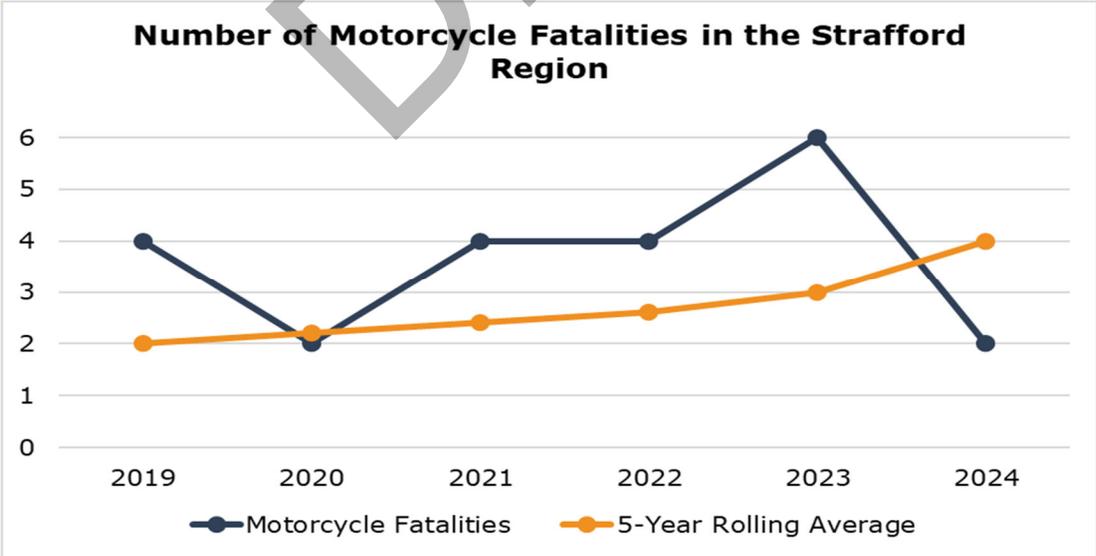
43 is the maximum number of serious injuries that can occur in the Strafford region in 2026 and make progress toward achieving a 50% reduction in serious injuries by 2035.



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 or 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.