



**2023–2026**

**Transportation Improvement  
Program**

Approved February 17, 2023

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## INTRODUCTION

The *Transportation Improvement Program* (TIP) is a program of regional transportation improvement projects scheduled for implementation along state-owned highways and roads in the Strafford Metropolitan Planning Organization (Strafford MPO) region. The TIP comprises the planned transportation projects expected to be implemented over a four-year period (in the case of the current TIP, Federal Fiscal Years 2023, 2024, 2025, and 2026). The TIP is prepared by Strafford MPO in cooperation with the NH Department of Transportation (NHDOT) and in accordance with federal metropolitan planning regulations, found at 23 CFR §450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation.

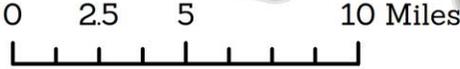
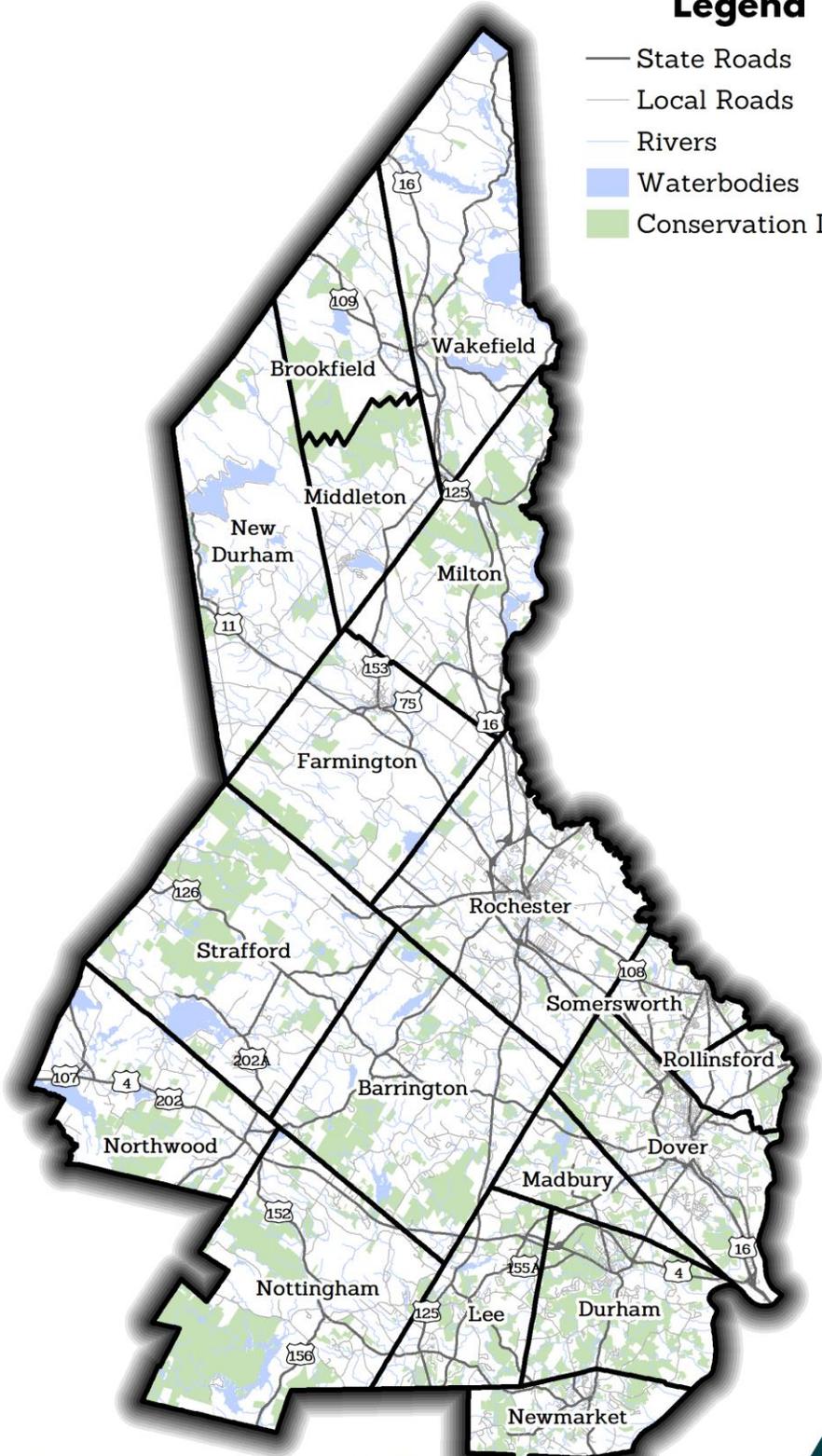
Strafford MPO is the designated MPO for the Dover–Rochester, NH–ME urbanized area. Any transportation improvement project in the Strafford region that includes federal funding under Title 23 (public highways) or Title 49 (public transit) must be included in Strafford MPO's TIP. Projects listed in the TIP must be consistent with a metropolitan planning organization's transportation plan, and the TIP itself must conform to the air pollutant thresholds established by New Hampshire's *State Implementation Plan* (SIP) for air quality attainment. Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the transportation plan.

Strafford MPO's TIP development process has adapted to multiple iterations of federal transportation authorizing legislation—most recently the *Bipartisan Infrastructure Law*, enacted on November 15, 2021. These surface transportation laws place strong emphasis on coordinated statewide and regional transportation planning such that plans and programs:

- Reflect locally established project priorities.
- Are financially realistic (i.e., fiscally constrained).
- Are consistent with the air pollutant budgets established in the New Hampshire SIP for air quality attainment.
- Are developed with meaningful public involvement.

# Legend

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



## ABOUT THE REGION

Below is a summary of transportation-related trends in the Strafford MPO region. Strafford RPC develops a regional data snapshot that provides greater detail on a wide range of topics and metrics that are relevant to transportation and regional planning. The full data snapshot is available on the Strafford RPC website; see Appendix H for select details on transit ridership and service trends.

[LINK to the online data snapshot.](#)

### Demographic Trends

The Strafford region consists of 18 communities—13 in Strafford County, two in Carroll County, and three in Rockingham County. According to the 2020 census, the population of the region was 156,145—an increase of six percent from the 2010 population of 146,895. Regional population growth is projected to increase by another 10% by 2045. Municipalities in the southeastern portion of the region are part of the U.S. Census-designated Dover–Rochester, NH–ME urbanized area (UZA). This UZA extends along the Salmon Falls River north to Milton and includes the towns of Berwick, South Berwick, and Eliot, Maine. The Dover–Rochester, NH–ME UZA is adjacent to the Portsmouth, NH–Kittery, ME UZA.

### Road Network & Infrastructure Condition

There are 1,294 miles of public roads in the region. 72% of them are owned by municipalities. The region's principal transportation routes are NH Routes 16, 125, 108, and 155, which serve north-south traffic, and NH Route 11 and US Routes 4 and 202, which serve east-west traffic.

Four percent of total state highway road miles are in the Strafford region. Approximately 88% of the state highway road miles in the region are in “good” or “fair” condition, this matches statewide highway conditions. 93% of the bridges on the National Highway System in the region are in good or fair condition. The TIP does not include information on the condition of municipally owned roads and bridges, but federal funds may be spent to improve them.

### Public Transit Services

The public transit system is a crucial asset for residents in the region, providing transportation for employment, education, and other critical services and key destinations.

The Strafford region has two major public transportation providers: Cooperative Alliance for Seacoast Transportation (COAST) and University of New Hampshire (UNH) Wildcat Transit. COAST is operated through federal funds and local match and

provides fixed route and demand-response services for seniors and people with disabilities. Wildcat provides fixed route service funded primarily through student fees and it serves the UNH flagship campus in Durham – the region’s largest employer. Employment and healthcare are the top reasons people ride COAST and COAST’s operations account for nearly \$26 million in regional economic benefits. Together, COAST and Wildcat form a network that provides intermodal connections to intercity bus and passenger rail.

### Inter-Regional Transportation

The region has two inter-city transit providers: C&J Bus Lines and Amtrak. C&J Bus Lines provides hourly trips between Dover and Boston (Logan International Airport and South Station) and daily service from Portsmouth to New York City. The Amtrak Downeaster, managed by the Northern New England Passenger Rail Authority, runs between Brunswick, Maine, and Boston’s South Station, with three stops in New Hampshire: Dover, Durham, and Exeter.

## DEVELOPMENT OF THE TIP

In New Hampshire, projects in the TIP come from New Hampshire’s Statewide Ten Year Transportation Improvement Plan. The Ten Year Plan is updated every two years and the process begins with Regional Planning Commissions developing and proposing new projects to be added in years 9 and 10 of the plan. From there it is reviewed by the NH Executive Council, the state legislature, and the Governor. The process also includes extensive outreach to identify the public’s priorities, regional planning commission priorities, and input from the NH Department of Transportation (NHDOT). The result is a schedule for transportation projects and funding over the next 10 years; the TIP comprises the final four years of that schedule.

### Relationship between the TIP and the Metropolitan Transportation Plan

The metro plan is the long-range plan for transportation improvements in the region; it comprises the next 20 years of transportation planning and projects for the Strafford region. Projects move from the metro plan into the four-year TIP so project lists and content of the two documents are updated concurrently. In New Hampshire, many transportation projects really go through a three-phase process with increasing levels of scrutiny. First, they are conceptualized and developed in MPO Metro Plans; then they are incorporated into the state’s Ten Year Plan to begin more detailed planning and design; and finally they make it into a state or MPO TIP for final design, engineering, and construction. This process is described in more detail below.

## Project Solicitation

The selection of projects is based on project and planning priorities outlined in the state long-range plan and the MPOs' regional metropolitan transportation plans. To establish its priorities, Strafford MPO solicits project proposals from municipalities and regional transit providers to be considered in the regional and statewide transportation planning processes. Candidate projects get integrated into Strafford MPO's Metro Plan, which serves as the basis for transportation planning in the region. Many prospective projects are suitable for a specific funding source or grant program (such as congestion mitigation or transportation alternatives); others must be developed for submission to the Ten Year Plan. Prospective Ten Year Plan projects are ranked by Strafford MPO committee members and submitted to NHDOT.

Strafford MPO conducted its most recent project solicitation through the spring and summer of 2021. Because of the Covid-19 pandemic much of the project solicitation process was completed virtually. Strafford MPO staff contacted communities and transportation agencies in the Strafford region and encouraged them to provide feedback about their transportation projects and priorities. This effort resulted in an updated list of highway, bridge, bike/pedestrian, transit, rail, recreational trail, and other surface transportation projects for the Metro Plan. Many of the projects could be developed for submission to the Ten Year Plan.

## Public Involvement

Strafford MPO follows standards for public involvement in transportation planning as required by federal law and described in the *Strafford MPO Public Participation Plan*, adopted on November 20, 2020. Standards include advertising public comment periods and hearing dates for documents in newspapers; posting notices at the region's major public libraries; providing information to community and agency representatives of Strafford MPO's Technical Advisory and Policy committees; and posting information and notices on the SRPC website. The notices posted at these forums invite the public to attend public hearings, comment and discuss the process, and voice concerns, questions, and comments regarding the current transportation system projects and future transportation priorities outlined in the metro plan and TIP. Copies of the documents are made available at public libraries in Dover, Somersworth, and Rochester, at the SRPC office in Rochester, and on the SRPC website ([www.strafford.org](http://www.strafford.org)).

## AIR QUALITY CONFORMITY

### Purpose

Ensuring good air quality continues to be an important goal for the region. Reducing ozone concentrations resulting from greenhouse gas emissions has been a goal in New Hampshire for years. For almost two decades, agencies across the state—including NHDOT, the New Hampshire Department of Environmental Services (NHDES), and the four MPOs—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 Strafford region was still in compliance with the new standard, so this ruling did not affect the development of the Strafford MPO TIP.

### Recent 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 Strafford MPO 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 the following requirements have been met:

- Use of the latest planning assumptions

- Consultation [all MPOs in New Hampshire participate in regular Interagency consultation]
- Transportation Control Measures
- Fiscal constraint

The latest planning assumptions and fiscal constraint described in the 2020–2045 metro plan and the 2023–2026 TIP show that the documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

## **Development & Content of the Statewide Transportation Improvement Program**

The State of New Hampshire is required to maintain a current State Transportation Improvement Program (STIP), which it updates on a two-year cycle. STIP development is a coordinated effort involving NHDOT and the four New Hampshire MPOs. Federal language outlining the state and MPO transportation planning relationship can be found at 23 CFR §450.218:

*The State shall develop a statewide transportation improvement program (STIP) for all areas of the State. The STIP shall cover a period of no less than 4 years and shall be updated at least every 4 years, or more frequently if the Governor of the State elects a more frequent update cycle. However, if the STIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. In case of difficulties developing a portion of the STIP for a particular area (e.g., metropolitan planning area, nonattainment or maintenance area, or Indian Tribal lands), the State may develop a partial STIP covering the rest of the State.*

*For each metropolitan area in the State, the State shall develop the STIP in cooperation with the MPO designated for the metropolitan area. The State shall include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP.*

## PERFORMANCE-BASED PLANNING

### National Performance Areas

In 2012, the federal funding and reauthorization bill known as MAP-21 established performance-based planning as a core component of metropolitan and state transportation planning. It formalized the requirement that states and MPOs use performance measures to track the efficacy of planning efforts, identify needed transportation-related improvements, and ensure that funding and resources are used most effectively. Subsequent federal transportation authorization bills have retained the performance-based planning requirement – most recently the Bipartisan Infrastructure Law (BIL). There are seven national performance goals that guide transportation planning across the country. Requirements for performance-based transportation planning are included in [23 USC 134](#).

## MAP-21 National Performance Goals

### Safety

Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

### Congestion reduction

Achieve a significant reduction in congestion on the NHS.

### System reliability

Improve the efficiency of the surface transportation system.

### Reduced project delivery delays

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.

### Freight movement and economic vitality

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

Enhance the performance of the transportation system while protecting and enhancing the natural environment.

### Infrastructure condition

Maintain the highway infrastructure asset system in a state of good repair.

In addition to the Federal Highway Administration (FHWA) areas above, there are four Federal Transit Administration (FTA) performance goals (49 CFR §625.43):

## Federal Transit Performance Goals

### 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.

### 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 because the Strafford region does not contain any rail infrastructure that qualifies under federal regulations.

### Transportation Projects in the Strafford Region

The FHWA and FTA performance areas constitute a set of organizing principles for federally funded transportation projects planned, designed, or under construction in the Strafford region. Appendix F lists projects in the planning or consideration phases in the next four years. Long-range projects are by definition 10–20 years from construction. At this stage, they exist as “vision projects” described in general terms and have rough cost estimates. These projects populate the “out years” of the metro plan. As they move closer to reality, the projects are proposed for addition to the state’s Ten Year Plan. These are mid-range projects. Barring unforeseen circumstances, implementation of short-range projects will begin within four years of their addition to the TIP.

Performance measures are integrated into the project selection process for various plans and programs. For instance, the criteria used to rank candidate projects for the Ten Year Plan closely align with the federal performance goal areas. Performance measures are also applicable to project selection for specific funding programs. For instance, Strafford MPO conducted a regional project ranking process for non-motorized transportation projects proposed for the Transportation Alternatives Program. Criteria were weighted to give priority to projects that focus on safety improvements for bicyclists, pedestrians, and others traveling by non-motorized means.

Strafford MPO continues to integrate performance measures into project development and prioritization.

### Regional Performance Targets

Federal law requires state departments of transportation to set targets for the performance measures; MPOs must also set targets for the measures that apply to their planning areas. For example:

<p>Performance Goal: Safety</p> <p>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</p> <p>Performance Measure: Number of fatalities per year</p> <p>Performance Target: 111 fatalities or fewer statewide (based on a 5-year rolling average)</p>
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Information about the transportation system's performance is crucial in the development and selection of projects, as described at the beginning of this chapter. Performance data will inform municipalities, regions, and the state about the needs of the transportation system and will help them develop projects or programs to address performance targets. Not all performance areas apply to the Strafford MPO. For example, there are measures associated with Interstate highway performance, but the region has no miles of interstate highway (e.g. I95), so those measures and targets do not apply. For most performance measures areas, Strafford MPO has opted to adopt the targets set by NHDOT, as explained below. In support of the state, Strafford MPO will work to ensure that programmed and planned projects in the region contribute to improvements in performance areas. No specific penalties are defined in federal law for MPOs that do not meet established targets.

See Appendix G for additional details on performance measures, data sources, and target setting.

### FHWA Performance Targets in the Strafford MPO Region

*Performance goal area: Safety*

New Hampshire is a "vision zero" state, which means zero fatalities is the only acceptable goal for safety improvements to public highways. Obviously, this is an ambitious goal that will not be reached overnight. Federal performance management requirements specify that targets must be realistic and data-driven, so an incremental approach based on annual targets must be taken.

Strafford MPO adopts the targets for safety set by NHDOT and will do its part to help the state meet its targets.

Safety Performance Measures and Targets Summary									
		5-Year rolling averages						2022	2023
		2016	2017	2018	2019	2020	2021	Target	Target
<b>Fatalities</b>	State	118	117	119	120	118.0	120	117.8	<b>111.6</b>
	SRPC	14.4	15.8	14.8	13.6	13.2	13.2		
<b>Fatality Rate</b>	State	.900	.881	.885	.884	0.884	.884	.874	<b>.857</b>
	SRPC	1.223	1.328	1.225	1.117	1.110			
<b>Serious Injuries</b>	State	499.8	457.2	449.6	456.4	465.4	456.4	465.4	<b>466.4</b>
	SRPC	72.8	63.2	61	54.4	54.2	50.2		
<b>Serious Injury Rate</b>	State	3.825	3.4	3.3	3.4	3.5	3.4	3.5	<b>3.5</b>
	SRPC	6.2	5.3	5.1	4.5	4.5			
<b>Non-motorized fatalities + serious injuries</b>	State	54.2	55	51.6	48.6	42	45.9	38.0	<b>37.0</b>
	SRPC	9	8.2	9	8.2	7.4	6.9		

**Note: SRPC supports the state safety targets but this does not mean the statewide number is acceptable for the region. SRPC will continue working with NHDOT to address highway safety issues in the region in support of statewide performance improvements.**

While some intersections or road segments have identifiable safety hazards, fatal and severe crashes tend to occur randomly across the state and most are caused by driver error, not infrastructure issues. In support of the state performance targets and vision-zero philosophy, Strafford MPO is pursuing a variety of efforts to improve safety in the region, including the following:

- Identifying highway infrastructure improvement projects that could reduce fatal and severe crashes.
- Seeking opportunities for collaborative planning with public safety officials.
- Promoting safer alternative modes of transportation (such as public transit) and improving safety for bicycles, pedestrians, and other non-motorized travelers.

The following are examples of safety-focused projects in the 2023–2026 TIP:

- Dover-Rochester-Somersworth (29604): Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester
- Northwood-Nottingham (41595): Intersection safety improvements to the US 4/NH 152 intersection

*Performance goal area: Infrastructure Condition*

Infrastructure condition targets were set with the state in 2018 and they will be updated during this TIP period. Strafford MPO has adopted to support the targets for infrastructure condition set by NHDOT. Pavement and bridges in the Strafford region are in excellent condition compared to other parts of the state. The Strafford MPO staff continues to work with municipalities and agency staffers to track local and state-owned bridges that need repair or replacement (many of them on the “red list”).

**Infrastructure Condition Targets**

<b>Performance Measure</b>	<b>Performance Target</b>
<b>Percentage of the Interstate in Good condition</b>	No Interstate miles in the Strafford region
<b>Percentage of the Interstate in Poor condition</b>	No Interstate miles in the Strafford region
<b>Percentage of the Non-interstate NHS in Good condition</b>	65% in good condition
<b>Percentage of the Non-interstate NHS in Poor condition</b>	12% or less in poor condition
<b>Percentage of NHS bridges in Good condition</b>	57%
<b>Percentage of NHS bridges in Poor condition</b>	7%

The following are examples of projects in the 2023–2026 TIP focused on infrastructure condition:

- Newfields–Newmarket (28393): Bridge rehabilitations, address bridges carrying NH 108 and BMRR.
- Barrington (41415): Rehab or replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington.
- NHDOT’s Tier-2 highway pavement rehabilitation and resurfacing programs.

*Performance goal area: System Reliability and Resilience*

Strafford MPO has adopted to support the targets for system reliability and resilience set by NHDOT. It is important to note that travel times are still considered “reliable” even if there are periods of congestion and delay. As long as those periods happen at consistent, predictable times, they do not count against system reliability. All segments of the National Highway System in the Strafford region are above the 85 percent target set by NHDOT. Strafford MPO staff work with municipalities and agencies to identify and address segments of highway that are congested regularly. This is accomplished using analysis tools like the National Performance Management

Research Data Set. Through this, Strafford MPO has access to up-to-date data on traffic congestion on major highways in the region. Such analysis tools help Strafford MPO develop projects in the Metro Plan to be refined and incorporated into the TIP. Several projects focused on reducing congestion are included in the 2023–2026 TIP.

### System Reliability Targets

Performance Measure	Performance Target
Percent of person-miles traveled on the Interstate that are reliable	No Interstate miles in the Strafford region
Percent of person-miles traveled on the non-Interstate NHS that are reliable	85%
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	Only applies in designated urbanized areas with population over 1,000,000
Percent of Non-Single Occupancy Vehicle (SOV) Travel	
Total Emissions Reduction	Only applies in areas that are designated as Nonattainment or Maintenance areas for air quality

The following projects from the 2023–2026 TIP specifically address congestion and system reliability:

- Dover-Rochester (29440): Open road tolling at the Dover and Rochester facilities on the Spaulding Turnpike.
- COAST public transit operations that support adoption of alternatives to driving alone, reduce congestion, and improve travel reliability.

### *Performance goal area: Freight Movement and Economic Vitality*

The Strafford MPO region does not have any interstate miles and is not required to set a formal performance target for this measure. Freight is an important planning focus area for the region. In the near future, Strafford MPO will be working with NHDOT to develop corridor studies that will have a freight component. Projects that improve system reliability also contribute to truck travel and freight movement.

Freight and Economic Vitality Performance Measure	Performance Target
Truck Travel Time Reliability (TTTR) Index (Interstate only)	No Interstate miles in the Strafford region

*Performance goal area: Environmental Sustainability*

No formal performance measures have been established under federal law for this goal area. Reducing impacts on the environment and natural resources is a primary objective for the Strafford MPO. Air quality is affected by congestion and on-road emissions, and water quality is affected by contaminants in runoff from roads and other impervious surfaces. Strafford MPO is focused on promoting alternative modes of transportation that reduce congestion, and on ensuring that projects have reduced impacts on water quality.

Environmental Sustainability Performance Measure	Performance Target
Total Emissions Reduction	Only applies in areas that are designated as a Nonattainment or Maintenance areas for air quality

The 2023–2026 TIP has several projects focused on reducing congestion on highways in the Strafford region. These projects, combined with public transit service and ongoing efforts to improve the safety and accessibility of the multimodal network, reduce air quality impacts.

- Dover-Rochester-Somersworth (29604): Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester.
- COAST regional public transit service.

*Performance goal area: Reduced Project Delivery Delays*

No formal performance measures have been established under federal law for this goal area. Strafford MPO works with agencies, municipalities, and other funding recipients to ensure projects are programmed and completed as effectively and efficiently as possible. MPOs are planning agencies and are not involved in the technical design and engineering of transportation projects. However, Strafford MPO plays a role in improving project delivery by working to ensure proposed projects consider relevant contextual factors and have accurate cost estimates.

*Performance goal area: Accessibility*

No formal performance measures have been established under federal law for this goal area. Strafford MPO helps communities plan projects that will improve the accessibility of the transportation network to all users. Staff are currently working on outreach, data

collection, and data analysis to identify projects that improve accessibility at the local level.

The following are examples of projects in the 2023–2026 TIP focused on Accessibility:

- Dover (41373): Construct a multi-use path from Knox Marsh Rd. to Bellamy Rd.
- Dover-Rochester-Somersworth (29604): Complete streets improvements from Week’s Crossing in Dover to Innovation Drive in Rochester

### Transit Performance Targets in the Strafford MPO Region

Federal regulations include performance measures specific to public transit providers under the Federal Transit Administration. Strafford MPO works with COAST, UNH Wildcat, and agency partners to ensure funding and projects are programmed in the TIP and advocates for support of regional public transit services. COAST and UNH Wildcat are directly responsible for managing their capital funding needs, but Strafford MPO 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	2023 Target
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	10%	20%
		Cutaway	0%	0%
		Large Bus	13%	13%
Equipment	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	71%	100%
Facilities	<a href="#">% of facilities with a condition rating below 3.0 on the FTA TERM Scale</a>	Passenger	NA	NA
		Administrative	0%	0%
		Maintenance	0%	0%
		Parking	100%	100%

### Transit Asset Management

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 Strafford MPO'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.

### *Public Transportation Agency Safety Plan Performance Targets*

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:

- Number of Fatalities
- Rate of Fatalities\*
- Number of Injuries<sup>1</sup>
- 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.

In the Strafford region, these measures apply to the Cooperative Alliance for Seacoast Transportation (COAST) and the Strafford MPO<sup>2</sup>. The table below displays the performance for these measures for the COAST system. COAST has published their Safety Plan including targets for 2022. It includes performance and targets for both fixed route and demand response services.

<sup>1</sup> Any damage or harm to persons that requires immediate medical attention away from the scene [e.g. not on-site first aid]. *From the National Transit Database Safety & Security Policy Manual*

<sup>2</sup> As a University transit system, UNH Wildcat Transit is not required to establish federal PTASP targets.

Strafford MPO has no direct impact on the safety performance of COAST operations, so the MPO supports the targets set by COAST. They are reported in the table below.

<b>Service Type</b>	<b>Performance Measure</b>	<b>FY 2020 Performance</b>	<b>FY2021 Target</b>	<b>FY 2021 Performance</b>	<b>FY 2022 Target</b>
<b>Fixed Route</b>	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0.00	0.00	0.00	0.00
	Injuries - Total	0	0	0	0
	Injuries - Rate	0.00	0.00	0.00	0.00
	Safety Events – Total	1	0	0	0
	Safety Events – Rate	0.17	0.00	0.00	0.00
	System Reliability	15,634	19,000	14,358	16,000
<b>Demand Response</b>	Fatalities - Total	0	0	0	0
	Fatalities - Rate	0.00	0.00	0.00	0.00
	Injuries - Total	0	0	0	0
	Injuries - Rate	0.00	0.00	0.00	0.00
	Safety Events – Total	0	0	1	0
	Safety Events – Rate	0.00	0.00	0.66	0.00
	System Reliability	54,351	216,000	37,637	100,000
<b>All rates are expressed as a number per 100,000 Vehicle Revenue Miles (VRM), rounded</b>					

## REGIONAL PROJECT & FINANCIAL ANALYSIS

### Fiscal Constraint Background

When individual projects are added to the TIP, they are in their final stages of development prior to construction or implementation. At this point there is more confidence in the availability of funding for those projects, but NHDOT needs to show that all projects can be paid for with available funds. Strafford MPO participates in that process by tracking projects and programs relevant to its region. The TIP is a component of the Strafford MPO Metropolitan Transportation Plan, which comprises projects and funding for the next 25 years. The TIP and Metro Plan are connected, so any update to the TIP requires an update to the Metro Plan. This fiscal constraint process is required under federal regulations. Guidance on the financial requirements for the TIP is available at [23 CFR §450.326](#).

“The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. 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 funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation 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). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP 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).”

To calculate the portion of these statewide resources theoretically available to the Strafford region, the MPO staff used the portion attributed by NHDOT to the Strafford region during the previous STIP update. NHDOT determines each region’s portion of

federal transportation funding by calculating the portion of the state's population living in the region and the portion of the state's highway lane miles in the region and then averaging them. For the Strafford region, this results in a 10.1 percent share of the federal transportation improvement funds allocated to NHDOT.

### Fiscal Constraint Assumptions

The figures on the next page compare the expected revenue for projects in the region with the estimated total projects costs as programmed in the TIP and finds that the amount of funding available is adequate to address the projects programmed over the next four years. The funding matches exactly as the regional share of available funding is assumed to be what is programmed in the STIP. Starting from the assumption that programmed funding equals available funding, Strafford MPO staff made a series of additional assumptions for fiscal constraint calculations:

- The region's proportional share of federal remains at the 10.01 percent calculated previously.
- The same share applies to the programmed funding estimates for statewide projects provided by NHDOT in the 2023–2026 STIP.
- 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, Strafford MPO can be confident that the regional portion of the STIP is also constrained.

NHDOT regularly completes cost estimates, which are calculated in “year of expenditure” dollars using a 2.08 percent inflation rate determined during discussions with FHWA. The numbers reported here and in the project list below come directly from NHDOT. It is assumed that no further inflation adjustments are needed.

Based on the assumptions reported above, the Strafford region is fiscally constrained for the entire 2023–2026 period. The tables on the following pages provide a break-out analysis by year for various funding sources and programs in the TIP. See Appendix F for details on projects with programmed funding for the 2023–2026 TIP.

Detail of how overall funding is invested at the regional level

Fiscal Year	Federal Funding for Regional Highway Projects	Local Funds for Regional Projects	State Funding for Regional Projects◇	Federal Transit◇◇	Local Match for transit funding	Total
2023	\$14,496,932	\$4,232,783	\$26,641,210	\$2,020,829	\$1,323,474	\$48,715,228
2024	\$5,302,962	\$1,912,980	\$20,377,962	\$2,065,178	\$1,353,877	\$31,012,959
2025	\$14,193,606	\$999,888	\$7,274,093	\$2,110,494	\$1,384,966	\$25,963,047
2026	\$15,767,151	\$2,694,347	\$6,670,495	\$2,156,795	\$1,416,757	\$28,705,545
<b>Total</b>	<b>\$49,760,651</b>	<b>\$9,839,998</b>	<b>\$60,963,760</b>	<b>\$8,353,296</b>	<b>\$5,479,074</b>	<b>\$134,396,779</b>

◇ Primarily Turnpike Projects

◇◇Includes COAST general operating and capital funding from Federal Transit Administration

NHDOT is responsible for managing federal funds that support statewide programs known as “programmatics”. Programmatics fund individual projects through specific sources (e.g. Highway Safety Improvement, Transportation Alternatives, and Congestion Mitigation & Air Quality Improvement), and statewide infrastructure maintenance (bridge maintenance and highway paving). The complete 2023–2026 TIP project list in Appendix F contains detailed financial information about the individual programmatics.

Overview of Local/Regional Projects in 2023–2026 TIP

Project name	STIP Number	Route	Scope	Total Project Funding programmed for the 23-26 period
Barrington	41415	US4	Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Dr in Barrington.	\$3,264,968
Barrington	43547	NH9/NH125	Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125	\$184,271
COAST	44175	Transit	Discretionary funding for capital projects	\$9,670,355
COAST	44176	Transit	Congressionally designated spending for COAST facility capital project	\$2,500,000
Dover	44159	NH108 (Central Ave)	Dover NH 108, Central Ave. Complete Street reconstruction between Stark Avenue and Silver Street.	\$5,625,000
Dover	41373	Community Trail	Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.	\$485,715
Dover (Turnpike)	41824	NH16	Bridge Superstructure Replacement for NH 16 NB and SB over Cochecho River	\$8,147,996
Dover-Rochester (Turnpike)	29440	NH16	Construct All Electronic Tolling at Dover and Rochester Toll Plazas.	\$10,136,281
Dover-Rochester-Somersworth	29604	NH108	Complete streets improvements from Week's Crossing in Dover to Innovation Drive in Rochester	\$22,996,660
Dover-Somersworth-Rochester (Turnpike)	40599	NH16	Feasibility Study Update & Investigate Reg Connection Improvements In Tri-City Area (Spaulding Tpk Ex.10)	\$1,914,105
Dover, NH -South Berwick, ME	41433	Gulf Rd	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick	\$3,181,596
Durham	41432	Bennett Rd	Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham	\$523,597

Farmington	43550	Main St and Elm St	Sidewalk improvements along Main Street and Elm Street to expand connected network	\$155,903
Lee	41322	NH125	Bridge Replacement of culvert carrying NH 125 over Little River	\$1,320,000
Lee	42876	US4/NH125	Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.	\$1,036,134
Milton	43551	Dawson St	Construct sidewalks along Silver & Dawson Streets.	\$63,407
Milton NH – Lebanon ME	40658	Townhouse Rd	Bridge Replacement-Townhouse Road over Northeast Pond-formerly	\$1,818,850
Newfields-Newmarket	28393	NH108	Bridge Rehabilitations, address bridges carrying NH 108 and BMRR	\$6,593,917
Newington-Dover (Turnpike)	11238	NH16	Widen the turnpike including little Bay Bridges from Gosling Rd to Dover Toll	\$1,402,800
Newington-Dover (Turnpike)	11238S	NH16	Remove the superstructure General Sullivan Br & provide the most cost-effective bike/ped connection	\$33,504,000
Northwood-Nottingham	41595	US4/NH152	Intersection safety improvements to the US 4/NH 152 intersection	\$650,105
Rochester	43552	NH11	Capacity Improvements: Widen 2,100' of NH11 from North of Spaulding Tpk ramp to South of Crane Dr.	\$254,000
Rochester	43840	Nashoba Dr./NH11	Signalization of Nashoba/NH11 intersection to address regional priority needs	\$244,543
Rollinsford – Dover	42578	Oak St	Address Red List bridge carrying Oak Street over PAR between Rollinsford and Dover	\$297,217
Somersworth	40646	NH108	High Street/ Blackwater Rd/ Indigo Hill Rd Intersection safety improvements	\$3,501,625
<b>Total Local/Regional Project Funding for 2023–2026 TIP (Federal funds, toll credits, local match, and turnpike funding)</b>				<b>\$126,096,307</b>

NOTE: Projects identified with (Turnpike) in the project name column are funded through turnpike revenues. Turnpike funds are generated separately from federal funds and do not affect federal fiscal constraint calculations but are included in the TIP for public information and project tracking purposes.

Federal funding for COAST Transit operations for 2023-2026. All funds through FTA 5307 – Capital and Operating Program. Operating Assistance requires 50/50 match, all other items require 80/20 match.

Funding Category		Federal	Local Match	State Funds	Total	Category Total
<b>Operating Assistance</b>						
60000A	2023	\$ 1,091,023	\$ 1,091,023	\$ -	\$ 2,182,046	\$ 9,042,000
	2024	\$ 1,116,776	\$ 1,116,776	\$ -	\$ 2,233,553	
	2025	\$ 1,143,123	\$ 1,143,123	\$ -	\$ 2,286,247	
	2026	\$ 1,170,077	\$ 1,170,077	\$ -	\$ 2,340,155	
<b>Preventative Maintenance</b>						
60000B	2023	\$ 448,800	\$ 112,200	\$ -	\$ 561,000	\$ 2,312,222
	2024	\$ 457,776	\$ 114,444	\$ -	\$ 572,220	
	2025	\$ 466,932	\$ 116,733	\$ -	\$ 583,664	
	2026	\$ 476,270	\$ 119,068	\$ -	\$ 595,338	
<b>Misc. Support Equipment</b>						
60000C	2023	\$ 62,424	\$ 15,606	\$ -	\$ 78,030	\$ 321,609
	2024	\$ 63,672	\$ 15,918	\$ -	\$ 79,591	
	2025	\$ 64,946	\$ 16,236	\$ -	\$ 81,182	
	2026	\$ 66,245	\$ 16,561	\$ -	\$ 82,806	
<b>Bus Station</b>						
60000D	2023	\$ 51,604	\$ 12,901	\$ -	\$ 64,505	\$265,863.50
	2024	\$ 52,636	\$ 13,159	\$ -	\$ 65,795	
	2025	\$ 53,689	\$ 13,422	\$ -	\$ 67,111	
	2026	\$ 54,762	\$ 13,691	\$ -	\$ 68,453	
<b>General &amp; Comprehensive Planning</b>						
60000E	2023	\$ 29,131	\$ 7,283	\$ -	\$ 36,414	\$ 150,084
	2024	\$ 29,714	\$ 7,428	\$ -	\$ 37,142	
	2025	\$ 30,308	\$ 7,577	\$ -	\$ 37,885	
	2026	\$ 30,914	\$ 7,729	\$ -	\$ 38,643	
<b>ADA Operations</b>						
60000F	2023	\$ 256,280	\$ 64,070	\$ -	\$ 320,350	\$ 1,320,355
	2024	\$ 261,405	\$ 65,351	\$ -	\$ 326,757	
	2025	\$ 266,633	\$ 66,658	\$ -	\$ 333,292	
	2026	\$ 271,966	\$ 67,992	\$ -	\$ 339,958	
<b>Mobility Management</b>						
60000H	2023	\$ 81,567	\$ 20,392	\$ -	\$ 101,959	\$ 420,236
	2024	\$ 83,199	\$ 20,800	\$ -	\$ 103,998	
	2025	\$ 84,863	\$ 21,216	\$ -	\$ 106,078	
	2026	\$ 86,560	\$ 21,640	\$ -	\$ 108,200	
		<b>Federal Funds</b>	<b>Municipal Match</b>	<b>State funds</b>	<b>Grand Total</b>	
<b>Grand Totals</b>		\$ 8,353,296	\$ 5,479,074	\$ -	\$ 13,832,370	

NH Wildcat transit funds programmed in the 2023–2026 TIP (Source: NHDOT)							
Project name	STIP Number	Brief Description	2023	2024	2025	2026	TOTALS
UNH Wildcat		UNH currently does not have any projects that appear individually in the TIP. It is anticipated that projects will be added in later amendments.					

## Performance Impact from Programmed Projects

Project and Performance Areas Matrix									
What positive impacts will projects have in federal performance areas?									
Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Barrington	41415	Address the US 4 red list bridge over Oyster River and a culvert west of Topaz Dr in Barrington.		•		•			
Barrington	43547	Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125	•						•
COAST	44175	Discretionary funding for capital projects		•	•				•
COAST	44176	Congressionally designated spending for COAST facility capital project		•	•				•
Dover	41824	Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River		•		•			
Dover	41373	Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.	•						•
Dover-Rochester	29440	Construct All Electronic Tolling at Dover and Rochester Toll Plazas.	•			•	•		•
Dover-Rochester-Somersworth	29604	NH Rte 108 - Complete Streets consistent with improvements under U-3 alternative.	•			•			•
Dover, NH - South Berwick, ME	41433	Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick		•					
Durham	41432	Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)		•					
Farmington	43550	Sidewalk improvements along Main Street and Elm Street to expand connected network	•						

**Project and Performance Areas Matrix**  
 What positive impacts will projects have in federal performance areas?

Project name	STIP Number	Description	Safety	Infrastructure Condition	System Reliability & Resilience	Freight Movement & Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Accessibility
Lee	41322	Bridge Replacement of culvert carrying NH 125 over Little River (Br No 073/084)		•					
Lee	42876	Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.			•		•		
Milton	43551	Construct sidewalks along Silver & Dawson Streets.	•						•
Milton NH – Lebanon ME	40658	Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151		•					
Newfields-Newmarket	28393	Bridge Rehabilitations, address bridges carrying NH 108 and BMRR		•					
Newington-Dover	11238	Widen the turnpike including little Bay Bridges from Gosling Rd to Dover Toll			•				
Newington-Dover	11238S	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection							•
Northwood-Nottingham	41595	Intersection safety improvements to the US 4/NH 152 intersection	•						
Rochester	43552	Capacity Improvements: Widen 2,100' of NH11 from North of Spaulding Tpk ramp to South of Crane Dr.		•	•	•			
Rochester	43840	Signalization of Nashoba/NH11 intersection to address regional priority needs.	•		•	•			
Rollinsford – Dover	42578	Address Red List bridge carrying Oak Street over PAR between Rollinsford and Dover		•					
Somersworth	40646	High Street/ Blackwater Rd/ Indigo Hill Rd Intersection safety improvements	•						

## Overall Operations & Maintenance Cost Estimates

Regulations at 23 CFR Part 450.322(f)(10) require that “[f]or 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...”

The estimates of resources and programmed revenues shown below are based on several sources. Statewide operations and maintenance funding is derived from the 2021-2030 Statewide Ten Year Transportation Improvement Plan. Figures were derived from overall funds for pavement, bridge, and roadside work. Strafford MPO staff calculated the region’s resources by applying the standard DOT regional apportionment percentage used in past STIP updates. The calculations used here assume that in general, the Strafford region should receive about 4% of statewide funds for operations and maintenance. NH has 9265 state-owned highway miles and 360 of those are in the Strafford MPO region (4%). Estimates of local need for operations and maintenance are based on data from the NH Public Finance Consortium (2014-2022). Local appropriations for road and bridge maintenance were used to reflect average local costs for operations and maintenance. Local appropriations were divided by the miles of local road in each municipality for a per-mile cost. Long-term trends in operations and maintenance costs for the region are included in the Implementation chapter of the Strafford MPO Metro Plan.

Estimated Funding Need for Operations & Maintenance for the Strafford Region (Millions of \$)							
Fiscal Year	State funds for pavement maintenance	State funds for bridge maintenance	State funds for roadside maintenance	Total State O&M Funds <sup>1</sup>	SRPC funding "share" for State Highways (4%) <sup>2</sup>	Estimated Average Local O&M Costs <sup>3</sup>	Estimated Average Local O&M Revenues <sup>3</sup>
2023	\$89.60	\$151.49	\$28.59	\$269.68	\$10.79	\$35.12	\$26.77
2024	\$66.04	\$118.20	\$20.26	\$204.50	\$8.18	\$36.10	\$27.52
2025	\$82.11	\$95.93	\$21.33	\$199.37	\$7.97	\$39.22	\$28.29
2026	\$71.36	\$74.80	\$23.56	\$169.72	\$6.79	\$40.31	\$29.08

<sup>1</sup>Statewide data from 2023-2032 TYP

Total NH state-owned highway miles: 9265

State-owned highway miles in Strafford region: 360

<sup>2</sup>SRPC proportion of state highway miles: 4%

Total public highway miles in the Strafford region: 1294

Locally owned road miles in the Strafford region: 934

72% of public roads in the Strafford region are locally owned

28% of public roads in the Strafford region are state-owned

<sup>3</sup>Based on local financial data from NH Public Finance Consortium (2014-2022). Local expenditures include reported costs for highways and streets, bridges, and administration.

## Turnpike Operations and Maintenance

New Hampshire's turnpike system is self-funded through toll revenues. Strafford MPO is not directly involved in the maintenance and operation of the turnpike, but costs are estimated below.

Estimated Revenues and Operations & Maintenance Costs (Millions of \$)				
Turnpikes Revenues <sup>1</sup>			Turnpikes O&M Costs <sup>1</sup>	
Fiscal Year	Spaulding Total	Percent of Spaulding revenues (Strafford Region) <sup>3</sup>	Estimated Annual Spaulding O&M Cost Estimate <sup>2</sup>	Total Spaulding O&M needs (Strafford region) <sup>3</sup>
2023	\$18.33	\$16.21	\$4.12	\$3.62
2024	\$18.84	\$16.66	\$4.23	\$3.72
2025	\$19.37	\$17.13	\$4.35	\$3.83
2026	\$19.91	\$17.61	\$4.47	\$3.94
1 - Data from NH Turnpike annual reports specific to Spaulding turnpike (Revenues include cash, EZ-pass, and violations; Costs are for reported operations and maintenance expenditures)				
2 - Spaulding turnpike accounts for approximately 25% of total state turnpike costs				
3 - 88% of Spaulding turnpike miles are in the Strafford region				



## **APPENDIX A: OVERALL FISCAL CONSTRAINT OF 2023-2026 STIP FUNDING (FROM NHDOT)**

## 2023 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total Programmed
	Available	State Available	Available			
Carbon Reduction Program 5k to 49,999	\$ 348,283	\$ -	\$ -		\$ 348,283	\$ -
Carbon Reduction Program Under 5k	\$ 1,439,594	\$ -	\$ -		\$ 1,439,594	\$ -
Carbon Reduction Program>200k	\$ 804,890	\$ -	\$ -		\$ 804,890	\$ -
Carbon Reduction 50k- 200K	\$ 802,126	\$ -	\$ -		\$ 802,126	\$ -
Carbon Reduction Flex	\$ 1,828,020	\$ -	\$ -		\$ 1,828,020	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,271,809	\$ -	\$ 547,105		\$ 11,818,914	\$ 3,639,206
Highway Safety Improvement Program (HSIP)	\$ 12,179,350	\$ -	\$ -		\$ 12,179,350	\$ 9,536,989
National Highway Freight	\$ 5,727,735	\$ -	\$ -		\$ 5,727,735	\$ 5,727,733
National Highway Performance	\$ 115,343,246	\$ -	\$ 123,800		\$ 115,467,046	\$ 63,783,920
PROTECT Program	\$ 5,938,826	\$ -	\$ -		\$ 5,938,826	\$ 2,200,000
Recreational Trails	\$ 1,255,265	\$ -	\$ 313,816		\$ 1,569,081	\$ 1,569,081
RL - Rail Highway	\$ 1,225,000	\$ -	\$ -		\$ 1,225,000	\$ 1,180,000
Safe Routes to School	\$ 118,343	\$ -	\$ -		\$ 118,343	\$ 25,000
STBG-5 to 49,999	\$ 2,867,863	\$ -	\$ 167,041		\$ 3,034,904	\$ 1,224,786
STBG-50 to 200K	\$ 6,604,937	\$ -	\$ 98,548		\$ 6,703,485	\$ 5,652,385
STBG-Areas Over 200K	\$ 6,627,700	\$ -	\$ 45,000		\$ 6,672,700	\$ 4,759,052
STBG-Non Urban Areas Under 5K	\$ 11,854,032	\$ -	\$ 14,997		\$ 11,869,029	\$ 11,609,054
STBG-Off System Bridge	\$ 4,897,123	\$ -	\$ 212,631		\$ 5,109,754	\$ 2,730,136
STBG-State Flexible	\$ 85,210,964	\$ -	\$ 1,132,762		\$ 86,343,726	\$ 85,015,020
TAP-50K to 200K	\$ 740,065	\$ -	\$ 165,000		\$ 905,065	\$ 825,000
TAP-5K to 49,999	\$ 321,336	\$ -	\$ 60,000		\$ 381,336	\$ 300,000
TAP-Areas Over 200K	\$ 742,616	\$ -	\$ 165,000		\$ 907,616	\$ 825,000
TAP-Flex	\$ 2,176,634	\$ -	\$ 193,318		\$ 2,369,952	\$ 966,590
TAP-Non Urban Areas Under 5K	\$ 1,328,213	\$ -	\$ 225,530		\$ 1,553,743	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,302,230	\$ -	\$ 297,821		\$ 6,600,051	\$ 6,448,614
<b>Total</b>	<b>\$ 287,956,200</b>	<b>\$ -</b>	<b>\$ 3,762,370</b>		<b>\$ 291,718,570</b>	<b>\$ 209,145,217</b>
<b>Surplus/Deficit</b>						<b>\$ 82,573,353</b>

## 2024 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total Programmed
	Available	State Available	Available			
Carbon Reduction Program 5k to 49,999	\$ 355,249	\$ -	\$ -		\$ 355,249	\$ -
Carbon Reduction Program Under 5k	\$ 1,468,386	\$ -	\$ -		\$ 1,468,386	\$ -
Carbon Reduction Program>200k	\$ 820,988	\$ -	\$ -		\$ 820,988	\$ -
Carbon Reduction 50k- 200K	\$ 818,169	\$ -	\$ -		\$ 818,169	\$ -
Carbon Reduction Flex	\$ 1,864,580	\$ -	\$ -		\$ 1,864,580	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,497,245	\$ -	\$ 606,159		\$ 12,103,404	\$ 4,535,796
Highway Safety Improvement Program (HSIP)	\$ 12,422,937	\$ -	\$ -		\$ 12,422,937	\$ 12,421,257
National Highway Freight	\$ 5,842,290	\$ -	\$ -		\$ 5,842,290	\$ 2,445,363
National Highway Performance	\$ 117,650,111	\$ -	\$ 37,522		\$ 117,687,633	\$ 95,502,295
PROTECT Program	\$ 6,057,603	\$ -	\$ -		\$ 6,057,603	\$ -
Recreational Trails	\$ 1,280,370	\$ -	\$ 313,816		\$ 1,594,187	\$ 1,569,081
RL - Rail Highway	\$ 1,249,500	\$ -	\$ -		\$ 1,249,500	\$ 1,185,000
STBG-5 to 49,999	\$ 2,925,220	\$ -	\$ 173,500		\$ 3,098,720	\$ 867,500
STBG-50 to 200K	\$ 6,737,036	\$ -	\$ 68,241		\$ 6,805,277	\$ 4,138,064
STBG-Areas Over 200K	\$ 6,760,254	\$ -	\$ 1,980,000		\$ 8,740,254	\$ 5,715,906
STBG-Non Urban Areas Under 5K	\$ 12,091,113	\$ -	\$ 15,133		\$ 12,106,246	\$ 11,986,792
STBG-Off System Bridge	\$ 4,995,065	\$ -	\$ -		\$ 4,995,065	\$ 2,364,616
STBG-State Flexible	\$ 86,915,183	\$ -	\$ 633,033		\$ 87,548,216	\$ 46,986,195
TAP-50K to 200K	\$ 754,866	\$ -	\$ 145,000		\$ 899,866	\$ 725,000
TAP-5K to 49,999	\$ 327,763	\$ -	\$ 55,000		\$ 382,763	\$ 275,000
TAP-Areas Over 200K	\$ 757,468	\$ -	\$ 145,000		\$ 902,468	\$ 725,000
TAP-Flex	\$ 2,220,167	\$ -	\$ 208,318		\$ 2,428,485	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,354,777	\$ -	\$ 225,530		\$ 1,580,307	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,428,275	\$ -	\$ 297,821		\$ 6,726,096	\$ 6,433,865
<b>Total</b>	<b>\$ 293,594,614</b>	<b>\$ -</b>	<b>\$ 4,904,073</b>		<b>\$ 298,498,688</b>	<b>\$ 200,045,970</b>
<b>Surplus/Deficit</b>						<b>\$ 98,452,717</b>

## 2025 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total Programmed
	Available	State Available	Available			
Carbon Reduction Program 5k to 49,999	\$ 362,354	\$ -	\$ -		\$ 362,354	\$ -
Carbon Reduction Program Under 5k	\$ 1,497,754	\$ -	\$ -		\$ 1,497,754	\$ -
Carbon Reduction Program>200k	\$ 837,408	\$ -	\$ -		\$ 837,408	\$ -
Carbon Reduction 50k- 200K	\$ 834,532	\$ -	\$ -		\$ 834,532	\$ -
Carbon Reduction Flex	\$ 1,901,872	\$ -	\$ -		\$ 1,901,872	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,727,190	\$ -	\$ 531,943		\$ 12,259,133	\$ 4,285,848
Highway Safety Improvement Program (HSIP)	\$ 12,671,396	\$ -	\$ -		\$ 12,671,396	\$ 12,670,072
National Highway Freight	\$ 5,959,135	\$ -	\$ -		\$ 5,959,135	\$ 1,726,792
National Highway Performance	\$ 120,003,113	\$ -	\$ 655,734		\$ 120,658,848	\$ 79,466,254
PROTECT Program	\$ 6,178,755	\$ -	\$ -		\$ 6,178,755	\$ 2,460,589
Recreational Trails	\$ 1,305,978	\$ -	\$ 313,816		\$ 1,619,794	\$ 1,569,081
RL - Rail Highway	\$ 1,274,490	\$ -	\$ -		\$ 1,274,490	\$ 1,185,000
STBG-5 to 49,999	\$ 2,983,725	\$ -	\$ 729,880		\$ 3,713,605	\$ 3,649,400
STBG-50 to 200K	\$ 6,871,776	\$ -	\$ 114,875		\$ 6,986,651	\$ 6,814,650
STBG-Areas Over 200K	\$ 6,895,459	\$ -	\$ -		\$ 6,895,459	\$ 6,243,548
STBG-Non Urban Areas Under 5K	\$ 12,332,935	\$ -	\$ 223,020		\$ 12,555,955	\$ 12,494,341
STBG-Off System Bridge	\$ 5,094,967	\$ -	\$ -		\$ 5,094,967	\$ 537,755
STBG-State Flexible	\$ 88,653,487	\$ -	\$ 1,564,917		\$ 90,218,404	\$ 82,027,289
TAP-50K to 200K	\$ 769,964	\$ -	\$ 145,000		\$ 914,964	\$ 725,000
TAP-5K to 49,999	\$ 334,318	\$ -	\$ 55,000		\$ 389,318	\$ 275,000
TAP-Areas Over 200K	\$ 772,618	\$ -	\$ 145,000		\$ 917,618	\$ 725,000
TAP-Flex	\$ 2,264,570	\$ -	\$ 208,318		\$ 2,472,888	\$ 1,041,590
TAP-Non Urban Areas Under 5K	\$ 1,381,873	\$ -	\$ 225,530		\$ 1,607,403	\$ 1,127,650
State Planning and Research & Metro Planning	\$ 6,556,840.09	\$ -	\$ 297,821.00		\$ 6,854,661.09	\$ 6,418,821
<b>Total</b>	<b>\$ 299,466,506</b>		<b>\$ 5,210,854</b>		<b>\$ 304,677,361</b>	<b>\$ 225,443,680</b>
<b>Surplus/Deficit</b>						<b>\$ 79,233,681</b>

## 2026 Federal Highway Formula and Match Funding

Funding Category	Federal		Local/Other		Total Resources	Total Programmed
	Available	State Available	Available			
Carbon Reduction Program 5k to 49,999	\$ 369,601	\$ -	\$ -		\$ 369,601	\$ -
Carbon Reduction Program Under 5k	\$ 1,527,709	\$ -	\$ -		\$ 1,527,709	\$ -
Carbon Reduction Program>200k	\$ 854,156	\$ -	\$ -		\$ 854,156	\$ -
Carbon Reduction 50k- 200K	\$ 851,223	\$ -	\$ -		\$ 851,223	\$ -
Carbon Reduction Flex	\$ 1,939,909	\$ -	\$ -		\$ 1,939,909	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ -	\$ 472,572		\$ 12,434,306	\$ 2,220,922
Highway Safety Improvement Program (HSIP)	\$ 12,924,824	\$ -	\$ -		\$ 12,924,824	\$ 12,914,464
National Highway Freight	\$ 6,078,318	\$ -	\$ -		\$ 6,078,318	\$ 8,675,593
National Highway Performance	\$ 122,403,175	\$ -	\$ 12,229		\$ 122,415,404	\$ 88,528,342
Protect Program	\$ 6,302,330	\$ -	\$ -		\$ 6,302,330	\$ 1,378,518
Recreational Trails	\$ 1,332,097	\$ -	\$ 313,816		\$ 1,645,913	\$ 1,569,081
RL - Rail Highway	\$ 1,299,980	\$ -	\$ -		\$ 1,299,980	\$ 1,185,000
STBG-5 to 49,999	\$ 3,043,399	\$ -	\$ -		\$ 3,043,399	\$ -
STBG-50 to 200K	\$ 7,009,212	\$ -	\$ 971,768		\$ 7,980,980	\$ 7,625,291
STBG-Areas Over 200K	\$ 7,033,368	\$ -	\$ -		\$ 7,033,368	\$ 3,208,755
STBG-Non Urban Areas Under 5K	\$ 12,579,594	\$ -	\$ 31,181		\$ 12,610,774	\$ 12,610,706
STBG-Off System Bridge	\$ 5,196,866	\$ -	\$ -		\$ 5,196,866	\$ 4,971,964
STBG-State Flexible	\$ 90,426,556	\$ -	\$ 858,624		\$ 91,285,180	\$ 76,554,124
TAP-50K to 200K	\$ 785,363	\$ -	\$ 137,000		\$ 922,363	\$ 685,000
TAP-5K to 49,999	\$ 341,004	\$ -	\$ 47,000		\$ 388,004	\$ 235,000
TAP-Areas Over 200K	\$ 788,070	\$ -	\$ 137,000		\$ 925,070	\$ 685,000
TAP-Flex	\$ 2,309,861	\$ -	\$ 237,128		\$ 2,546,989	\$ 1,185,640
TAP-Non Urban Areas Under 5K	\$ 1,409,510	\$ -	\$ 220,720		\$ 1,630,230	\$ 1,103,600
State Planning and Research & Metro Planning	\$ 6,687,977	\$ -	\$ 368,634		\$ 7,056,611	\$ 6,889,317
<b>Total</b>	<b>\$ 305,455,837</b>		<b>\$ 3,807,672</b>		<b>\$ 309,263,509</b>	<b>\$ 232,226,316</b>
<b>Surplus/Deficit</b>						<b>\$ 77,037,193</b>

### General Notes

\* Federal Available for 2023 is from 10/12/2022 Federal Status of Funds Report and includes available prior year funding & anticipated transfers, future years show percentage of BIL increase yearly.

2023 & 2024 STBG Flex Programmed shows Conway Bypass Payback.

Anticipated return 1% funding has been added to STBG Flex.

Overprogramming in Freight 2026 will use 2025 carryover.

Overprogramming in Flex will be addressed by deobligations , year end redistributions and year end transfers.

## Federal Highway Non-Formula Funds

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 12,885,957.29	\$ -	\$ 1,280,600.00	\$ 14,166,557	\$ 14,166,557
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 4,173,041	\$ -	\$ 1,043,260	\$ 5,216,301	\$ 5,216,301
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 23,890,909	\$ -	\$ -	\$ 23,890,909	\$ 23,890,909
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,790,000	\$ -	\$ 10,000	\$ 6,800,000	\$ 6,800,000
National Highway Performance Exempt	\$ 4,424,825	\$ -	\$ 123,800.00	\$ 4,548,625	\$ 4,548,625
NEVI	\$ 5,508,373	\$ -	\$ 1,217,093	\$ 6,725,466	\$ 6,725,466
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 737,430	\$ -	\$ 92,179	\$ 829,609	\$ 829,609
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
Technology Innovative Deploy Aid # 43509	\$ 384,000	\$ -	\$ 96,000	\$ 480,000	\$ 480,000
<b>TOTAL</b>	<b>\$ 63,141,435</b>	<b>\$ 25,000</b>	<b>\$ 3,862,932</b>	<b>\$ 67,029,367</b>	<b>\$ 67,029,367</b>
<b>2024</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,328,965.61	\$ -	\$ 2,220,536.77	\$ 27,549,502	\$ 27,549,502
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 10,234,648	\$ -	\$ -	\$ 10,234,648	\$ 10,234,648
Local Tech Assistance Program	\$ 183,000.00	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 6,750,000.00	\$ -	\$ -	\$ 6,750,000	\$ 6,750,000
National Highway Performance Exempt	\$ 3,843,874	\$ -	\$ 36,500	\$ 3,880,374	\$ 3,880,374
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 752,179	\$ -	\$ 92,179	\$ 844,358	\$ 844,358
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 51,256,567</b>	<b>\$ 25,000</b>	<b>\$ 2,349,216</b>	<b>\$ 53,630,783</b>	<b>\$ 53,630,783</b>
<b>2025</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 38,387,852	\$ -	\$ 2,113,449	\$ 40,501,301	\$ 40,501,301
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ 560,045	\$ -	\$ 140,011	\$ 700,056	\$ 700,056
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 18,103,643	\$ -	\$ -	\$ 18,103,643	\$ 18,103,643
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 7,331,953	\$ -	\$ 145,488	\$ 7,477,441	\$ 7,477,441
National Highway Performance Exempt	\$ 3,859,152	\$ -	\$ 620,500	\$ 4,479,652	\$ 4,479,652
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 767,223	\$ -	\$ 92,179	\$ 859,402	\$ 859,402
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 73,356,768</b>	<b>\$ 25,000</b>	<b>\$ 3,111,628</b>	<b>\$ 76,493,395</b>	<b>\$ 76,493,395</b>
<b>2026</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 25,791,935.95	\$ -	\$ 3,127,961	\$ 28,919,897	\$ 28,919,897
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Electric Vehicle Infrastructure	\$ 3,460,000	\$ -	\$ -	\$ 3,460,000	\$ 3,460,000
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ 1,542,000	\$ -	\$ -	\$ 1,542,000	\$ 1,542,000
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 9,349,479	\$ -	\$ 649,870	\$ 9,999,349	\$ 9,999,349
National Highway Performance Exempt	\$ 3,874,735	\$ 10,950	\$ -	\$ 3,885,685	\$ 3,885,685
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ 36,600	\$ -	\$ -	\$ 36,600	\$ 36,600
Statewide Planning Research (SPR) EXEMPT	\$ 650,790	\$ -	\$ 92,179	\$ 742,968	\$ 742,968
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 45,555,840</b>	<b>\$ 35,950</b>	<b>\$ 3,870,010</b>	<b>\$ 49,461,799</b>	<b>\$ 49,461,799</b>

## Federal Transit Administration Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 17,650,835	\$ -	\$ 4,255,279	\$ 21,906,114	\$ 21,906,114
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,493,135	\$ -	\$ 873,284	\$ 4,366,419	\$ 4,366,419
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,426,068	\$ -	\$ 6,426,068	\$ 12,852,136	\$ 12,852,136
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 8,208,985	\$ -	\$ 2,049,101	\$ 10,258,086	\$ 10,258,086
<b>TOTAL</b>	<b>\$ 35,779,024</b>	<b>\$ -</b>	<b>\$ 13,603,731</b>	<b>\$ 49,382,755</b>	<b>\$ 49,382,755</b>
<b>2024</b>					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 14,911,412	\$ -	\$ 4,341,185	\$ 19,252,597	\$ 19,252,597
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,071,127	\$ -	\$ 767,782	\$ 3,838,909	\$ 3,838,909
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,089,700	\$ -	\$ 6,089,700	\$ 12,179,399	\$ 12,179,399
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,622,510	\$ -	\$ 1,152,419	\$ 5,774,929	\$ 5,774,929
<b>TOTAL</b>	<b>\$ 28,694,748</b>	<b>\$ -</b>	<b>\$ 12,351,086</b>	<b>\$ 41,045,834</b>	<b>\$ 41,045,834</b>
<b>2025</b>					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,156,558	\$ -	\$ 4,428,840	\$ 19,585,398	\$ 19,585,398
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,132,550	\$ -	\$ 783,138	\$ 3,915,688	\$ 3,915,688
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,211,494	\$ -	\$ 6,211,494	\$ 12,422,987	\$ 12,422,987
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,714,960	\$ -	\$ 1,175,468	\$ 5,890,428	\$ 5,890,428
<b>TOTAL</b>	<b>\$ 29,215,562</b>	<b>\$ -</b>	<b>\$ 12,598,939</b>	<b>\$ 41,814,501</b>	<b>\$ 41,814,501</b>
<b>2026</b>					
FTA Section 5307 - Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 15,406,736	\$ -	\$ 4,518,281	\$ 19,925,017	\$ 19,925,017
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 3,195,202	\$ -	\$ 798,800	\$ 3,994,002	\$ 3,994,002
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,335,724	\$ -	\$ 6,335,724	\$ 12,671,447	\$ 12,671,447
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 4,810,167	\$ -	\$ 1,199,137	\$ 6,009,304	\$ 6,009,304
<b>TOTAL</b>	<b>\$ 29,747,828</b>	<b>\$ -</b>	<b>\$ 12,851,942</b>	<b>\$ 42,599,770</b>	<b>\$ 42,599,770</b>

## Innovative and State Funding

Funding Sources	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
<b>2023</b>					
BETTERMENT-State Funded	\$ -	\$ 6,023,700	\$ -	\$ 6,023,700	\$ 6,023,700
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 5,425,915	\$ -	\$ 1,040,048	\$ 6,465,963	\$ 6,465,963
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 219,324	\$ -	\$ 219,324	\$ 219,324
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 4,133,830	\$ -	\$ 4,133,830	\$ 4,133,830
Turnpike Capital	\$ -	\$ 40,672,193	\$ -	\$ 40,672,193	\$ 40,672,193
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 5,252,061	\$ -	\$ 5,252,061	\$ 5,252,061
<b>TOTAL</b>	<b>\$ 5,425,915</b>	<b>\$ 56,301,108</b>	<b>\$ 1,040,048</b>	<b>\$ 62,767,071</b>	<b>\$ 62,767,071</b>
<b>2024</b>					
BETTERMENT-State Funded	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 10,447,016	\$ -	\$ 2,014,562	\$ 12,461,578	\$ 12,461,578
Recovery Zone Economic Development Credit (RZED)	\$ 691,720	\$ -	\$ -	\$ 691,720	\$ 691,720
State Aid Bridge (SAB)	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ 8,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 9,112,416	\$ -	\$ 9,112,416	\$ 9,112,416
Turnpike Capital	\$ -	\$ 61,669,061	\$ -	\$ 61,669,061	\$ 61,669,061
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 650,000	\$ -	\$ 650,000	\$ 650,000
<b>TOTAL</b>	<b>\$ 11,138,736</b>	<b>\$ 77,439,477</b>	<b>\$ 2,014,562</b>	<b>\$ 90,592,775</b>	<b>\$ 90,592,775</b>
<b>2025</b>					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 4,575,629	\$ -	\$ 830,001	\$ 5,405,630	\$ 5,405,630
Recovery Zone Economic Development Credit (RZED)	\$ 357,390	\$ -	\$ -	\$ 357,390	\$ 357,390
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 5,173,071	\$ -	\$ 5,173,071	\$ 5,173,071
Turnpike Capital	\$ -	\$ 44,119,381	\$ -	\$ 44,119,381	\$ 44,119,381
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,500,000	\$ -	\$ 3,500,000	\$ 3,500,000
<b>TOTAL</b>	<b>\$ 4,933,019</b>	<b>\$ 57,183,234</b>	<b>\$ 830,001</b>	<b>\$ 62,946,254</b>	<b>\$ 62,946,254</b>
<b>2026</b>					
BETTERMENT-State Funded	\$ -	\$ 4,390,782	\$ -	\$ 4,390,782	\$ 4,390,782
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 3,185,943	\$ -	\$ 584,490	\$ 3,770,433	\$ 3,770,433
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 23,525,706	\$ -	\$ 23,525,706	\$ 23,525,706
Turnpike Capital Program	\$ -	\$ 38,215,654	\$ -	\$ 38,215,654	\$ 38,215,654
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000
<b>TOTAL</b>	<b>\$ 3,185,943</b>	<b>\$ 69,132,142</b>	<b>\$ 584,490</b>	<b>\$ 72,902,575</b>	<b>\$ 72,902,575</b>



## **APPENDIX B: STRAFFORD METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION**

**WHEREAS** Current federal authorizing legislation, the *Fixing America's Surface Transportation Act* (FAST Act) requires Metropolitan Planning Organizations (MPO) to certify that their transportation planning processes are in conformance with regulations therein; and,

**WHEREAS** Federal regulations specify that the transportation planning process be in conformance with Title 23

U.S.C. Section 134, 49 U.S.C. Section 5303, and 23 CFR part 450 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

**WHEREAS** the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504,

7506(c) and (d)), and 40 CFR part 93 have been met for nonattainment and maintenance areas; and,

**WHEREAS** the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and

Indian Tribal government(s) be appropriately involved; and,

**WHEREAS** the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended, and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

**WHEREAS** the requirements of Section 1101(b) FAST Act (public Law 114 94) 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects, and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

**WHEREAS** the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR, parts 27, 37, and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,



**WHEREAS** the Transportation Improvement Program (TIP) continues to be financially constrained as required by

Section 450.326 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial

capacity, published in FTA Circulars; and, **WHEREAS** the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Strafford Regional Planning Commission, the Metropolitan

Planning Organization (MPO) for the Cities of Rochester, Somersworth, and Dover and the Towns of Barrington,

Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood,

Nottingham, Rollinsford, Strafford, and Wakefield New Hampshire, certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that this resolution was adopted by the Strafford MPO Policy Committee at its meeting on February 17, 2023.

Jennifer Czych,  
Executive Director

Strafford Metropolitan Planning Organization

3/10/2023

\_\_\_\_\_  
Date

William J. Cass  
Commissioner

New Hampshire Department of Transportation

3/17/2023

\_\_\_\_\_  
Date



## **APPENDIX C: PUBLIC TRANSIT PRIVATE SECTOR PARTICIPATION DECLARATION**

The 2023–2026 Transportation Improvement Program was completed in compliance with the Strafford Metropolitan Planning Organization’s Public Participation Plan and Federal Transit Administration guidelines in regards to the inclusion of private enterprise participation in the transportation planning process.

There were no proposals received from private business enterprises and no impediments to holding services out for competition were indicated. To date, there have been no known private enterprise complaints.

The Strafford Regional Planning Commission, designated as the Metropolitan Planning Organization (MPO) for the cities of Rochester, Somersworth, and Dover and the Towns of Barrington, Brookfield, Durham, Farmington, Lee, Madbury, Middleton, Milton, New Durham, Newmarket, Northwood, Nottingham, Rollinsford, Strafford, and Wakefield New Hampshire hereby certifies that the local process for the involvement of the private sector in the transportation planning process has been followed.

Jennifer Cysz, AICP  
Executive Director  
Strafford Metropolitan Planning Organization

3/10/2023

Date



## **APPENDIX D: FEDERAL TRANSPORTATION PLANNING FACTORS:**

From 23 CFR §450.206

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.



## **APPENDIX E: PUBLIC COMMENTS AND QUESTIONS FROM THE PUBLIC COMMENT PERIOD AND PUBLIC HEARING**

## Public Comment Record

### Combined document update: Draft 2023-2026 TIP and 2023-2045 Metropolitan Transportation Plan

Public Comment Period Tuesday, January 17th 2023 to Thursday February 17th 2023

#### Comments Received via email, phone call, or in-person during the Public Comment Period

##### Comment:

The Cooperative Alliance for Seacoast Transportation (COAST) has received funding from two sources for its new maintenance, operations, and administration facility project.

- From the Federal Transit Administration (FTA) 5339(b) program
  - \$7,736,284 in federal funds for which COAST will be providing \$1,934,071 in matching funds
- From Congressionally Directed Spending: \$2,000,000 in federal funds for which COAST will be providing \$500,000 in local match.

Each of these sources will need to be added to the TIP as an individual project. Please include the projects in the draft TIP [proposed in coordination with NHDOT].

##### Response:

We will coordinate with NHDOT to include those projects in the TIP.

##### Comment:

The City of Dover has received funding through Congressionally Directed Spending for its complete streets improvement project on Central Ave (NH108) between Silver St and Janness St. Federal funding for the project is \$4,500,000 for which Dover will provide \$1,225,000 in matching funds.

##### Response:

We will coordinate with NHDOT to include those projects in the TIP.

##### Comment:

The city of Rochester would like the Riverwalk project included in the Metropolitan Transportation Plan. I have included project information, including four project phases and cost estimates.

##### Response:

Thank you, I will include the Riverwalk project in the Metropolitan Transportation Plan.

#### Comments Received at Technical Advisory Committee meeting on February 3, 2023

No substantive comments were received at the TAC meeting.

At their meeting on February 3<sup>rd</sup> 2023, The TAC recommended that the Policy committee approve the draft TIP.

## **Comments Received during the public hearing at the Policy Committee meeting on February 17<sup>th</sup> 2023**

No substantive comments were received at the Policy meeting.

At their meeting on February 17<sup>th</sup> 2023, the Policy committee voted unanimously to approve the draft TIP.



## **APPENDIX F. 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LISTS**

A primary component of the Transportation Improvement Program is the list of transportation projects scheduled to take place over the 2023–2026 period. The list consists of federally funded and regionally significant transportation projects taking place in the Strafford region. Information about transit funding and statewide programs is also included. The following information is included in the project lists below:

- The project Town/Name.
- The State Identification Number.
- The Route/Road.
- The Scope of Work for the project.
- Annual Funding by project phase (e.g. preliminary engineering, Right of Way, and Construction) and by Government Entity (funding source).
- Project costs totaled by fiscal year and by Government Entity for each phase.
- Total programmed funds for each project between years 2023 and 2026.
- Total overall cost for projects (extends beyond the 2023–2026 period).

# 2023 - 2026 SRPC Transportation Improvement Program

## 2023 - 2026 TIP

### BARRINGTON 41415

Towns: BARRINGTON  
 Road: US Route 4  
 Scope: Rehab or Replacement of red list bridge carrying US 4 over Oyster River in the Town of Barrington

Acronyms:

#### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$220,000		\$0	<b>\$220,000</b>
ROW	2023	\$168,850		\$0	<b>\$168,850</b>
CON	2025	\$1,418,204		\$0	<b>\$1,418,204</b>
CON	2026	\$1,457,914		\$0	<b>\$1,457,914</b>

### BARRINGTON 43547

Towns: BARRINGTON  
 Road: NH 9  
 Scope: Pedestrian safety improvements along NH 9 including sidewalks and ADA crossings at NH 9/NH 125

Acronyms:

#### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2026	\$184,271		\$0	<b>\$184,271</b>

# COAST - Congressionally Designated Spending 44176

Towns: Dover, Farmington, Newmarket, Rochester, Somersworth  
Road: Multiple  
Scope: Congressionally designated spending for COAST facility capital project  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$4,000,000		\$0	\$1,000,000	<b>\$5,000,000</b>

# COAST 5339(b) Discretionary 44175

Towns: Dover, Farmington, Newmarket, Rochester, Somersworth  
Road: Multiple  
Scope: Discretionary funding for capital projects  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$7,736,284		\$0	\$1,934,071	<b>\$9,670,355</b>

## Dover 41373

Towns: Dover  
Road: Rte 155, Rte 108, Bellamy Rd. Daley Dr. Durham Rd (Community Trail)  
Scope: Construct multi-use path from Knox Marsh Rd. to Bellamy Rd.  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$20,538		\$0	\$5,134	<b>\$25,672</b>
ROW	2023	\$34,400		\$0	\$8,600	<b>\$43,000</b>
CON	2025	\$238,833		\$0	\$178,210	<b>\$417,043</b>

## Dover 41824

Towns: Dover  
Road: NH16  
Scope: Bridge Superstructure Replacement for NH 16 NB (#106/133) and SB (#105/133) over Cocheco River  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023		\$0	\$308,400	\$0	<b>\$308,400</b>
PE	2024		\$0	\$158,518	\$0	<b>\$158,518</b>
CON	2024		\$0	\$528,392	\$0	<b>\$528,392</b>
CON	2025		\$0	\$3,802,309	\$0	<b>\$3,802,309</b>
CON	2026		\$0	\$3,350,377	\$0	<b>\$3,350,377</b>

# DOVER 44159

Towns: DOVER  
Road: NH108-Central Avenue  
Scope: Complete St recon between Stark Ave and Silver St. As identified in CDS 2023 Legislation

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
CON	2024	\$4,500,000		\$0	\$1,125,000	<b>\$5,625,000</b>

# DOVER - ROCHESTER 29440

Towns: DOVER, ROCHESTER  
Road: Spaulding Turnpike  
Scope: Open Road Tolling Conversion at the Dover and Rochester Toll Plazas

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
CON	2023		\$0	\$9,200,000	\$0	<b>\$9,200,000</b>
CON	2024		\$0	\$936,281	\$0	<b>\$936,281</b>

## DOVER - SOMERSWORTH - ROCHESTER 29604

Towns: DOVER, ROCHESTER, SOMERSWORTH

Road: NH 108

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

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
ROW	2023	\$1,485,000		\$0	\$0	<b>\$1,485,000</b>
CON	2025	\$14,329,193		\$0	\$0	<b>\$14,329,193</b>
CON	2026	\$7,182,468		\$0	\$0	<b>\$7,182,468</b>

## DOVER, NH - SOUTH BERWICK, MAINE 41433

Towns: DOVER

Road: Gulf Road

Scope: Address Red List bridge carrying Gulf Road over Salmon Falls River between Dover and South Berwick

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2024	\$56,540		\$0	\$51,400	<b>\$107,940</b>
PE	2025	\$116,246		\$0	\$105,678	<b>\$221,925</b>
CON	2026	\$1,493,764		\$0	\$1,357,967	<b>\$2,851,732</b>

# Durham 41432

Towns: Durham  
Road: Bennett Road  
Scope: Address the Red List bridge carrying Bennett Road over PAR in the Town of Durham (093/080)

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$223,080		\$0	\$0	<b>\$223,080</b>
PE	2024	\$116,246		\$0	\$0	<b>\$116,246</b>
PE	2026	\$122,847		\$0	\$0	<b>\$122,847</b>
ROW	2026	\$61,424		\$0	\$0	<b>\$61,424</b>

# FARMINGTON 43550

Towns: FARMINGTON  
Road: Main St and Elm St  
Scope: Con sdwalks ~1500' on Elm St btw Mn St & Lone Star Av. & ~910' on Main St btw Lincln & Wbster St.

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2026	\$124,722		\$0	\$31,181	<b>\$155,903</b>

## LEE 41322

Towns: LEE  
Road: NH Route 125  
Scope: Bridge Replacement of culvert carrying NH 125 over Little River Br No 073/084  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$330,000		\$0	\$0	<b>\$330,000</b>
CON	2024	\$1,650,000		\$0	\$0	<b>\$1,650,000</b>

## LEE 42876

Towns: Lee  
Road: NH125  
Scope: Construct up to an 80 space Park and Ride Lot near the junction of US4 and NH125.  
Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$27,500		\$0	\$0	<b>\$27,500</b>
ROW	2023	\$82,500		\$0	\$0	<b>\$82,500</b>
CON	2025	\$926,134		\$0	\$0	<b>\$926,134</b>

## MILTON 43551

Towns: MILTON  
Road: Dawson St.  
Scope: Construct ~2770 lf of sidewalks along Silver and Dawson Streets to enhance ped connects  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2026	\$50,726		\$0	\$12,681	<b>\$63,407</b>

# MILTON, NH-LEBANON, ME 40658

Towns: Milton  
Road: Townhouse Road over Northeast Pond  
Scope: Bridge Replacement-Townhouse Road over Northeast Pond-formerly Br. #168/152 - proposed Br. #168/151  
Acronyms: MOBRR: Municipally-Owned Bridge Replacement and Rehabilitation

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$94,600	\$0	\$131,150	<b>\$225,750</b>
ROW	2023	\$8,800	\$0	\$7,200	<b>\$16,000</b>
CON	2023	\$660,880	\$0	\$916,220	<b>\$1,577,100</b>

# NEVI PROGRAM CHARGING 44093

Towns: Statewide  
Road: Statewide  
Scope: Administer NEVI funds to develop direct current fast charging stations along AFCs  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$880,000	\$0	\$0	<b>\$880,000</b>
CON	2023	\$5,355,210	\$0	\$1,338,802	<b>\$6,694,012</b>

## NEWFIELDS - NEWMARKET 28393

Towns: NEWFIELDS, NEWMARKET

Road: NH 108

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2024	\$282,700		\$0	\$0	<b>\$282,700</b>
PE	2025	\$226,160		\$0	\$0	<b>\$226,160</b>
ROW	2024	\$110,000		\$0	\$0	<b>\$110,000</b>
CON	2026	\$5,975,057		\$0	\$0	<b>\$5,975,057</b>

## NEWINGTON - DOVER 11238

Towns: DOVER, NEWINGTON

Road: NH 16 / US 4 / SPLDG TPK

Scope: NH 16 WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL.

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$0	\$1,300,000		\$0	<b>\$1,300,000</b>
PE	2024	\$0	\$100,000		\$0	<b>\$100,000</b>

# NEWINGTON - DOVER 11238S

Towns: DOVER, NEWINGTON

Road: SPAULDING TURNPIKE / LITTLE BAY BRIDGES

Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
CON	2023	\$0	\$15,000,000	\$0	<b>\$15,000,000</b>
CON	2024	\$0	\$18,504,000	\$0	<b>\$18,504,000</b>

# NORTHWOOD-NOTTINGHAM 41595

Towns: NORTHWOOD, NOTTINGHAM

Road: RT 4 & 152

Scope: Intersection safety improvements to the US 4/NH 152 intersection

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$298,753	\$0	\$0	<b>\$298,753</b>
PE	2025	\$194,734	\$0	\$0	<b>\$194,734</b>
ROW	2025	\$129,823	\$0	\$0	<b>\$129,823</b>

# PAVE-T2-REHAB PAVE-T2-REHAB

Towns: Statewide  
Road: Various  
Scope: Rehab of Tier 2 roads.  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$125,000		\$0	\$0	<b><i>\$125,000</i></b>
PE	2024	\$125,000		\$0	\$0	<b><i>\$125,000</i></b>
PE	2025	\$125,000		\$0	\$0	<b><i>\$125,000</i></b>
PE	2026	\$125,000		\$0	\$0	<b><i>\$125,000</i></b>
ROW	2023	\$30,000		\$0	\$0	<b><i>\$30,000</i></b>
ROW	2024	\$30,000		\$0	\$0	<b><i>\$30,000</i></b>
ROW	2025	\$30,000		\$0	\$0	<b><i>\$30,000</i></b>
ROW	2026	\$30,000		\$0	\$0	<b><i>\$30,000</i></b>
CON	2023	\$750,000		\$0	\$0	<b><i>\$750,000</i></b>
CON	2024	\$500,000		\$0	\$0	<b><i>\$500,000</i></b>
CON	2025	\$2,800,000		\$0	\$0	<b><i>\$2,800,000</i></b>
CON	2026	\$2,800,000		\$0	\$0	<b><i>\$2,800,000</i></b>

# PROGRAM ADA

Towns: Statewide  
Road: Various  
Scope: Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$85,000		\$0	\$0	<b><i>\$85,000</i></b>
PE	2025	\$85,000		\$0	\$0	<b><i>\$85,000</i></b>
ROW	2023	\$10,000		\$0	\$0	<b><i>\$10,000</i></b>
ROW	2025	\$10,000		\$0	\$0	<b><i>\$10,000</i></b>
CON	2024	\$355,000		\$0	\$0	<b><i>\$355,000</i></b>
CON	2026	\$355,000		\$0	\$0	<b><i>\$355,000</i></b>

# PROGRAM BRDG-HIB-M&P

Towns: Statewide

Road: Various

Scope: Maintenance and preservation efforts for High Investment Bridges

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2024	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2025	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2026	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
ROW	2023	\$20,000		\$0	\$0	<b><i>\$20,000</i></b>
ROW	2024	\$20,000		\$0	\$0	<b><i>\$20,000</i></b>
ROW	2025	\$20,000		\$0	\$0	<b><i>\$20,000</i></b>
ROW	2026	\$20,000		\$0	\$0	<b><i>\$20,000</i></b>
CON	2023	\$3,100,000		\$0	\$0	<b><i>\$3,100,000</i></b>
CON	2024	\$3,100,000		\$0	\$0	<b><i>\$3,100,000</i></b>
CON	2025	\$3,100,000		\$0	\$0	<b><i>\$3,100,000</i></b>
CON	2026	\$3,100,000		\$0	\$0	<b><i>\$3,100,000</i></b>

# PROGRAM BRDG-T1/2-M&P

Towns: Statewide

Road: Tier 1-2 Bridges

Scope: Maintenance & preservation of tier 1 & 2 bridges.

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$650,000		\$0	\$0	<b><i>\$650,000</i></b>
PE	2024	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2025	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2026	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
ROW	2023	\$25,000		\$0	\$0	<b><i>\$25,000</i></b>
ROW	2024	\$25,000		\$0	\$0	<b><i>\$25,000</i></b>
ROW	2025	\$25,000		\$0	\$0	<b><i>\$25,000</i></b>
ROW	2026	\$25,000		\$0	\$0	<b><i>\$25,000</i></b>
CON	2023	\$8,600,000		\$0	\$0	<b><i>\$8,600,000</i></b>
CON	2024	\$7,550,000		\$0	\$0	<b><i>\$7,550,000</i></b>
CON	2025	\$8,600,000		\$0	\$0	<b><i>\$8,600,000</i></b>
CON	2026	\$8,600,000		\$0	\$0	<b><i>\$8,600,000</i></b>

## PROGRAM BRDG-T3/4-M&P

Towns: Statewide  
Road: Tier 3-4 Bridges  
Scope: Maintenance and preservation of tier 3 & 4 bridges.  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2024	\$50,000		\$0	\$0	<b>\$50,000</b>
PE	2025	\$50,000		\$0	\$0	<b>\$50,000</b>
PE	2026	\$50,000		\$0	\$0	<b>\$50,000</b>
ROW	2023	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2024	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2025	\$10,000		\$0	\$0	<b>\$10,000</b>
ROW	2026	\$10,000		\$0	\$0	<b>\$10,000</b>
CON	2023	\$3,875,000		\$0	\$0	<b>\$3,875,000</b>
CON	2024	\$2,650,000		\$0	\$0	<b>\$2,650,000</b>
CON	2025	\$3,900,000		\$0	\$0	<b>\$3,900,000</b>
CON	2026	\$3,900,000		\$0	\$0	<b>\$3,900,000</b>

## PROGRAM CBI

Towns: Statewide  
Road: Various  
Scope: Complex Bridge Inspection (PARENT)  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$270,000		\$0	\$0	<b>\$270,000</b>
OTHER	2024	\$270,000		\$0	\$0	<b>\$270,000</b>
OTHER	2025	\$270,000		\$0	\$0	<b>\$270,000</b>
OTHER	2026	\$270,000		\$0	\$0	<b>\$270,000</b>

## PROGRAM COAST5307

Towns: DOVER, PORTSMOUTH

Road: Various

Scope: COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$2,675,442		\$0	\$668,861	<b>\$3,344,303</b>
OTHER	2024	\$2,735,244		\$0	\$683,811	<b>\$3,419,055</b>
OTHER	2025	\$2,796,367		\$0	\$699,092	<b>\$3,495,459</b>
OTHER	2026	\$2,858,842		\$0	\$714,710	<b>\$3,573,552</b>

## PROGRAM CORRST

Towns: Statewide

Road: Various

Scope: Corridor Studies Statewide

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$700,000		\$0	\$0	<b>\$700,000</b>
OTHER	2024	\$700,000		\$0	\$0	<b>\$700,000</b>
OTHER	2025	\$700,000		\$0	\$0	<b>\$700,000</b>
OTHER	2026	\$700,000		\$0	\$0	<b>\$700,000</b>

# PROGRAM CRDR

Towns: Statewide

Road: Various

Scope: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$500,000		\$0	\$0	<b><i>\$500,000</i></b>
PE	2024	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2025	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
PE	2026	\$200,000		\$0	\$0	<b><i>\$200,000</i></b>
ROW	2023	\$54,100		\$0	\$0	<b><i>\$54,100</i></b>
ROW	2024	\$25,000		\$0	\$0	<b><i>\$25,000</i></b>
ROW	2025	\$30,000		\$0	\$0	<b><i>\$30,000</i></b>
ROW	2026	\$30,000		\$0	\$0	<b><i>\$30,000</i></b>
CON	2023	\$2,715,000		\$0	\$0	<b><i>\$2,715,000</i></b>
CON	2024	\$3,413,170		\$0	\$0	<b><i>\$3,413,170</i></b>
CON	2025	\$4,120,000		\$0	\$0	<b><i>\$4,120,000</i></b>
CON	2026	\$5,436,030		\$0	\$0	<b><i>\$5,436,030</i></b>
OTHER	2023	\$5,000		\$0	\$0	<b><i>\$5,000</i></b>
OTHER	2024	\$5,000		\$0	\$0	<b><i>\$5,000</i></b>
OTHER	2025	\$5,000		\$0	\$0	<b><i>\$5,000</i></b>
OTHER	2026	\$5,000		\$0	\$0	<b><i>\$5,000</i></b>

# PROGRAM DBE

Towns: Statewide

Road: Disadvantaged Business Enterprise

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

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$79,300		\$0	\$0	<b><i>\$79,300</i></b>
OTHER	2024	\$79,300		\$0	\$0	<b><i>\$79,300</i></b>
OTHER	2025	\$79,300		\$0	\$0	<b><i>\$79,300</i></b>
OTHER	2026	\$79,300		\$0	\$0	<b><i>\$79,300</i></b>

## PROGRAM FTA5307

Towns: ATKINSON, EAST KINGSTON, HAMPSTEAD, HAMPTON, KINGSTON, LONDONDERRY, PLAISTOW, SALEM, WINDHAM  
Road: Boston Urbanized Area (UZA)  
Scope: Boston Urbanized Area (UZA) FTA Section 5307 apportioned funds for NHDOT transit projects.

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$9,624,123		\$0	<b>\$9,624,123</b>
OTHER	2024	\$6,719,372		\$0	<b>\$6,719,372</b>
OTHER	2025	\$6,795,759		\$0	<b>\$6,795,759</b>
OTHER	2026	\$6,873,674		\$0	<b>\$6,873,674</b>

## PROGRAM FTA5310

Towns: Statewide  
Road: Various  
Scope: Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$3,138,558		\$0	<b>\$3,923,197</b>
OTHER	2024	\$2,709,459		\$677,364	<b>\$3,386,823</b>
OTHER	2025	\$2,763,648		\$690,912	<b>\$3,454,560</b>
OTHER	2026	\$2,818,921		\$704,730	<b>\$3,523,651</b>

# PROGRAM FTA5339

Towns: Statewide

Road: Various

Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$8,030,479		\$0	\$2,007,620	<b>\$10,038,099</b>
OTHER	2024	\$4,440,434		\$0	\$1,110,108	<b>\$5,550,542</b>
OTHER	2025	\$4,529,242		\$0	\$1,132,311	<b>\$5,661,553</b>
OTHER	2026	\$4,619,827		\$0	\$1,154,957	<b>\$5,774,784</b>

# PROGRAM GRR

Towns: Statewide

Road: Various

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

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$150,000		\$0	\$0	<b>\$150,000</b>
PE	2024	\$150,000		\$0	\$0	<b>\$150,000</b>
PE	2025	\$150,000		\$0	\$0	<b>\$150,000</b>
PE	2026	\$150,000		\$0	\$0	<b>\$150,000</b>
ROW	2023	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2024	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2025	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2026	\$5,000		\$0	\$0	<b>\$5,000</b>
CON	2023	\$2,055,000		\$0	\$0	<b>\$2,055,000</b>
CON	2024	\$2,055,000		\$0	\$0	<b>\$2,055,000</b>
CON	2025	\$2,055,000		\$0	\$0	<b>\$2,055,000</b>
CON	2026	\$2,055,000		\$0	\$0	<b>\$2,055,000</b>

# PROGRAM HAZMAT

Towns: Statewide  
Road: Hazard Material Review  
Scope: Hazard Material review for post construction obligations.  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
OTHER	2024	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
OTHER	2025	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
OTHER	2026	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>

# PROGRAM HSIP

Towns: Statewide  
Road: Various  
Scope: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$1,200,000		\$0	\$0	<b><i>\$1,200,000</i></b>
PE	2024	\$500,000		\$0	\$0	<b><i>\$500,000</i></b>
PE	2025	\$500,000		\$0	\$0	<b><i>\$500,000</i></b>
PE	2026	\$500,000		\$0	\$0	<b><i>\$500,000</i></b>
ROW	2023	\$300,000		\$0	\$0	<b><i>\$300,000</i></b>
ROW	2024	\$150,000		\$0	\$0	<b><i>\$150,000</i></b>
ROW	2025	\$150,000		\$0	\$0	<b><i>\$150,000</i></b>
ROW	2026	\$150,000		\$0	\$0	<b><i>\$150,000</i></b>
CON	2023	\$7,836,989		\$0	\$0	<b><i>\$7,836,989</i></b>
CON	2024	\$11,596,257		\$0	\$0	<b><i>\$11,596,257</i></b>
CON	2025	\$11,880,072		\$0	\$0	<b><i>\$11,880,072</i></b>
CON	2026	\$12,164,464		\$0	\$0	<b><i>\$12,164,464</i></b>
OTHER	2023	\$200,000		\$0	\$0	<b><i>\$200,000</i></b>
OTHER	2024	\$175,000		\$0	\$0	<b><i>\$175,000</i></b>
OTHER	2025	\$140,000		\$0	\$0	<b><i>\$140,000</i></b>
OTHER	2026	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>

# PROGRAM LTAP

Towns: Statewide

Road: Local Techonolgy Assistance Program

Scope: Local Techonolgy Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$183,000		\$0	\$0	<b><i>\$183,000</i></b>
OTHER	2024	\$183,000		\$0	\$0	<b><i>\$183,000</i></b>
OTHER	2025	\$183,000		\$0	\$0	<b><i>\$183,000</i></b>
OTHER	2026	\$183,000		\$0	\$0	<b><i>\$183,000</i></b>

# PROGRAM MOBIL

Towns: Statewide

Road: Various

Scope: Muncpal Bridge Rehabilitation and Replace Projects

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
CON	2023	\$6,750,000		\$0	\$0	<b><i>\$6,750,000</i></b>
CON	2024	\$6,750,000		\$0	\$0	<b><i>\$6,750,000</i></b>
CON	2025	\$6,750,000		\$0	\$0	<b><i>\$6,750,000</i></b>
CON	2026	\$6,750,000		\$0	\$0	<b><i>\$6,750,000</i></b>

## PROGRAM MOBRR

Towns: Statewide  
Road: Various  
Scope: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$400,000	\$0	\$100,000	<b>\$500,000</b>
PE	2024	\$400,000	\$0	\$100,000	<b>\$500,000</b>
PE	2025	\$400,000	\$0	\$100,000	<b>\$500,000</b>
PE	2026	\$80,000	\$0	\$20,000	<b>\$100,000</b>
ROW	2023	\$80,000	\$0	\$20,000	<b>\$100,000</b>
ROW	2024	\$80,000	\$0	\$20,000	<b>\$100,000</b>
ROW	2025	\$80,000	\$0	\$20,000	<b>\$100,000</b>
ROW	2026	\$20,000	\$0	\$5,000	<b>\$25,000</b>
CON	2023	\$1,600,000	\$0	\$400,000	<b>\$2,000,000</b>
CON	2024	\$1,600,000	\$0	\$400,000	<b>\$2,000,000</b>
CON	2025	\$4,800,000	\$0	\$1,200,000	<b>\$6,000,000</b>
CON	2026	\$5,600,000	\$0	\$1,400,000	<b>\$7,000,000</b>

## PROGRAM NSTI

Towns: DURHAM  
Road: National Summer Transportation Institute  
Scope: Programmatic project as a Cooperative Project Agreement (CPA) with the University of New Hampshire.

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$61,000	\$0	\$0	<b>\$61,000</b>
OTHER	2024	\$61,000	\$0	\$0	<b>\$61,000</b>
OTHER	2025	\$61,000	\$0	\$0	<b>\$61,000</b>
OTHER	2026	\$61,000	\$0	\$0	<b>\$61,000</b>

## PROGRAM PAVE-T1-RESURF

Towns: Statewide  
 Road: Tier 1 Highways  
 Scope: Resurface Tier 1 Highways  
 Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$450,000		\$0	\$0	<b>\$450,000</b>
PE	2024	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2025	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2026	\$300,000		\$0	\$0	<b>\$300,000</b>
CON	2023	\$13,000,000		\$0	\$0	<b>\$13,000,000</b>
CON	2024	\$13,000,000		\$0	\$0	<b>\$13,000,000</b>
CON	2025	\$8,000,000		\$0	\$0	<b>\$8,000,000</b>
CON	2026	\$7,000,000		\$0	\$0	<b>\$7,000,000</b>

## PROGRAM PAVE-T2-RESURF

Towns: Statewide  
 Road: Tier 2 Highways  
 Scope: Resurfacing Tier 2 Roadways  
 Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$1,000,000		\$0	\$0	<b>\$1,000,000</b>
PE	2024	\$1,000,000		\$0	\$0	<b>\$1,000,000</b>
PE	2025	\$300,000		\$0	\$0	<b>\$300,000</b>
PE	2026	\$300,000		\$0	\$0	<b>\$300,000</b>
ROW	2023	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2024	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2025	\$25,000		\$0	\$0	<b>\$25,000</b>
ROW	2026	\$25,000		\$0	\$0	<b>\$25,000</b>
CON	2023	\$14,650,000	\$6,000,000		\$0	<b>\$20,650,000</b>
CON	2024	\$5,650,000	\$6,000,000		\$0	<b>\$11,650,000</b>
CON	2025	\$23,784,218	\$4,390,782		\$0	<b>\$28,175,000</b>
CON	2026	\$23,784,218	\$4,390,782		\$0	<b>\$28,175,000</b>

## PROGRAM PVMRK

Towns: Statewide  
Road: Various  
Scope: Statewide Pavement Marking Annual Project  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$1,000		\$0	\$0	<b>\$1,000</b>
PE	2024	\$1,000		\$0	\$0	<b>\$1,000</b>
PE	2025	\$1,000		\$0	\$0	<b>\$1,000</b>
PE	2026	\$1,000		\$0	\$0	<b>\$1,000</b>
CON	2023	\$1,826,727		\$0	\$0	<b>\$1,826,727</b>
CON	2024	\$3,349,000		\$0	\$0	<b>\$3,349,000</b>
CON	2025	\$3,349,000		\$0	\$0	<b>\$3,349,000</b>
CON	2026	\$3,349,000		\$0	\$0	<b>\$3,349,000</b>

## PROGRAM RCTRL

Towns: Statewide  
Road: Various  
Scope: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$1,255,265		\$0	\$313,816	<b>\$1,569,081</b>
OTHER	2024	\$1,255,265		\$0	\$313,816	<b>\$1,569,081</b>
OTHER	2025	\$1,255,265		\$0	\$313,816	<b>\$1,569,081</b>
OTHER	2026	\$1,255,265		\$0	\$313,816	<b>\$1,569,081</b>

## PROGRAM RRRCS

Towns: Statewide  
 Road: Statewide Railroad Crossings  
 Scope: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)  
 Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$250,000		\$0	\$0	<b>\$250,000</b>
PE	2024	\$250,000		\$0	\$0	<b>\$250,000</b>
PE	2025	\$250,000		\$0	\$0	<b>\$250,000</b>
PE	2026	\$250,000		\$0	\$0	<b>\$250,000</b>
ROW	2024	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2025	\$5,000		\$0	\$0	<b>\$5,000</b>
ROW	2026	\$5,000		\$0	\$0	<b>\$5,000</b>
CON	2023	\$925,000		\$0	\$0	<b>\$925,000</b>
CON	2024	\$925,000		\$0	\$0	<b>\$925,000</b>
CON	2025	\$925,000		\$0	\$0	<b>\$925,000</b>
CON	2026	\$925,000		\$0	\$0	<b>\$925,000</b>
OTHER	2023	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2024	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2025	\$5,000		\$0	\$0	<b>\$5,000</b>
OTHER	2026	\$5,000		\$0	\$0	<b>\$5,000</b>

## PROGRAM STBG-FTA

Towns: Statewide  
 Road: Various  
 Scope: Funds transferred from STBG to FTA to supplement public/human services transportation statewide.  
 Acronyms: CMAQ: Congestion Mitigation Air Quality Improvement Program  
 FTA: Federal Transit Administration

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$3,200,000		\$0	\$412,500	<b>\$3,612,500</b>
OTHER	2024	\$3,200,000		\$0	\$412,500	<b>\$3,612,500</b>
OTHER	2025	\$3,200,000		\$0	\$412,500	<b>\$3,612,500</b>
OTHER	2026	\$3,200,000		\$0	\$412,500	<b>\$3,612,500</b>

## PROGRAM STIC

Towns: Statewide  
Road: Varies  
Scope: STIC Incentives  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$122,000	\$30,500	\$0	<b>\$152,500</b>
OTHER	2024	\$122,000	\$30,500	\$0	<b>\$152,500</b>
OTHER	2025	\$122,000	\$30,500	\$0	<b>\$152,500</b>
OTHER	2026	\$122,000	\$30,500	\$0	<b>\$152,500</b>

## PROGRAM TA

Towns: Statewide  
Road: Various  
Scope: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
PE	2023	\$680,000	\$0	\$190,000	<b>\$870,000</b>
PE	2024	\$400,000	\$0	\$120,000	<b>\$520,000</b>
PE	2025	\$400,000	\$0	\$120,000	<b>\$520,000</b>
PE	2026	\$252,760	\$0	\$83,190	<b>\$335,950</b>
ROW	2023	\$102,120	\$0	\$35,530	<b>\$137,650</b>
ROW	2024	\$102,120	\$0	\$35,530	<b>\$137,650</b>
ROW	2025	\$102,120	\$0	\$35,530	<b>\$137,650</b>
ROW	2026	\$102,120	\$0	\$35,530	<b>\$137,650</b>
CON	2023	\$2,453,272	\$0	\$713,318	<b>\$3,166,590</b>
CON	2024	\$2,613,272	\$0	\$753,318	<b>\$3,366,590</b>
CON	2025	\$2,613,272	\$0	\$753,318	<b>\$3,366,590</b>
CON	2026	\$2,760,512	\$0	\$790,128	<b>\$3,550,640</b>

## PROGRAM TRAC

Towns: Statewide

Road: TRansportation And Civil engineering program

Scope: Implement and participate in AASHTO TRAC program in local high schools.

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$22,000		\$0	\$0	<b><i>\$22,000</i></b>
OTHER	2024	\$22,000		\$0	\$0	<b><i>\$22,000</i></b>
OTHER	2025	\$22,000		\$0	\$0	<b><i>\$22,000</i></b>
OTHER	2026	\$22,000		\$0	\$0	<b><i>\$22,000</i></b>

## PROGRAM TRCK-WGHT-SFTY

Towns: Statewide

Road: Various

Scope: Truck weight safety inspection & maintenance program

Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$175,000		\$0	\$0	<b><i>\$175,000</i></b>
OTHER	2024	\$25,000		\$0	\$0	<b><i>\$25,000</i></b>
OTHER	2025	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>
OTHER	2026	\$100,000		\$0	\$0	<b><i>\$100,000</i></b>

# PROGRAM TSMO

Towns: Statewide

Road: Transportation Systems Management and Operations

Scope: Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$2,050,000	\$0	\$1,904,042	<b>\$3,954,042</b>
OTHER	2024	\$2,000,000	\$0	\$1,785,308	<b>\$3,785,308</b>
OTHER	2025	\$2,000,000	\$0	\$1,184,773	<b>\$3,184,773</b>
OTHER	2026	\$2,000,000	\$0	\$285,919	<b>\$2,285,919</b>

# PROGRAM UBI

Towns: Statewide

Road: Various

Scope: Underwater Bridge Inspection (Annual Project)

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total
OTHER	2023	\$38,000	\$0	\$0	<b>\$38,000</b>
OTHER	2024	\$55,000	\$0	\$0	<b>\$55,000</b>
OTHER	2025	\$64,000	\$0	\$0	<b>\$64,000</b>
OTHER	2026	\$64,000	\$0	\$0	<b>\$64,000</b>

# PROGRAM USSS

Towns: Statewide  
Road: Various  
Scope: Project to update signing on state system  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$30,000		\$0	\$0	<b>\$30,000</b>
PE	2024	\$30,000		\$0	\$0	<b>\$30,000</b>
PE	2025	\$30,000		\$0	\$0	<b>\$30,000</b>
PE	2026	\$30,000		\$0	\$0	<b>\$30,000</b>
CON	2023	\$924,500		\$0	\$0	<b>\$924,500</b>
CON	2024	\$540,000		\$0	\$0	<b>\$540,000</b>
CON	2025	\$540,000		\$0	\$0	<b>\$540,000</b>
CON	2026	\$540,000		\$0	\$0	<b>\$540,000</b>

# ROCHESTER 43552

Towns: ROCHESTER  
Road: NH 11  
Scope: Widen 2,100' of NH 11 to 4 lane configuration.  
Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$203,200		\$0	\$50,800	<b>\$254,000</b>

## ROCHESTER 43840

Towns: ROCHESTER  
Road: Nashoba/NH11  
Scope: Signalization of Nashoba/NH11 intersection to address regional priority needs.  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$128,000		\$0	\$32,000	<b>\$160,000</b>
ROW	2025	\$67,634		\$0	\$16,909	<b>\$84,543</b>

## ROLLINSFORD - DOVER 42578

Towns: DOVER, ROLLINSFORD  
Road: Oak Street  
Scope: Address Red List bridge (069/046) carrying Oak Street over PAR between Rollinsford and Dover  
Acronyms:

### Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2024	\$174,369		\$0	\$0	<b>\$174,369</b>
PE	2026	\$122,847		\$0	\$0	<b>\$122,847</b>

# SOMERSWORTH 40646

Towns: SOMERSWORTH

Road: NH 9 (High Street), Blackwater Rd, Indigo Hill Rd

Scope: Intersection safety improvements; NH Route 9, Blackwater Road, Indigo Hill Road

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
PE	2023	\$278,992		\$0	\$69,748	<b>\$348,740</b>
PE	2024	\$95,601		\$0	\$23,900	<b>\$119,502</b>
ROW	2024	\$115,476		\$0	\$28,869	<b>\$144,345</b>
CON	2026	\$2,311,230		\$0	\$577,808	<b>\$2,889,038</b>

# STATEWIDE 41756

Towns: Statewide

Road: Various

Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

Acronyms:

## Current Funding

Phase	Fiscal Year	Federal	State	Other	Total	
OTHER	2023	\$25,000		\$0	\$0	<b>\$25,000</b>



## **APPENDIX G. REGIONAL PERFORMANCE TARGET DETAILS**

# Public Transportation Agency Safety Plan

## FTA Performance Measures & MPO Targets

Approved January 17, 2023

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:

1. Number of Fatalities
2. Rate of Fatalities\*
3. Number of Injuries<sup>1</sup>
4. Rate of Injuries\*
5. Number of Safety Events
6. Rate of Safety Events
7. 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.

In the Strafford region, these measures apply to the Cooperative Alliance for Seacoast Transportation (COAST) and the Strafford MPO<sup>2</sup>. The table below displays the performance for these measures for the COAST system. COAST has published their Safety Plan including targets for 2022. It includes performance and targets for both fixed route and demand response services.

Staff are recommending that Strafford MPO support the transit safety targets set by COAST in their 2022 Transit Asset Management Plan. COAST has an excellent safety record and Strafford MPO itself has little direct impact on transit safety performance, but staff will continue serving on the COAST board to assist with ongoing safety improvements. Upon adoption, these targets will be incorporated into the Metropolitan Transportation Plan and 2023-2026 Transportation Improvement Program.

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<sup>1</sup> Any damage or harm to persons that requires immediate medical attention away from the scene [e.g. not on-site first aid]. *From the National Transit Database Safety & Security Policy Manual*

<sup>2</sup> As a University transit system, UNH Wildcat Transit is not required to establish federal PTASP targets.

<b>Transit Safety Targets</b>					
	<b>Performance Measure</b>	<b>FY 2020 Performance</b>	<b>FY2021 Target</b>	<b>FY 2021 Performance</b>	<b>FY 2022 Target</b>
<b>Fixed Route</b>	Fatalities - Total	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Fatalities - Rate	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	Injuries - Total	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Injuries - Rate	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	Safety Events – Total	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Safety Events – Rate	<b>0.17</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	System Reliability	<b>15,634</b>	<b>19,000</b>	<b>14,358</b>	<b>16,000</b>
<b>Demand Response</b>	Fatalities - Total	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Fatalities - Rate	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	Injuries - Total	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Injuries - Rate	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	Safety Events – Total	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
	Safety Events – Rate	<b>0.00</b>	<b>0.00</b>	<b>0.66</b>	<b>0.00</b>
	System Reliability	<b>54,351</b>	<b>216,000</b>	<b>37,637</b>	<b>100,000</b>
<b>All rates are expressed as a number per 100,000 Vehicle Revenue Miles (VRM), rounded</b>					

## PROPOSED 2023 SAFETY PERFORMANCE TARGETS AND METHODOLOGY

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Strafford Regional Planning Commission

January 17, 2023

### BACKGROUND

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation (NHDOT), State Office of Highway Safety (NHDOS), and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report five factors related to highway safety:

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 is utilized to provide information on fatal crashes in the state.
  - State Motor Vehicle Crash Database: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injuries in



the state. This is based on the Federal Model Minimum Uniform Crash Criteria (MMUCC, 4th Edition).

- Highway Performance Monitoring System (HPMS): State Vehicle Miles Traveled (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. SRPC contributes roughly 9% of the statewide VMT.

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. 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. 2021 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.

## **TARGET DEVELOPMENT**

States establish HSIP targets and report them for the upcoming calendar year in the 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 targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures. However, those sub-state targets are not included in the significant progress determination that will be made by FHWA.

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 the four MPOs in the state. Five performance measures trends were established based on crash and volume data from 2007 to the present. Five year rolling averages were developed from these values and utilized to project trends used to set targets for 2023.

## Data Impacts

The 2020 calendar year saw significant impacts from the COVID-19 pandemic, especially in transportation. Due to shutdowns in response to COVID-19, traffic volumes were lower in 2020 than in recent years. Despite the lower traffic volumes, the number of fatalities stayed consistent with 2019. If not for the reduction of traffic, the number of fatalities might have been higher in 2020. Traffic volumes returned to average levels following widespread pandemic-related shutdowns but the continuing pandemic may have long-term impacts on highway safety trends.

## State Targets

The tables on the following pages show the data supporting the targets for the five required measures as well as a graph showing the state targets for 2023. Detailed graphs of statewide data used to develop five-year rolling averages in each target category are displayed on the following pages.

Safety Performance Measures and Targets Summary									
		5-Year rolling averages						2022	2023
		2016	2017	2018	2019	2020	2021	Target	Target
Fatalities	State	118	117	119	120	118.0	120	117.8	<b>111.6</b>
	SRPC	14.4	15.8	14.8	13.6	13.2	13.2		
Fatality Rate	State	.900	.881	.885	.884	0.884	.884	.874	<b>.857</b>
	SRPC	1.223	1.328	1.225	1.117	1.110			
Serious Injuries	State	499.8	457.2	449.6	456.4	465.4	456.4	465.4	<b>466.4</b>
	SRPC	72.8	63.2	61	54.4	54.2	50.2		
Serious Injury Rate	State	3.825	3.4	3.3	3.4	3.5	3.4	3.5	<b>3.5</b>
	SRPC	6.2	5.3	5.1	4.5	4.5			
Non-motorized fatalities + serious injuries	State	54.2	55	51.6	48.6	42	45.9	38.0	<b>37.0</b>
	SRPC	9	8.2	9	8.2	7.4	6.9		

**Note: SRPC supports the state safety targets but this does not mean the statewide number is acceptable for the region. SRPC will continue working with NHDOT to address highway safety issues in the region in support of statewide performance improvements.**

## **MPO Targets**

For 2023, Strafford MPO staff are recommending that the MPO support the State of New Hampshire HSIP Targets in all five mandated areas. This does not mean that the statewide number and rate of fatalities and injuries is acceptable for the region. Crash locations are largely random and driven by driver behavior. The unpredictable nature of crashes means that regional crash rates are variable. Strafford MPO calculates a regional proportion of crashes for each year in each target area by dividing the number of crashes that occur in the region by the statewide total. For example, in 2021 there were a total of 118 fatalities statewide; 18 of those were in the Strafford MPO region, which is 15% of the statewide total.

In supporting the state targets, the MPO will :

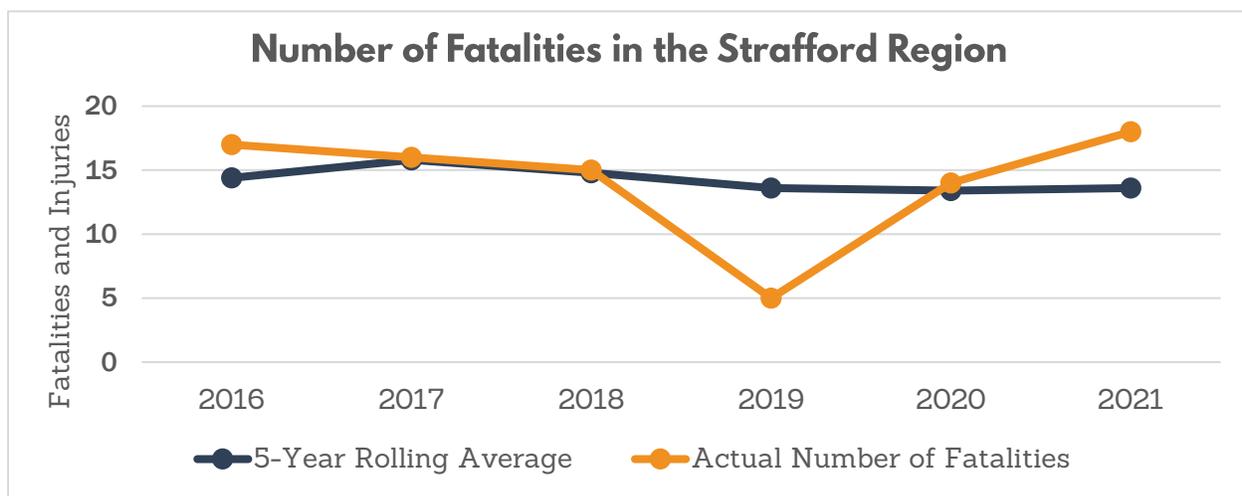
- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region.
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation 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.
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process.

## **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. They allow 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. 2019 saw a sharp decrease in the number of fatalities in the region. This will draw the rolling average down but could be reversed if fatalities spike in future years. The total number of fatalities in NH for 2022 has the potential to change. Anyone who dies within 30 days of a crash because of injuries sustained in that crash will be included in the final 2022 total.

SRPC will support the 2023 state target for this measure and will work to keep fatalities in the region at or below 12% of the statewide total.

Year	State		SRPC	
	Fatalities	5-year average	Fatalities	5-year average
2016	136	119.8	17	14.4
2017	102	117.8	16	15.8
2018	147	114.2	15	14.8
2019	101	117.3	5	13.6
2020	104	107.3	14	13.4
2021	118	111.0	18	13.6



### Number of Serious Injuries

The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that incapacitates any person involved. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance.

This data is collected on the scene of each crash by the responding police officers. These crash reports may be filled out on paper or electronically, and on varying versions of the form. The data is then sent to the state and manually entered into the database. Early versions of the data might be distributed, and updates did not necessarily make it to everyone with access to the data.

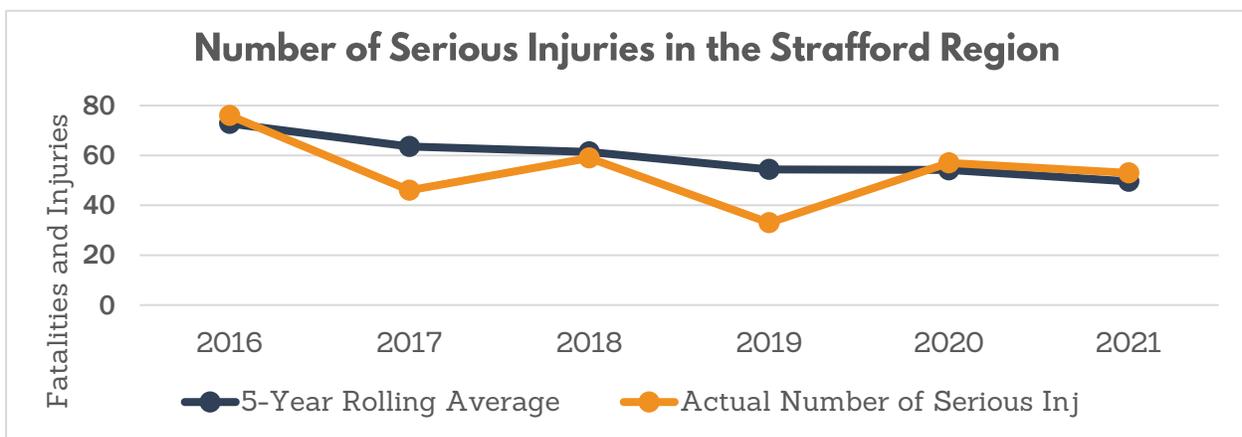
In 2017, the state launched a new database called VISION to house the crash data. VISION is a more consistent and comprehensive database that has improved the data

management for the crash data. It is stricter in what is allowed to be reported as a serious injury, and allows for more seamless data distribution. As a result, there was a notable decrease in the serious injury totals in 2017 and 2018. It is assumed that this trend will continue.

Due to consistency and accuracy concerns with the data pre-2017, it was difficult to set realistic targets on the existing data that the MPOs have access to. The state set targets based on the current data at DOS, but the data provided to the MPOs prior to 2017 showed much higher injury numbers because of inconsistencies in reporting. With state database and reporting improvements, has been decreasing in recent years as the 2016 data is no longer included in the five-year rolling average.

SRPC will support the 2022 state target for serious injuries and will work to keep the number of serious injuries at or below 13% of the statewide total.

Year	State		SRPC	
	Fatalities	5-year average	Fatalities	5-year average
2016	477	456.4	76	72.8
2017	410	465.4	46	63.6
2018	451	466.4	59	61.4
2019	485	480.5	33	54.4
2020	504	490.3	57	54.2
2021	482	493.0	53	49.6



Rate of fatalities and Rate of serious injuries

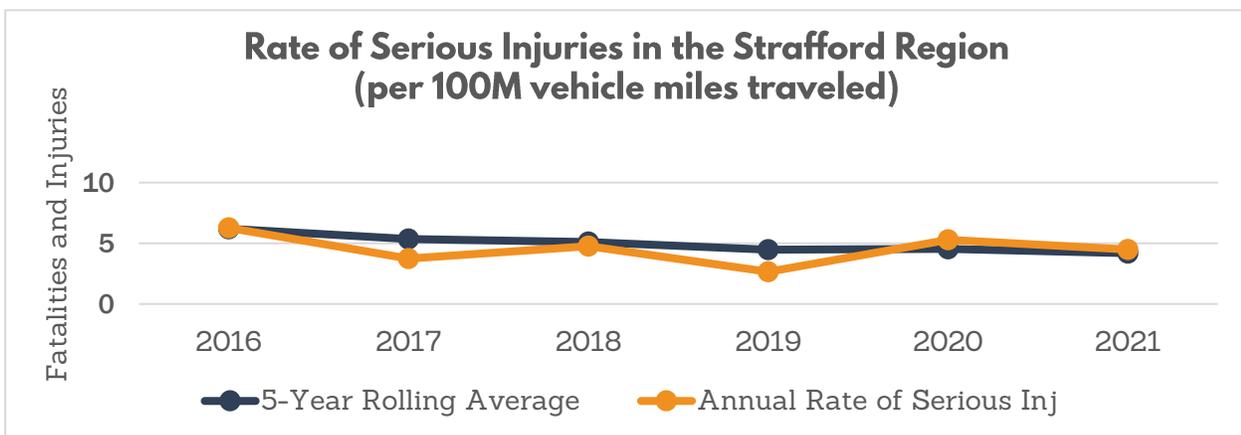
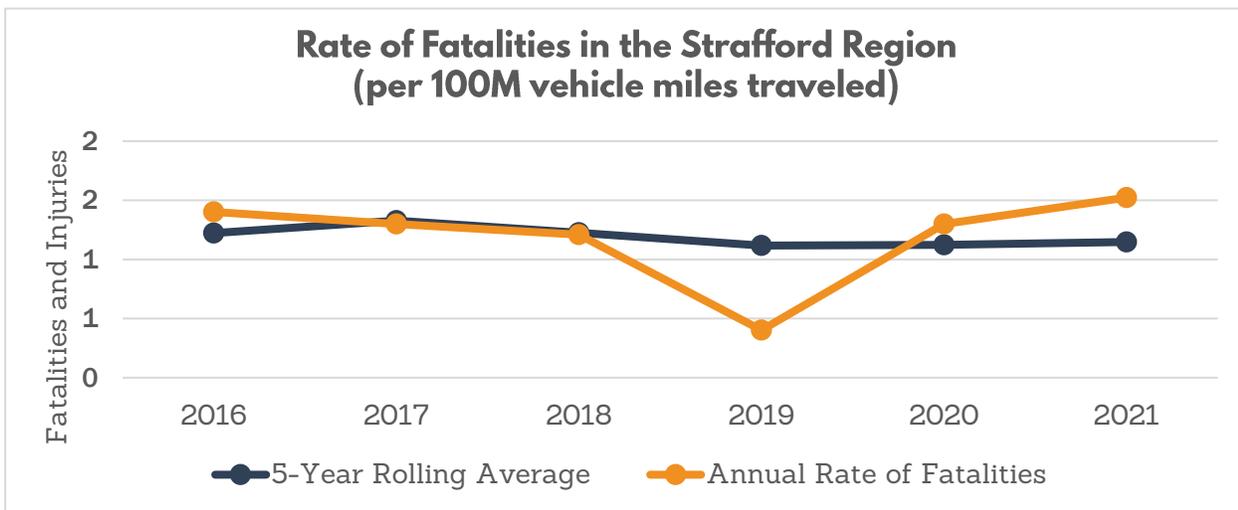
The rate of fatalities and the rate of serious injury measures combine their respective crash data with the vehicle miles traveled (VMT) data from the Highway Performance Monitoring System (HPMS). The NHDOT has calculated regional shares of VMT for the MPOs to use in these calculations.

The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is because on average, the regional share of VMT is less than the regional share of fatalities and serious injuries.

SRPC Average Annual Shares		
Fatalities	Serious Injuries	VMT
12%	13%	9%

$$\frac{12\% \text{ of state total fatalities}}{9\% \text{ of state VMT}}$$

SRPC will support the state targets for 2023 for both measures.

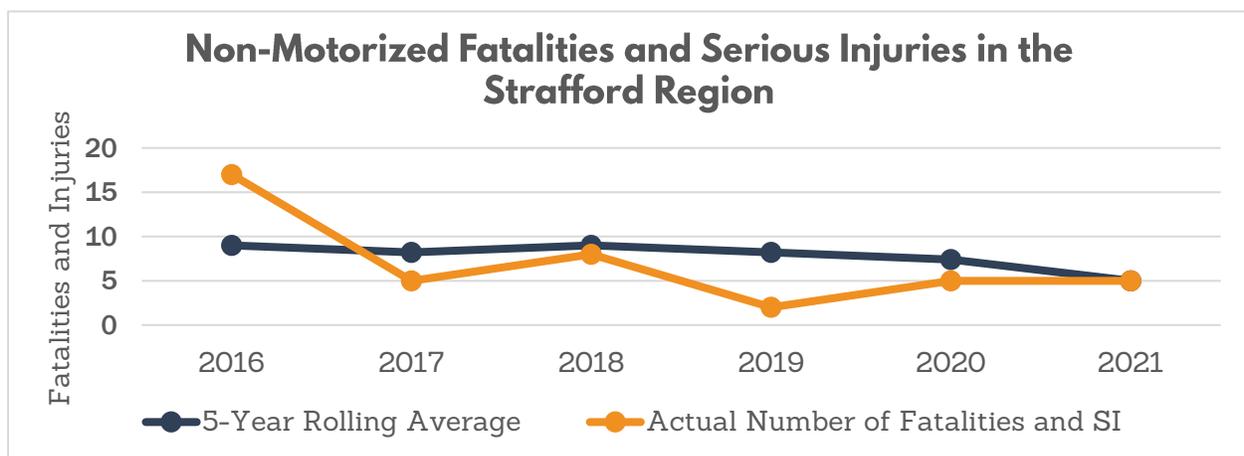


### Number of Non-Motorized Fatalities and Serious Injuries

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 includes pedestrians and bicyclists.

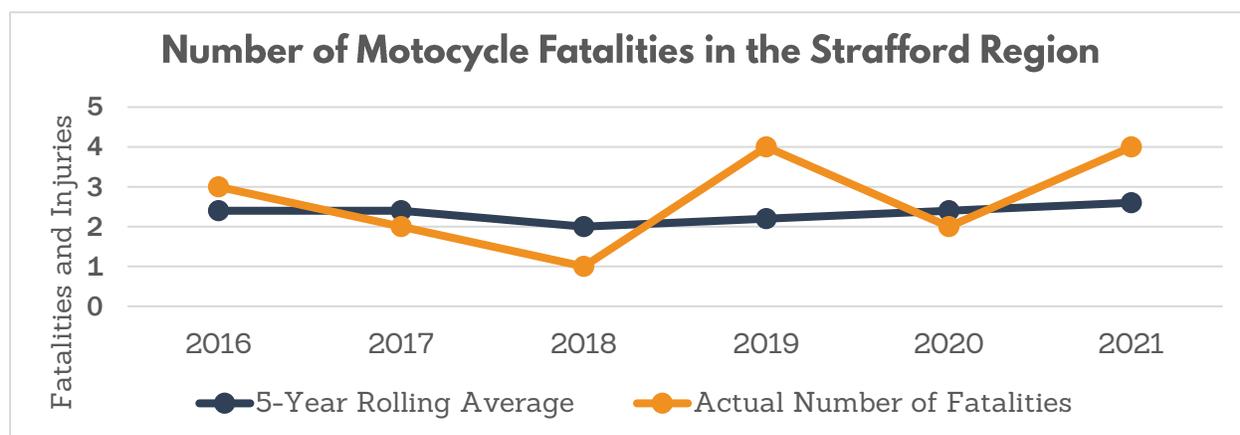
As with most crashes, the locations for non-motorized crashes are random. SRPC has seen anywhere from 0-33% of the statewide non-motorized fatalities and anywhere from 6-37% of the serious injuries since 2007. In 2016, SRPC had 3 non-motorized fatalities (21% of the state total that year), and 6 serious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

Due to the wild fluctuation in these numbers, SRPC will support the state on this measure.



### Supplemental Measure: Motorcycle Fatalities

Motorcycles are popular in NH, so Strafford MPO tracks the number of motorcyclists killed on public roads. This is not required by federal law so motorcycle fatalities are supplemental data.



### Emerging Trends

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

- 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.
- 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.
- COVID-19 Pandemic: The full scale of impacts from the 2020 pandemic cannot be fully determined yet. The massive economic downturn resulted in much lower VMT, but the number of crashes did not decrease significantly.

## Summary

SRPC will support the state for all five safety performance measures for 2023. In supporting the state targets, SRPC will work to achieve the following benchmarks for the Strafford MPO area:

- keep fatalities at or below 12% of the state total (approximately 13 fatalities);
- keep serious injuries at or below 13% of the state's total (approximately 59 serious injuries);
- and non-motorized fatalities and serious injuries should stay at or below 15% of the state's total (approximately 6 fatalities or serious injuries).

As the MPOs and NHDOT adapt to a performance-based approach, measures and targets will be more fully integrated into processes and programs. Safety is a primary goal for the Strafford MPO and staff strive to achieve targets and goals through multiple strategies:

- 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
- Coordinate with the State and incorporate safety performance measures and targets 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 improve safety data management and access for analysis
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process
- Work with municipalities, NHDOT, and FHWA to develop comprehensive Local Road Safety Plans that lay out a strategic and proactive approach to improving safety
- 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)

## Strafford Metropolitan Planning Organization 2023 Transit Asset Management Performance Targets

January 17, 2023

### Background

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

### Rolling Stock and Equipment Methodology

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

Rolling Stock vehicles in the fleets of UNH Wildcat and COAST generally fall into the following categories:

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



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

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

### Facilities Methodology

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

- Passenger
- Administrative
- Maintenance
- Parking

The only facility below a 3.0 rating is COAST’s parking lot (see tables below).

### Target Development

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

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

**Regional Target Setting Tables**

**2022 Rolling Stock Existing Vehicle Conditions**

Vehicle Type	Total UNH Vehicles	UNH Wildcat: vehicles at or beyond ULB	Total COAST Vehicles	COAST: Vehicles at or beyond ULB	total regional Vehicles	Total Vehicles at/ beyond ULB	Regional Baseline
Van	2	0	8	1	10	1	10%
Cutaway Bus	4	0	9	0	13	0	0%
Large Bus	23	5	16	0	39	5	13%

**2023 Rolling Stock Regional ULB Assumptions & Targets**

Vehicle Type	UNH Wildcat: target assumption	COAST: target assumption	Assumed proportion of Vehicles at/ beyond ULB by 2023	Regional Target
Van	0	2	2	20%
Cutaway Bus	0	0	0	0%
Large Bus	5	0	5	13%

**2022 Equipment Vehicle Conditions**

Total UNH Wildcat Equipment Vehicles	UNH Wildcat: Vehicles at- beyond ULB	Total COAST Equipment Vehicles	COAST: Vehicles at- beyond ULB	total regional Vehicles	Total Vehicles at/ beyond ULB	Regional Baseline
3	1	4	4	7	5	71%

**2023 Equipment Regional ULB Assumptions & Targets**

UNH Wildcat: target assumption of vehicles at/ beyond ULB by 2023	COAST: target assumption of vehicles at/ beyond ULB by 2023	Assumed proportion of Vehicles at/ beyond ULB by 2023	Regional Target
3	4	7	100%

2022 Facilities Conditions				
UNH Wildcat facilities <u>not</u> in state of good repair	COAST facilities <u>not</u> in state of good repair	total regional facilities	Total facilities <u>not</u> in state of good repair	Regional Baseline
0 of 2	1 of 3	5	1 of 5	20%

2023 Facilities Regional Assumptions & Targets			
UNH Wildcat: target assumption for facilities <u>not</u> in state of good repair by 2023	COAST: target assumption for facilities <u>not</u> in state of good repair by 2023	Assumed proportion of assets not in state of good repair by 2023	Regional Target
2 of 2	2 of 3	4 of 5	80%

### Notes on Target Setting & Assumptions

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

### Compiled Regional Transit Asset Management Performance Targets for 2023

Asset Category*	Performance Measure	Asset Class	2022 Baseline	2023 Target
<b>Rolling Stock</b>	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	10%	20%
		Cutaway	0%	0%
		Large Bus	13%	13%
<b>Equipment</b>	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	71%	100%
<b>Facilities</b>	<a href="#">% of facilities with a condition rating below 3.0 on the FTA TERM Scale</a>	Passenger	NA	NA
		Administrative	0%	0%
		Maintenance	0%	0%
		Parking	100%	100%

## **Strafford Metropolitan Planning Organization 2018 Performance Targets for Pavement and Bridge Condition & Travel Time Reliability**

*November 2, 2018*

### **Background**

On Jan. 18, 2017, the Federal Highway Administration (FHWA) published final rules on performance measures related to [pavement and bridge conditions](#) and [travel time reliability, congestion, and emissions](#) (23 CFR Part 490). The rules officially went into effect on May 20, 2017, and gave state departments of transportation (DOTs) one year to set targets for each measure. Metropolitan Planning Organizations (MPOs) are required to set their targets within 180 days after the state sets theirs (Nov. 16, 2018, in New Hampshire's case). These final rules list 12 performance measures, presented below, 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.

### *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
- Percentage of the Interstate in Poor condition

### *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

Strafford MPO is required to set targets only for the measures in **bold**. The region contains no interstate highway miles, and the current round of target setting for congestion and emission measures applies only 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.

### Target Development

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, on specific factors as part of this phase-in period for performance target setting, 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 2018 statewide targets set by NHDOT, shown in Table 1.

**TABLE 1. State of New Hampshire 2018 Performance Targets for Pavement & Bridge Conditions and Travel Time Reliability**

Measure Area	System	Baseline Estimate	2-Year Target	4-Year Target
<b>Pavement Condition*</b>	Non-interstate NHS: Good	70.1%	65.0%	65.0%
	Non-interstate NHS: Poor	9.8%	12.0%	12.0%
<b>Bridge Conditions</b>	NHS: Good	57.0%	57.0%	57.0%
	NHS: Poor	7.0%	7.0%	7.0%
<b>Travel Time Reliability</b>	Non-Interstate reliable person-miles	87.8%	85.0%	85.0%

\* During this phase-in period of target setting, DOTs are only required to use the International Ride Index (which measures the relative smoothness of a road surface as experienced by a vehicle occupant) to calculate pavement conditions.

**TABLE 2. Strafford Region 2017 Existing Conditions**

Measure Area	System	Existing Conditions
<b>Pavement Condition*</b>	Non-interstate NHS: Good	66.7% in good condition
	Non-interstate NHS: Poor	0% in poor condition
<b>Bridge Conditions</b>	NHS: Good	64.5% in good condition
	NHS: Poor	0% in poor condition
<b>Travel Time Reliability**</b>	Non-Interstate reliable person-miles	98.4% reliable travel

\*SRPC calculated regional conditions based on the full methodology that will be required of MPOs and state DOTs in subsequent target setting rounds.

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

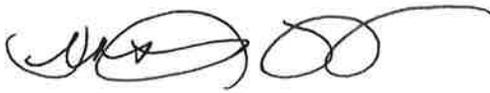
In all required measures, the Strafford region is performing well within the standards set by the performance rules. Compared to the state overall, pavement and bridge conditions in the Strafford region are excellent. Travel time reliability is also good (see Table 2). During this phase-in period of target setting, DOTs are only required to use the International Ride Index (which measures the relative smoothness of a road surface as experienced by a vehicle occupant) to calculate pavement conditions. Subsequent target setting will require a much more comprehensive methodology and will significantly alter the condition ratings. This is one reason Strafford MPO elected to support the targets set by NHDOT.

On Oct. 19, 2018, the Strafford MPO Policy Committee voted to support state targets for pavement and bridge conditions and for travel time reliability.

**Regional Performance Measure Integration**

Strafford MPO will continue to collaborate with NHDOT and maintenance districts 3 and 6 in order to sustain the Strafford region's good performance in these and other performance areas. As the MPOs and NHDOT adapt to a performance-based approach, measures and targets will be more fully integrated into processes and programs. Strafford MPO's Metropolitan Transportation Plan has been restructured to incorporate performance measures and link them to planned and programmed projects in the region. The STIP update and corresponding TIPs will also incorporate performance measures.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Czysz', with a long, sweeping horizontal line extending to the right.

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