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Appendix B: Federal Performance Report

Assessment of the 2025-2028 TIP and 2050 Long Range Transportation Plan Investment in Addressing Federally-Mandated Performance Measures

Introduction

In 2012, the adoption of the Moving Ahead for Progress in the 21st Century Act (MAP-21) established federal requirements for performance management to ensure the most effective use of federal transportation funds. Subsequent legislation has continued and MPOs and State Departments of Transportation began receiving detailed guidance, metrics, and rules relating to Transportation Performance Management (TPM) in the following areas:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement & Economic Vitality
- Congestion Reduction

The MPO has established targets in the areas of Safety, Infrastructure Condition, System Reliability and Freight Movement & Economic Vitality as required by the US Department of Transportation. The MPO is not in an area that is required to implement the Congestion Reduction measures although RPC does participate in the target setting process for the Boston Urbanized Area (UZA). The MPO is required to set short-range performance targets for each of the areas above and to incorporate the targets into the transportation planning process for the region.

TIP Requirements

There are two primary requirements for incorporating federal performance management requirements into the Transportation Improvement Program (TIP). The MPO is required to show that the TIP "makes progress towards achieving [the region's] performance targets" and that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving performance targets" (23 CFR §450.326). In other words, the MPO must show that the project investments within the region are helping meet performance targets and then describe how much of an effect the investments are expected to have on reaching the targets.

LRTP Requirements

There are two requirements for incorporating federal performance management requirements into the Long Range Transportation Plan (LRTP). 23 CFR 450.324 requires the MPO include:

- A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d) [Performance Based Planning requirements].
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including -
    - Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data

In other words, the MPO must identify the measures and targets, and report how the project investments are helping achieve them.

Performance Report Organization

This Performance Report is structured to provide the required information regarding TIP and Plan progress towards achieving targets, and is organized by goal area as listed in the introduction above and the supporting performance measures with each section providing:

- ***Performance Measure Background***: This section includes an overview of the national goal area and each of the federally-required metrics for that goal, a summary of the target setting process and the most recent established targets.
- ***TIP Investments:*** This section lists the projects and funding in the 2025-2028 Transportation Improvement Program that are anticipated to provide some advancements towards the performance target area being discussed.
- ***LRTP Investments***: Anticipated investments in the 2050 LRTP related to each goal area (Safety, Infrastructure Condition, etc.), overall performance benefits within the goal area from the LRTP, as well as specific projects identified with the primary purpose of addressing issues related to the goal area.
- ***Performance Assessment***: For each goal area, the report includes an overall assessment of the anticipated impact of the 2025-2028 TIP and the 2050 LRTP on achieving performance targets and a discussion of related efforts related to the specific target.

Safety

Federal performance management regulations identify two areas of transportation safety that must be addressed: road safety from traffic collisions, and transit safety. The overall goal of the safety performance area is to make the nation's transportation systems safer for all users, including bicyclists and pedestrians. While the Transit Safety performance measure requirements are not in effect for the MPO as the regional transit systems are below the system size thresholds, and so this will focus solely on the roadway safety measures included in the final rule on the Highway Safety Improvement Program (HISP) that was effective on April 14, 2016.

Safety Goal

The overall goal of the safety performance area is to make the nation's transportation systems safer for all users, including transit users, bicyclists, and pedestrians through significant reduction in fatalities and serious injuries on the roadways, and through reductions in fatalities, injuries, and safety events for transit systems.

Safety Performance Measures and Targets

Five performance measures were established in the HSIP final rule. These metrics are intended to identify trends and assess progress towards reducing traffic-related fatalities and serious injuries on public roads. The Public Transportation Agency Safety Plan (PTASP) final rule includes seven safety related performance metrics for transit agencies to track.

Highway Safety Performance Measures	• *Number of Fatalities* • *Rate of Fatalities per 100 million vehicle miles traveled (VMT)* • *Number of serious injuries* • *Rate of serious injuries per 100 million VMT* • *Number of non-motorized fatalities and non-motorized serious injuries*
Public Transportation Safety Performance Measures	• *Total number of reportable fatalities* • *Rate of fatalities per 500,000 Vehicle Revenue Miles* • *Total number of reportable injuries* • *Rate of injuries per 500,000 Vehicle Revenue Miles* • *Total number of reportable safety events* • *Rate of safety events per 500,000 Vehicle Revenue Miles* • *Distance between major mechanical failures*

Highway Safety Performance Targets

States establish Highway Safety Improvement Program (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. MPOs have the option of supporting State targets or setting regional-specific targets for each of the five measures.

In New Hampshire, the process used to develop the required safety measures included in the annual HSP 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. Currently available fatality, serious injury, and volume data were analyzed to establish 2015-2023 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2025.

The MPO Comprehensive Safety Action Plan for the region (funded with FHWA Safe Streets and Roads For All (SS4A) grant funds) uses the fundamental principles and objectives of the Safe Systems approach to set targets for eliminating fatalities and serious injuries for all road users. As part of this process the MPO commits to an established timeframe for eliminating roadway fatalities and serious injuries. The MPO established a target of a 50% reduction in fatalities and serious injuries by 2035 and their elimination by 2050. This commitment requires that the MPO establish individual annual HSIP performance targets to reflect expected progress towards the overall goal of zero deaths and serious injuries and that the MPO targets deviate from those established by NHDOT.

Additionally, the four New Hampshire MPOs (including RPC) have mutually agreed to track motorcycle fatalities as a performance measure. While this target is not required as part of the Highway Safety Improvement Program, motorcycle operators and passengers account for between 15% and 30% of fatalities in the state each year. These targets are set in the same manner as the required HSIP metrics and utilize the same data sets.

For 2025 the MPO is setting region-specific Highway Safety Improvement Program targets. These are shown in Figure 2 below along with the Draft Safety Action Plan Targets (Anticipated Adoption in February, 2025). In doing so, the MPO is:

- Committing to a goal of a ***50% reduction in Fatalities and Serious Injuries by 2035*** and to ***zero fatalities and serious injuries by 2050***.
- Utilizing the annual HSIP targets to show the incremental progress towards those goals of a 50% reduction by 2035 and zero fatalities and serious injuries by 2050.
- Including the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan).
- Integrating into the metropolitan transportation planning process the safety goals, objectives, and performance measures and targets described in the Safety Action Plan as well as state transportation safety plans and processes such as applicable portions of the HSIP and the Strategic Highway Safety Plan (SHSP).
- Including a description in the TIP (Transportation Improvement Program) of the anticipated effect of the programmed projects towards achieving HSIP and Safety Action Plan targets in the Metropolitan Transportation Plan (MT), linking investment priorities in the TIP to those immediate and long-term safety targets.

- Working with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.

Rockingham Planning Commission 2025 HSIP Targets

Measure	Current Data			2025 Regional HSIP Targets		Draft Safety Action Plan Targets	
	2023 Values	2019-2023 Average	Current Trend	Desired Trend	2025 Target	2035 Target	2050 Target
Number of Fatalities	15	13.20	↘	↘	***11.60***	***6.60***	***0***
Fatality Rate per 100 Million VMT	0.640	0.585	↘	↘	***0.536***	***0.292***	***0***
Number of Serious Injuries	86	71.20	↗	↘	***65.30***	***35.60***	***0***
Serious Injury Rate per 100 Million VMT	3.671	3.157	↗	↘	***2.894***	***1.578***	***0***
Non-Motorized Fatalities and Serious Injuries	1	4.00	↘	↘	***3.67***	***2.00***	***0***
Motorcycle Fatalities	7	3.80	↗	↘	***3.48***	***1.90***	***0***

Public Transportation Agency Safety Plan PTASP Targets

The Federal Transit Administration in 2018 published the Public Transportation Agency Safety Plan (PTASP) final rule which requires certain transit operators to develop safety plans and implement Safety Management Systems (49 CFR Part 673). Transit agencies are required to track and set targets for the safety metrics shown in the table below, and MPOs are required to set combined regional targets if there are multiple transit providers in the MPO region. The targets address four aspects of transit safety: Fatalities, Injuries, Safety Events, and System Reliability. Separate targets for each of these four areas are required for fixed route transit services and for demand responsive transit services.

Safety Category	Performance Measure
Fatalities	Total Number of reportable fatalities
	Rate of fatalities per 500,000 Vehicle Revenue Miles
Injuries	Total number of reportable injuries
	Rate of injuries per 500,000 Vehicle Revenue Miles
Safety Events	Total number of reportable events
	Rate of safety events per 500,000 Vehicle Revenue Miles
System Reliability	Distance between major mechanical failures

For Fatalities, Injuries and Safety Events, targets are set for the actual number of projected incidents as well as for incidence rate. The denominator for the rate measure is Vehicle Revenue Miles (VRM) and is up to individual transit agencies to set. COAST's safety plan uses 100,000 miles in its rate calculations while MTA's plan used 500,000 miles. For MPO regional targets, rates are calculated per 500,000 miles.

A "safety event" is an event that occurs on a transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit related maintenance activity, or involving a transit revenue vehicle that includes, but is not limited to: 1) A fatality confirmed within 30 days; 2) an injury requiring transport away from the scene for medical attention; 3) a serious injury; or 4) substantial property damage to facilities equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

The 2025 MPO Targets and trend information are included in the table below for each of the required metrics.

Rockingham Planning Commission 2025 Transit Safety Targets

	Performance Measure	COAST FY2025 Target	MTA FY2025 Target	RPC MPO FY2025 Target
Fixed Route	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	1	1
	Injuries - Rate	0	0.6	0.34
	Safety Events - Total	0	28	28
	Safety Events - Rate	0	17	9.5
	System Reliability	17,000	31,974	17,000
Demand Response	Fatalities - Total	0	0	0
	Fatalities - Rate	0	0	0
	Injuries - Total	0	1	1
	Injuries - Rate	0	2.7	1.2
	Safety Events - Total	0	3	3
	Safety Events - Rate	0	11	3.6
	System Reliability	100,000	12,281	12,281
Intercity Bus	Fatalities - Total			0
	Fatalities - Rate			0
	Injuries - Total			1.8
	Injuries - Rate			0.67
	Safety Events - Total			14
	Safety Events - Rate			6.8
	System Reliability			1.74 million

2025-2028 TIP Investment

The 2025 TIP includes just under $108 million in funding for seventeen projects that have the primary purpose of improving safety which is about 37% of the $289 million in funding that is programmed for the region over the upcoming four years. In addition, the Highway Safety Improvement Program includes approximately $42 million in a statewide funding pool for projects that directly work to reduce fatality

and serious injury crashes, some of which will be spent in the region. There are another 13 projects where safety is not the primary purposes but that there is also a benefit. These projects are generally intended to address poor infrastructure conditions, or improve capacity and reduce travel times, however they will also help to reduce crashes and improve overall safety through modernized design, traffic control systems, and other changes. While there are no projects in the TIP explicitly for public transportation safety, it is an important part of the operations and maintenance programs for each of the agencies in the region and are included in this assessment. Overall, over 60% of the projects and funding will go towards investments that improve transportation safety in the region.

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2025-2028 TIP Totals*	58		$ 295,981,726	
Primarily Safety	17	29.3%	$107,819,191	36.4%
Other w/ Safety Benefits	13	22.4%	$36,176,495	12.2%
Transit Funding**	4	6.9%	$38,965,736	13.2%
Total Safety Benefits	34	60.7%	$182,961,422	61.8%

*Does not include Statewide Programs
**Includes FTA5307 program for Boston Urbanized Area

List of Regional Safety Projects in the 2023-2026 TIP
(Includes transit programs)

Project #	Project Name	Scope	Total Funds Programmed
41717	HAMPSTEAD	Improve the intersection of NH121/Derry Rd/Depot Rd	$2,474,922
40797	HAMPTON	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	$9,730,206
41584	HAMPTON	NH 101/ US 1 interchange reconfiguration	$709,744
42606	HAMPTON	Complete Streets Improvements on Winnacunnet Road.	$235,987
43537	HAMPTON-HAMPTON FALLS	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)	$1,959,541
26485A	HAMPTON-PORTSMOUTH	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	$1,971,763
42610	KENSINGTON	Intersection re-alignment and upgrades	$595,272
41713	NEW CASTLE-RYE	Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)	$2,747,670
11238S	NEWINGTON - DOVER	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	$64,665,691
40641	PLAISTOW	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	$1,097,399
20258	PORTSMOUTH	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	$6,920,000
29640	PORTSMOUTH	Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)	$11,208,115
40644	PORTSMOUTH	Railroad crossing upgrade on Market Street	$666,480
41752	PORTSMOUTH	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	$1,278,285

42608	PORTSMOUTH	Market St / Russell St Intersection Improvements	$304,767
42609	SEABROOK	Multi-use path on former B & M Railroad tracks.	$146,584
41711	STRATHAM	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	$1,106,766
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$14,457,332
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$23,616,942
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$672,391
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$219,071
			$146,784,927

2050 LRTP Investment

The Long Range Transportation Plan, including the projects in the TIP and State Ten Year Plan, programs over $787 million in funding for 104 projects that are anticipated to improve the safety of the transportation system over the next 20+ years. This equates to about 78% of the $1.015 billion in funding that is programmed for specific projects in the region between 2023 and 2045. The full list of these projects is shown in the ***Long Range Transportation Plan Project Performance Area*** table at the end of the document. That table lists the 158 LRTP projects, the performance areas in which they are anticipated to provide some benefit and progress towards achieving targets, and a current estimated cost. A large percentage of these projects are for the development of bicycle or pedestrian facilities to better balance the available transportation network in the region. This also includes funding for the regional transit systems which provide both safe travel to the users as well as reducing the number of cars on the roadway and in so indirectly reducing crashes. This does not include statewide programs such as the Highway Safety Improvement Program which includes approximately $150 million in a statewide funding pool for projects that directly work to reduce fatality and serious injury crashes, some of which will likely be spent in the region.

LRTP Safety Projects Summary

Project Focus	# of Projects	Est. Cost
2050 LRTP Total Projects*	158	$1,804,000,000
Projects with Safety Benefits**	89	$623,354,208
Percent of projects with Safety Benefits	56%	34.5%

*Includes projects in MPO TIP and State Ten Year Plan but not Statewide Programs.
** There are 9 projects benefiting safety for which there is no cost estimate available

Performance Assessment

In the 2025-2028 TIP, 17 projects in the region ($107.8 million in investment) are programmed with a primary purpose of improving safety on the transportation system while $38.9 million is dedicated to transit, including operations and maintenance. Another 13 projects ($36.2 million) are intended to address congestion, bridge or pavement condition, or some other purpose but will have safety improvements as a byproduct. There are also 8 Statewide Programs ($114.5 million) that focus on safety

improvements to the transportation network. In the long term, the program of projects in the MPO Long Range Transportation Plan represent a significant investment in addressing safety concerns by directly addressing areas of fatal and serious injury crashes, enhancing the bicycle and pedestrian networks in the region to both provide safe spaces as well as shift some trips away from single-occupancy vehicles, and also through continued support of the regional transit systems that provide an alternative to driving. Total investment in the LRTP is estimated at over $623 million in addressing this issue.

Eleven of the 17 safety projects in the TIP and nearly 60% of those in the LRTP with the purpose of improving safety are focused on addressing bicycle and pedestrian safety concerns while the remaining focus on general roadway safety through intersection improvements, guardrail upgrades, and other changes. The projects that have a safety benefit but were not primarily intended as safety projects tend to address roadway safety more broadly in that many are located on heavily travelled corridors with substantial numbers of crashes, will occur in areas that have experienced fatal or serious injury crashes in the past, or will implement modern design improvements that will provide safety benefits. Over 36% of the funding in the TIP (excluding Statewide Programs) and 64% of the funding in the LRTP will be spent on projects that will improve the safety of travel in the region, indicating a substantial commitment by the MPO and NHDOT to reducing fatalities and serious injuries through planning and project programming.

Safety projects in the transit operations sector include ongoing implementation and monitoring of COAST's and MTA's safety procedures and investigation and reporting of safety events. Among this work are routine elements of new operator training and in-service training, and similar training for mechanic, dispatchers, supervisors and vehicle cleaners related to safety needs. During COVID the transit agencies instituted extensive new safety procedures related to infectious disease control which continue to be standard. These include elements such as enhanced vehicle cleaning, air filtration and barriers for drivers. COAST equips all vehicles with interior and exterior video cameras to aid in post-safety-event investigation; and is in the process of equipping all vehicles with electronic fare payment systems which reduce potential conflict between drivers and riders as part of fare collection.

Capital funding is included in the TIP for construction of COAST's new Operations, Maintenance and Administrative facility which will yield significant safety and security benefits. These include indoor storage of vehicles which will reduce problems with ice buildup on bus roofs that then releases while the bus is in service causing safety issues for trailing vehicles. Indoor storage will similarly improve safety conditions for operators and maintenance staff reducing outside work in icy conditions.

Note that relatively little of the $30 million in FTA Section 5307 funding from the Boston Urbanized Area shown in the project list is spent in the MPO region. Approximately $75,000/year of this is allocated to MTA for CART service in Salem, and perhaps $500,000/year is spent on facility maintenance and operating support for the Boston Express intercity bus service on the I93 corridor. Additional Boston UZA funding supports the Boston Express service on the F.E. Everett Turnpike and development of the Capitol Corridor rail project.

Infrastructure Condition

There are two final rules establishing performance measures for State DOT's and MPOs related to the condition of infrastructure and assets. The ***Transit Asset Management (TAM)*** final rule was effective on October 1, 2016 and establishes four performance measures for Transit Agencies and MPOs to track regarding asset performance. ***The Pavement and Bridge Condition Performance Measures Final Rule***, effective, May 20, 2017, establishes six measures to monitor to carry out the National Highway Performance Program (NHPP). The overall goal of these performance areas is to improve the condition of existing pavements, bridges, and transit assets.

Goal

The overall goal of these performance areas is to maintain and improve the condition of existing pavements, bridges, and transit vehicles and facilities.

Performance Measures and Targets

Six measures were established in the Pavement and Bridge Condition rule and an additional four metrics were set in the Transit Asset Management rule. These metrics are intended to identify trends and assess progress towards improving the overall condition of transportation infrastructure.

Goal Area	Pavement Condition
Performance Measures	• *Percent of Interstate Miles in Good Condition* • *Percent of Interstate Miles in Poor Condition* • *Percent of Non-Interstate National Highway System Miles in Good Condition* • *Percent of Non-Interstate National Highway System Miles in Poor Condition*

Goal Area	Bridge Condition
Performance Measures	• *Percent of Bridges by deck area on the National Highway System in Good Condition* • *Percent of Bridges by deck area on the National Highway System in Poor Condition*

Goal Area	Transit Asset Condition (State of Good Repair)
Performance Measures	• *Rolling Stock: The percentage of revenue vehicles that exceed the useful life benchmark (ULB)* • *Equipment: The percentage of non-revenue service vehicles that exceed the ULB* • *Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.* • *Infrastructure: The percentage of track segments that have performance restrictions.*

Performance Targets

States are required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the pavement and bridge measures. The Transit Asset Management rule requires Transit Agencies to set targets for their assets by January 1st, 2017 for the following fiscal year, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that and update every four years. The targets deal with 4 broad areas of asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. The RPC region contains no relevant infrastructure as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), and therefore the MPO is only required to set targets for equipment, rolling stock, and facilities.

Pavement Condition

Pavement Condition data is collected by NHDOT annually through specialized equipment mounted to a vehicle. For the second set of 4-year targets pavement condition will be measured based on the "full distress and IRI" measures. The result is that these 4-year targets set for pavement condition may be substantially different than those set for the initial 2 and 4-year periods. FHWA allowed this transition and phase-in period as many states did not historically collect the information required to make the calculations for rutting, cracking, and Present Serviceability Rating (PSR) and therefor did not have the information needed to establish baseline conditions and targets. The table below shows baseline conditions, NHDOT's 2 and 4-year targets, and the MPO 4-year targets for the current period.

Pavement Condition Baseline Estimates and Targets

	NHDOT				MPO		
System & Measure	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**SOGR Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status**
Interstate: % Good Condition	64%	57.0%	57.0%	57.0%	50%	***57.0%***	Not meeting target
Lane miles in Good Condition	690	≥616	≥616	≥616	80.9	≥92	
Interstate: % Poor Condition	0.0%	0.5%	0.5%	0.5%	0.0%	***0.5%***	Exceeding target
Lane Miles in Poor Condition	0.4	≤5	≤5	≤5	0	≤1	
Non-Interstate NHS: % Good	48%	35.0%	35.0%	35.0%	52.9%	***35.0%***	Exceeding target
Lane Miles in Good Condition	863	≥636	≥636	≥636	133.65	≥91	
Non-Interstate NHS: % Poor	2%	7.0%	7.0%	5.0%	0.7%	***7.0%***	Exceeding target
Lane Miles in Poor Condition	43	≤127	≤127	≤91	1.87	≤18	

[1]NHDOT utilizes 2022 as the base year for Pavement and Bridge Condition. RPC baseline data is fom 2023.

Bridge Condition

Bridge Condition data is collected by NHDOT through the regular inspection of bridges and includes all structures that meet the federal definition of a bridge. Conditions are reported in square feet of deck area and are based on the condition of the deck, superstructure, and substructure, or culvert. Each of those 3 bridge components is evaluated and the lowest rating determines the overall bridge rating. Overall ratings of 7 or better indicate that the bridge is in "Good" condition, while overall ratings of 4 or less indicate that

the bridge is in "Poor" condition. The table below shows baseline NHS bridge conditions, NHDOT 2 and 4-year targets, and MPO 4-year targets.

Bridge Condition Baseline Estimates and Targets

	NHDOT			MPO		
System & Measure	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status**
NHS Bridges in Good Condition	55.8%	57.0%	57.0%	66.0%	***57.0%***	Exceeding target
Square Feet in Good Condition	4,149,984	≥4,236,920	≥4,236,920	109,220	***≥93,214***	
NHS Bridges in Poor Condition	4.3%	5.0%	5.0%	0.04%	***5.0%***	Exceeding target
Square Feet in Poor Condition	316,537	≤371,660	≤371,660	612	***≤8,176.3***	

[1]NHDOT utilizes 2023 as the base year for Pavement and Bridge Condition.

Transit Assets

The MPO developed Transit Asset Management targets by reviewing the asset portfolios for the three transit providers in the region; Cooperative Alliance for Regional Transit (CART), Cooperative Alliance for Seacoast Transportation (COAST), and the University of New Hampshire Wildcat Transit. Calculation of regional targets for rolling stock and equipment was based on comparison of the existing regional inventory to anticipated additions and replacements. For each asset class, the total number of vehicles was compared to the number of vehicles at or above their Useful Life Benchmark (ULB). Regional baseline and target calculations will be updated on an annual basis as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Transit Asset Management (State of Good Repair)
Baseline Estimates and Targets

Asset Category*	Performance Measure	Asset Class	2022 Baseline	2023 Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Van	(3 of 13) 23%	(4 of 13) 31%
		Cutaway Bus	(3 of 25) 12%	(3 of 25) 12%
		Large Bus	(14 of 56) 25%	(14 of 56) 25%
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	(8 of 13) 62%	(10 of 13) 77%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Facilities	(1 of 6) 17%	(1 of 6) 17%

*The category for Infrastructure deals solely with fixed guideway/rail systems, which are not owned by any FTA funding recipients in NH and are therefore not shown in this table.

The preceding table shows the combined regional targets for the State of Good Repair performance measures for Transit Assets that are included in the TAM Plans for the three providers in the RPC Region.

At the time of publication each of the three transit agencies has either pending grants for new vehicles or vehicles on order but with no clear delivery date. Target setting did not assume those grants would be successful or these vehicles delivered by the end of 2023. Most bus orders currently require a lead time of 18-24 months due to supply chain delays and manufacturing capacity. These assumptions are consistent with those made by the Strafford Planning Commission MPO, with whom the COAST and Wildcat service areas are shared, and the Southern New Hampshire Planning Commission MPO, with whom the MTA/CART service region is shared.

2025-2028 TIP Investment

The bulk of the funding for making improvements to the condition of the bridges and highways in New Hampshire is contained within 12 statewide programs ($288 million) from which individual projects are carved out. In addition to those statewide funds, the 2025-2028 TIP includes 11 projects ($41.8 million) with the primary purpose of improving the condition of the region's infrastructure. Finally, both the statewide and regional transit funding programs are utilized to operate and maintain the fleets and other aspects of the transit systems. There are 10 of these programs totaling $135.4 million in funding. In all, about 44% of the projects and nearly 70% of the funding in the TIP (Including Statewide Programs) over the upcoming four years are dedicated to improvements in bridge, pavement, and transit infrastructure condition. This funding includes money for rehabilitation or replacement of nine bridges in the region (including the replacement of the moveable Neil Underwood Bridge over the Hampton River) and one roadway rehabilitation project (NH 101 in Candia and Raymond). There are also two projects in the region that will result in improved infrastructure condition but exist primarily to address safety and capacity concerns. In addition, while most of the Federal Transit Administration (FTA) funds for regional transit systems operations and capital improvements is used to operate the systems, the funding is also utilized for maintaining facilities and assets.

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2025-2028 TIP Totals*	95	100%	$ 805,355,528	100%
Bridge/Highway Infrastructure	24	25%	$330,038,640	41%
Other w/ Infrastructure benefit	2	2%	$2,894,254	0.4%
Transit	7	7%	$90,040,244	11%
Total	33	35%	$422,973,138	53%

*Includes Statewide Programs

TIP Projects addressing PM2 and TAM Targets

Project #	Project Name	Scope	Total Funds Programmed
43839	CANDIA - RAYMOND	Rehabilitation/Reconstruction of a section NH Route 101	$22,984,922
43430	EPPING	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	$441,868
40623	EXETER	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	$550,000
44410	EXETER	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	$1,416,125

42573	HAMPTON	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	$855,525
16127	NEW CASTLE - RYE	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	$55,000
28393	NEWFIELDS - NEWMARKET	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	$446,160
44287	NEWTON	Replace Wilders Grove Rd bridge over Country Pond (Brg#053/105)	$741,468
24457	NORTH HAMPTON	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	$7,636,640
44411	PORTSMOUTH	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	$486,536
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$14,457,332
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$23,616,942
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$672,391
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$219,071
44309	SALEM	Replace Bridge St Bridge over Spicket River (Brg #115/097)	$4,925,000
BRDG-HIB-M&P	PROGRAM	Maintenance and preservation efforts for High Investment Bridges	$13,720,000
BRDG-T1/2-M&P	PROGRAM	Maintenance & preservation of tier 1 & 2 bridges.	$31,530,000
BRDG-T3/4-M&P	PROGRAM	Maintenance and preservation of tier 3 & 4 bridges.	$16,960,000
CBI	PROGRAM	Complex Bridge Inspection (PARENT)	$1,740,000
FTA5310	PROGRAM	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	$9,197,557
FTA5339	PROGRAM	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.	$27,426,951
MOBIL	PROGRAM	Muncipal Owned Bridge - Bipartsian Infrastructure Law 100%Rehabilitation and/or Replacement	$31,235,347
OHSS	PROGRAM	Replacement or rehabilitation of overhead sign structure	$4,000,000
PAVE-T1-RESURF	PROGRAM	Preservation of Tier 1 Highways	$47,625,000
PAVE-T2-REHAB	PROGRAM	Rehab of Tier 2 roads.	$10,620,000
PAVE-T2-RESURF	PROGRAM	Resurfacing Tier 2 Roadways	$124,275,000
STBG-FTA	PROGRAM	Funds transferred from STBG to FTA to supplement public/human services transportation statewide.	$14,450,000
UBI	PROGRAM	Underwater Bridge Inspection (Annual Project)	$264,000
USSS	PROGRAM	Project to update signing on state system	$2,360,000
44518	STATEWIDE 4R PROJECTS	4R Pavement Rehab/Reconstruct on the NHS	$3,865,722
			$418,774,557

2050 Plan Investment

There are 63 projects in the Long Range Transportation Plan that will have outcomes that improve the condition of the regional bridge and roadway infrastructure and seven transit programs/projects that will aid in maintaining the condition of regional transit system assets and facilities. All of the projects are shown in the ***Long Range Transportation Plan Project Performance Area*** table at the end of this document. The LRTP includes approximately $497 million in funding for projects that have the purpose of improving the condition of the region's road and bridge infrastructure which is about 27% of the total funding that is programmed for the region between 2025 and 2050. This includes funding for the replacement of the region's remaining moveable bridge, the NH 1B bascule bridge between Rye and New Castle.

The remaining projects address a range of infrastructure needs from shoulder improvements and culvert replacements to full depth reconstruction of roadways, interchange reconfigurations, and other bridge replacements. This includes work to address the condition of 40 culverts and bridges through rehabilitation or replacement projects while the remainder are largely improvements to road segments and intersections.

Transportation Infrastructure Condition Summary

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2050 LRTP Totals	158	100%	$1,804,000,000	100%
Roadway/Bridge Infrastructure benefit	97	61%	$497,127,370	27%
Transit Infrastructure Benefits*	7	4%	$369,644,794	20%
Total	104	66%	$866,772,164	48%

* 5 of the 7 transit projects are the annual support programs that are funded each year

As with the TIP, statewide programs that are focused primarily on maintenance and preservation of the existing transportation network carry a substantial portion of the funding for those activities. There are 12 statewide programs focused on the maintenance, preservation, and operation of the highway and bridge system in the state. Just over $288 million is programmed in those twelve programs over the four years of the 2025-2028 TIP and continuing the funding out to 2050 would allocate approximately $1.9 billion towards operations and maintenance of the system around the state over the 22 years. Applying a formula to establish a share of statewide programs, the RPC would expect about an additional $250 million in investment over the course of the plan.

Performance Assessment

The stated priority of NHDOT for the last several years has been to focus on improving the overall condition of the roads and bridges in the state and maintaining that good condition. This is seen in the generally good condition of the roadways in the region and performance targets that maintain high percentages of the system in good condition. While there are many bridges in poor condition, the funding levels included in the TIP and the State Ten Year Plan include the resources to address all of those that are currently identified. The TIP includes nearly $330 million in funding that will improve the condition of major pieces of infrastructure in the region including replacing or rehabilitating or replacing the remaining moveable bridge in the region and the General Sullivan Bridge which provides a critical bicycle and pedestrian link over the Great Bay. In addition to the bridge projects approximately $288 million is included for statewide operations, maintenance, and preservation programs. The programming in the

LRTP continues this investment. There are nearly 100 projects addressing bridge and roadway conditions identified in the Plan and the state will dedicate $2 billion towards statewide operations and maintenance programs during that same timeframe.

On the transit side of the system, there has been a focus on understanding the current condition of assets and establishing transit asset management plans that help to monitor when replacement vehicles and other large investments are needed. The TIP includes over $90 million for transit operations, maintenance, and capital investment and this will allow the systems to continue to operate and replace vehicles as needed. Additionally, COAST has received substantial funding towards the construction of a new maintenance facility that will allow that agency to better care for their fleet. Approximately $39 million of the total transit funding in the TIP is dedicated to the regional transit systems while the remaining $51 million is included in Statewide Programs and will be utilized throughout New Hampshire. The fiscal programming in the LRTP continues Transit funding in the long term using the same assumptions as in the TIP with approximately $370 million dedicated to the operation of the two transit systems over the course of the Plan.

System Reliability

The System Performance Final Rule, effective, May 20, 2017, establishes six measures in three performance areas to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP) and Congestion Mitigation and Air Quality Program (CMAQ). The goal of these performance areas is to promote effective use of Federal transportation funds in addressing congestion and highway capacity needs, as well as reducing emissions from the transportation system. The CMAQ emissions reduction measure is applicable to those areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The CMAQ traffic congestion measures are applicable to those nonattainment areas that are also in urbanized areas of over 1 million people. As the RPC region is in attainment, those three measures do not apply and are not discussed in this system report.

Goal

The overall goal of these performance areas is to improve the efficiency and reliability of the transportation system for both passenger travel and goods movement.

Performance Measures and Targets

Six measures in three performance areas were established in the System Performance rule and three of them (in two areas) are applicable to the RPC MPO region. These metrics are intended to identify trends and assess progress towards improving the overall function of the highway system.

Goal Area	Reliability of the National Highway System
Performance Measures	• *Percent of reliable person-miles traveled on the Interstate* • *Percent of reliable person-miles traveled on the non-Interstate National Highway System (NHS)*

Goal Area	Freight Movement and Economic Vitality
Performance Measures	• *Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)*

Performance Targets

States are required to establish 2-year and 4-year targets for reporting progress on NHS travel time reliability and Interstate Freight Movement reliability on a biennial basis beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the State target setting. MPOs have the option to support the statewide targets or to establish their own for each of the measures. These three measures are defined in the following paragraphs.

Travel Time Reliability

Travel Time Reliability is defined as the percent of person-miles traveled that are reliable, or, in other words, how frequently does congestion on the system produce travel times that are excessively long. The measure utilizes person-miles to account for transit, van pools and other high-occupancy vehicle users as well as travel by automobile and truck.

Travel Time Reliability data is collected utilizing vehicle probe data in the National Performance Measure Research Data Set (NPMRDS). This data consists of average travel times for each segment of the National Highway System and is calculated at 5-minute intervals for each day of the year and aggregated to different levels for the purposes of calculating travel time reliability measures. For Interstate Travel Time Reliability and Non-Interstate NHS Travel Time Reliability, data is collected in 15-minute segments between 6:00 AM and 8:00 PM daily. The 80th percentile travel times (longer) are then divided by the 50th percentile (normal) travel time and periods where this ratio is less than 1.5 are considered "reliable". These are converted to person-miles and collected into monthly and annual totals to determine the overall percentage of reliable travel. The goal is for all segments to be "reliable" at a rate that is greater than or equal to the target value over the course of the year.

Truck Travel Time Reliability

Truck Travel Time Reliability (TTTR), the Freight Reliability measure, is limited to interstate travel and is calculated somewhat differently than general travel time reliability. The data for TTTR is collected utilizing vehicle probe data in the National Performance Measure Research Data Set (NPMRDS). The 95th percentile truck travel time is divided by the 50th percentile (normal) truck travel time for each segment during each of 5 periods: weekday morning peak (6-10 AM), midday (10AM-4PM), and afternoon peak (4-8PM), weekends (6AM-8PM), and overnights for all days (8PM-6AM). The largest ratio for each day is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of interstate in the state/region. The goal in this instance is that the interstate system has truck travel times that are less than 1.5 times the "normal" travel time over the course of the year.

Travel Time Reliability and Truck Travel Time Reliability
Baseline Estimates and Targets

		NHDOT			MPO			
Area	**System & Measure**	**Baseline Estimate[1]**	**2-Year Target**	**4-Year Target**	**Baseline Estimate[1]**	***4-Year Target***	**Current Status (2023)**	
Travel Time Reliability	Interstate: Person Miles	99.4%	95.0%	95.0%	100.0%	***95%***	***100%***	Exceeding target
	Non-Interstate NHS: Person Miles	87.8%	85.0%	85.0%	97.7%	***85%***	***99%***	Exceeding target
Freight Movement	Interstate Truck Travel Time Reliability (TTTR)	1.35	1.50	1.50	1.23	***1.50***	***1.31***	Exceeding target

[1]Both RPC and NHDOT utilize 2020 values as the baseline for Travel Time Reliability measures.

Boston UZA Coordination

23 CFR 490.105 and 490.105 require that all State DOTs and MPOs serving an applicable urbanized area (UZA) establish a single, unified target for each of the traffic congestion measures for each applicable urbanized area in the country. As described in the regulation, if an MPO is not required to establish targets for the traffic congestion measures for an urbanized area, but NHS highways cross any part of an urbanized area with a population more than 200,000 within a metropolitan planning area (MPA) and that urbanized area contains a nonattainment or maintenance area (for any one of the criteria pollutant) outside of its

MPA, then that MPO is encouraged to coordinate with relevant State DOT(s) and MPO(s) in the target establishment process for the traffic congestion measures for that urbanized area. For that reason, RPC coordinates the setting of Congestion Mitigation and Air Quality Performance Measure Targets with seven other MPOs as well as the State Departments of Transportation for Massachusetts and New Hampshire. Boston UZA MPOs include the Boston Region MPO, Northern Middlesex MPO, Central Massachusetts MPO, Merrimack Valley MPO, Montachusett MPO, Old Colony MPO, and Southeastern Massachusetts

MPO as well as RPC. Of these agencies, only Boston and Northern Middlesex MPOs and the Department of Transportations are required to establish Traffic Congestion Targets while the remaining entities are encouraged to participate in the target selection process but do not need to establish or support CMAQ targets. The Current Boston UZA CMAQ targets are included in the table in this document and the full documentation of the measures and targets can be found at the Boston MPO website here: https://www.bostonmpo.org/performance.

Boston Urbanized Area Traffic Congestion Performance Targets

	Baseline (2016-20 Ave)	Two-Year Target (2019-23 Ave)	Four-Year Target (2021-25 Ave)
Percentage of Non-SOV Travel	36.9%	38.8%	42.6%
	Baseline Value	**Two-Year Target (2022-23)**	**Four-Year Target (2022-25)**
Annual hours of Peak Hours of Excessive Delay per capita	18.0	24.0	22.0

2025-2028 TIP Investment

The 2025-2028 TIP includes just over $44.2 million in funding for 14 projects that have the primary purpose of improving travel time reliability through addressing bottlenecks on the system and another eleven projects and $65 million where improved reliability is a byproduct of the project or service. Additionally, funding for transit programs in the region and around the state account for another 7 projects and over $90 million in funding. In total, about 25% of the $805 million in funding that is programmed in the TIP is being utilized in a way that helps to address congestion and travel time reliability issues in the region and the state as a whole. The expansion work occurring on I-93 and the Spaulding Turnpike (Newington-Dover) has been completed and so the remaining projects addressing travel time reliability tend to be smaller such as the final segment of the NH 125 Plaistow-Kingston corridor ($22 million), NH 125 in Epping between NH 101 and NH 87 ($7 million), and improvements on US 1 in

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2025-2028 TIP Totals*	95	100%	$ 805,355,528	100%
Primarily Travel Time Reliability*	14	15%	$44,226,833	5%
Other w/ TTR Benefits	11	12%	$65,095,527	8%
Transit Programs*	7	7%	$90,040,244	11%
Total TTR Benefits	32	34%	$199,362,604	25%

*Includes Statewide Programs

Portsmouth ($11 million). The funding also includes resources for the State TSMO center as well as projects that incorporate Intelligent Transportation Systems (ITS) projects. The NH 125 project in Epping will add signal coordination and another project will expand signal coordination from the state line with Massachusetts through all the signals in Plaistow.

The TIP includes the transit programs for COAST and MTA transit systems that improve travel time reliability through reducing the number of vehicles on the roadway. Similarly, the statewide programs that provide support for Transportation Systems, Management & Operations (TSMO), Intelligent Transportation Systems (ITS), and traffic management resources benefit the region through reducing the impacts and extent of congestion along major roadways corridors.

TIP Projects addressing System Reliability Measures

Project #	Project Name	Scope	Total Funds Programmed
44367	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	$751,825
29608	EPPING	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	$7,423,849
43849	GREENLAND	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	$220,000
44879	HAMPTON-NORTH HAMPTON	AET Fesibility Study at Hampton Interchange (I-95/101).	$1,000,000
44355	LONDONDERRY/ WINDHAM/ SEABROOK	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	$174,974
42879	NEWINGTON	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	$514,000
40645	PLAISTOW	Signal coordination and control along corridor from Mass S/L to Old County Road	$1,125,494
10044E	PLAISTOW - KINGSTON	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	$21,907,289
42611	PORTSMOUTH	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	$120,096
42612	PORTSMOUTH	Signalization of Intersection - International Drive / Manchester Square / Corporate Drive	$93,404
44358	PORTSMOUTH	Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions	$265,059
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	$14,457,332
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	$23,616,942
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	$672,391
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	$219,071
41712	SEABROOK	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	$1,663,226
44362	STRATHAM	Signal coordination on four traffic signals located on Portsmouth Avenue	$346,926
			$74,571,877

2050 Plan Investment

The 2050 Long Range Transportation Plan (Including the TIP and Ten Year Plan projects) includes $539 million in funding for 55 projects that will provide benefits of reducing congestion and improving travel time reliability through addressing bottlenecks on the system. All of the projects are shown in the ***Long Range Transportation Plan Project Performance Area*** table at the end of this document. The last ten years have seen the completion of multiple large-scale capacity expansion projects (I-93, Spaulding Turnpike) in the region and as those projects have been finished the focus has largely moved towards addressing smaller improvements at locations that are disrupting traffic flow. In addition, priorities have shifted towards mitigating safety problems and providing additional resources for maintaining and operating the existing infrastructure. Projects providing Travel Time Reliability benefits total about 67% of the $1.015 billion in funding that is programmed for the region between 2023 and 2045. This includes funding for the final project of the NH 125 Plaistow-Kingston corridor plan, additional capacity and traffic management on NH 125 in Epping and signal coordination in Plaistow. In addition to addressing a "Red List" bridge, the replacement of the NH 1A bridge between Hampton and Seabrook will provide traffic flow improvements as it will no longer be moveable and stop traffic for boats to cross under.

In addition to the individual projects within the MPO region, the LRTP includes the transit programs for COAST, MTA/CART, and UNH Wildcat transit that improve travel time reliability through improving transit service to induce mode shift and reduce the number of vehicles on the roadway. COAST's comprehensive redesign of its fixed route network in 2020 improved transit service reliability for riders through both a modified route system and improved real-time information on bus locations and anticipated arrival times.

Lastly, there are statewide programs in the TIP and LRTP that provide benefits to travel time reliability. These include support for Transportation Systems, Management & Operations (TSMO) and the New Hampshire Traffic Monitoring Center (TMC) provide Intelligent Transportation Systems (ITS) and traffic management support that provides benefits along major roadways corridors.

System Reliability and Freight Movement Summary

Project Focus	# of Projects	% of Projects	Total Funding	% of Funding
2050 LRTP Totals	158	100%	$1,804,000,000	100%
Travel Time Reliability	48	30%	$234,968,745	13%
Transit Programs	7	4%	$369,644,794	20%
Total Reliability Benefits	55	35%	$604,613,539	34%

Performance Assessment

Several large-scale capacity expansion projects have been completed in the region in recent years and these have produced benefits to system reliability. In particular, the implementation of open-road tolling at the Hampton toll plaza on I-95 has drastically reduced delays and stoppages on that roadway during peak summer travel times. The expansion of I-93 to four lanes from Salem to Manchester and the Spaulding Turnpike in Newington and Dover are expected to provide similar improvements to system reliability by reducing bottlenecks, improving the function of the toll plaza, and providing additional shoulder space for disabled vehicles.

The rehabilitation of the I-95 Bridge over the Piscataqua River between New Hampshire and Maine included work to ready the shoulders of the bridge for peak period use. While this facility remains a system

bottleneck on I-95, it is anticipated that the additional lane during peak periods will reduce congestion that occurs around the bridge. Combined with the removal of the toll booths in York, Maine and replacement with an open-road tolling system, this is expected to reduce congestion along that corridor. Further, the TIP contains a project to study and implement further enhancements to the Open-Road tolling at the Hampton Toll Plaza that will further reduce congestion occurring on that facility. The replacement of the NH1A bridge between Hampton and Seabrook will also provide reliability benefits by being a fixed structure that no longer needs to raise to allow boat traffic to pass, while also providing safety improvement for bicycle and pedestrian travel. The reconfiguration of Stratham Circle and Portsmouth Circle will likely reduce congestion at those locations as well as improve safety.

The improvements proposed for US 1 in Portsmouth will provide a more consistent cross-section for that corridor and will enhance bike and pedestrian access to provide a safe and convenient way to access the homes and businesses in that part of the city without an automobile. Further projects are planned on the southern section of the corridor to address congestion issues in Seabrook, Hampton Falls, and Hampton. Phases 1A and 1B of the NH Seacoast Greenway rail trail will complete construction from Portsmouth to Hampton in late 2025 and provide a safer, lower-stress alternative to pedestrian and bicycle travel on US1, also removing ped/bike traffic from the highway and reducing modal conflicts. Phases two and three are scheduled to begin in the near future and will provide a non-motorized connection paralleling the US 1 corridor between Massachusetts and Maine.

On Route 125, work was completed in recent years to create a five-lane corridor and access management controls from near the state border through Old County Road, and the work for the last segment of the NH 125 Plaistow-Kingston corridor plan is under way. Work further north on NH 125 in Epping will help to address an area of growing congestion from both commercial growth and increased commuting and help to provide a facility that supports the flow of vehicles and freight along the corridor, and both segments are slated to get signal coordination improvements.

Transit continues to play a small but important role in mitigating congestion in the region. The two regional systems (COAST and MTA/CART) provide services along major corridors and allow users to travel without a car. In addition, intercity services along the Spaulding Turnpike, I-93, and I-95 corridors and the Downeaster rail service provide an alternative for Boston-bound commuters and airport travelers that have fully recovered from COVID-era ridership declines and will continue to evolve throughout the life of the LRTP.

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6055002	Brentwood	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	Safety	$249,604
6055003	Brentwood	Roundabout at NH 125/Crawley Falls Road/Brentwood Rec Dept and improved bicycle and pedestrian crossings and facilities along Crawley Falls Road	Safety, Non-Motorized	$4,187,007
6055004	Brentwood	Implement Long-Term Safety Measures (Roundabout) identified in February 2024 Road Safety Audit	Safety, Non-Motorized	$3,722,696
43839	Candia-Raymond	Rehabilitation/Reconstruction of a section NH Route 101	Infrastructure Condition	$24,414,922
44367	COAST	Reinvigorate the CommuteSMART Seacoast(TMA) with new programming& outreach proposed 5 years	Congestion, Safety	$751,825
29608	Epping	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	Congestion, Safety	$27,369,249
43430	Epping	Address Red-Listed bridge carrying NH 125 over Piscassic River (Br. No. 108/030)	Infrastructure Condition	$2,742,020
6147005	Epping	Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	Safety, Congestion	$2,789,917
6147006	Epping	Signalize intersection of NH 125 with Lee Hill Road	Safety, Congestion	$3,650,457
6147007	Epping	Widen NH 125 from NH 87 to Lee Hill Road	Congestion	$19,197,915
6147011	Epping	Reconfiguration of the intersection of NH 27 with Blake Road/Friend Street/Depot Road/School Street to improve safety and operations	Safety, Infrastructure Condition	$12,095,520
40623	Exeter	Bridge Replacement to address Priority Bridge carrying NH 111A over Little River (Br No 075/078)	Infrastructure Condition	$4,185,058
44410	Exeter	Address condition of bridge carrying NH 108 over Exeter River (Br. No. 089/045)	Infrastructure Condition	$8,802,970
44624	Exeter	Install (2) electric vehicle DC fast charging stations at 158 Epping Road	Emissions Reduction	$507,267
6153010	Exeter	Address impacts of sea-level rise induced flooding on Water Street in Exeter	Resilience	$0
43849	Greenland	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	Congestion, Safety	$220,000
6001008	Greenland	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	Safety, Non-Motorized	$6,081,344
6187002	Greenland	Address Capacity Issues on NH 33 between Bayside Road and NH 151	Congestion	$0
6187003	Greenland	Address Capacity issues at signalized intersection of NH 33 and Winnicut Rd/Bayside Rd.	Congestion	$22,171,041
41717	Hampstead	Improve the intersection of NH121/Derry Rd/Depot Rd	Safety, Congestion	$2,649,291
6195002	Hampstead	Install right turn lanes on east and west sides of NH 111. Reconfigure stop bars on Central St & Webber Road	Safety, Congestion	$4,796,475
40797	Hampton	Improvements to NH 1A (Ocean Boulevard) from State Park Road to NH 27 (High St).	Safety, Congestion	$13,283,996
41584	Hampton	NH 101/ US 1 interchange reconfiguration	Safety, Congestion	$7,840,898
42573	Hampton	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	Infrastructure Condition	$7,129,797

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
42606	Hampton	Complete Streets Improvements on Winnacunnet Road.	Safety, Non-Motorized	$1,227,042
6197002	Hampton	Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street. Construct new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge.	Safety, Congestion, Non-Motorized	$26,653,003
6197004	Hampton	Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	Safety, Non-Motorized	$4,322,825
6197006	Hampton	This project would rebuild all of Exeter Road (NH 27) within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$54,338,422
6197009	Hampton	This project would rebuild High Street (NH 27) within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$34,716,214
6197010	Hampton	This project would rebuild all of the Winnacunnet Road within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$36,225,615
6197011	Hampton	This project would rebuild all of Church Street within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Infrastructure Condition	$7,547,003
6197013	Hampton	Construction of an intermodal facility in the vicinity of the interchange of NH 101 and US 1 in Hampton	Safety, Transit Asset Mgmt, Non-Motorized	$19,506,406
6197014	Hampton	Capacity and traffic flow improvements on Ocean Boulevard from Nudd Avenue to Dumas Avenue	Safety, Congestion, Non-Motorized, Infrastructure Condition	$28,028,468
6197015	Hampton	Constuct Bike/Ped Improvements (Incl. sidewalks and bike lanes) btwn Nudd & Dunston Aves (~4750LF)	Safety, Congestion, Non-Motorized, Infrastructure Condition	$6,894,709
6197016	Hampton	Capacity and traffic flow improvements on Ocean Boulevard from Dumas Avenue to High Street	Safety, Congestion, Non-Motorized, Infrastructure Condition	$30,949,748
6197022	Hampton	Address sea-level rise induced flooding on Cusack Road in Hampton	Resilience, Infrastructure Condition	$0
6197023	Hampton	Address the impacts of sea-level rise and storm surge induced flooding on High Street	Resilience, Infrastructure Condition	$4,326,752
6197024	Hampton	Address impacts of sea-level rise and storm surge induced flooding on Winnacunnet Road and NH 1A south of Winnacunnet Road	Resilience, Infrastructure Condition	$0
6197025	Hampton	Address impacts of sea-level rise and storm surge induced flooding on NH 101, Highland Avenue, Church Street, and Brown Avenue.	Resilience, Infrastructure Condition	$0
6197026	Hampton	Address impacts of sea-level rise and storm surge induced flooding on Ashworth Avenue and side streets	Resilience, Infrastructure Condition	$0
6197027	Hampton	Safety and operational improvements on NH 101 eastbound interchange with I95	Safety, Congestion	$9,072,697

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6199002	Hampton Falls	Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements.	Safety, Non-Motorized, Infrastructure Condition	$5,380,746
6199003	Hampton Falls	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	Safety, Non-Motorized, Infrastructure Condition	$4,652,941
43537	Hampton-Hampton Falls	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)	Safety, Non-Motorized	$6,841,303
6001019	Hampton-Hampton Falls	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)	Safety, Non-Motorized	$5,797,135
6001028	Hampton-Hampton Falls	Address impacts of sea-level rise and storm surge induced flooding on US 1 through the Hampton-Seabrook Estuary	Resilience, Infrastructure Condition	$0
44879	Hampton-North Hampton	AET Fesibility Study at Hampton Interchange (I-95/101).	Congestion, Safety	$2,000,000
26485A	Hampton-Portsmouth	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	Safety, Non-Motorized	$2,814,363
42610	Kensington	Intersection re-alignment and upgrades	Safety, Congestion	$2,581,280
44355	Londonderry/Windham /Seabrook	Implement improvements on 3 signalized corridors in Londonderry NH102 ,Windham NH111 & Seabrook US1	Congestion, Emissions Reduction	$927,338
16127	New Castle-Rye	Bridge replace, Single Leaf Bascule Bridge, NH 1B over Little Harbor (Red List) Br No 066/071	Infrastructure Condition	$14,959,885
44493	New Castle NH Route 1B Causeway	Modifications to the portion of Route 1B that runs from Goat Island to New Castle Island	Resilience, Safety, Non-Motorized	$7,826,935
41713	New Castle-Rye	Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)	Safety, Infrastructure Condition	$2,926,922
6327002	Newfields	Widen shoulders and install sidewalks	Safety, Non-Motorized	$640,972
6327003	Newfields	Rebuild roadway and sidewalks to include bike lanes and landscape features	Safety, Non-Motorized	$3,475,858
6327004	Newfields	Add shoulders to NH 108 within town of Newfields	Safety, Non-Motorized	$836,413
6327005	Newfields	The project scope is a detailed intersection study. Cost is estimated at between $5,000 and $15,000.	Congestion	$91,467
28393	Newfields - Newmarket	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	Infrastructure Condition, Safety, Non-Motorized	$651,860
42879	Newington	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	Congestion, Safety	$665,479
6331001	Newington	Install a signal at the intersection of Arboretum Drive, New Hampshire Avenue, and Pease Blvd.	Congestion	$4,824,989
6331003	Newington	Full depth reconstruction of Gosling Rd along with drainage improvements.	Safety, Non-Motorized	$1,929,967
6331004	Newington	Full depth reconstruction of Shattuck Way. Address flooding conditions.	Infrastructure Condition	$3,998,907

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
11238S	Newington-Dover	Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection	Safety, Non-Motorized, Infrastructure Condition	$66,287,691
44287	Newton	Replace Wilders Grove Rd bridge over Country Pond (Brg#053/105)	Infrastructure Condition	$741,468
6341003	Newton	Address safety issues at intersection of NH 108 with New Boston Road	Safety	$1,686,869
6341004	Newton	Address safety issues at intersection of NH 108 with Peaslee Crossing Rd/Wentworth Dr	Safety	$1,686,869
24457	North Hampton	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	Infrastructure Condition	$8,709,140
6345001	North Hampton	Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	Congestion, Non-Motorized, Infrastructure Condition	$30,879,746
6345003	North Hampton	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	Safety, Infrastructure Condition	$2,690,373
6345004	North Hampton	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	Safety, Congestion, Infrastructure Condition	$13,352,998
6345005	North Hampton	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	Safety, Infrastructure Condition	$2,075,505
6345008	North Hampton	Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	Safety, Infrastructure Condition	$2,690,373
6345009	North Hampton	Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	Safety, Infrastructure Condition	$11,057,167
6345011	North Hampton	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	Safety, Non-Motorized	$7,511,593
42312	North Hampton-Rye	Reconstruct NHDOT Stone Revetment seawalls/Berms	Resilience	$30,445,300
6001027	North Hampton-Hampton	Adress sea-level rise induced flooding on NH 1A in North Hampton and Hampton in the vicinity of North Hampton State Beach	Resilience, Infrastructure Condition	$0
42312A	North Hampton-Rye	Reconstruction of revetment sea walls	Resilience	$20,392,694
42312B	North Hampton-Rye	Reconstruction of revetment sea walls	Resilience	$14,571,081
42312C	North Hampton-Rye	Reconstruction of revetment sea walls	Resilience	$23,242,912
40641	Plaistow	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	Safety, Non-Motorized	$1,482,399
40645	Plaistow	Signal coordination and control along corridor from Mass S/L to Old County Road	Congestion, Safety	$1,482,994
6375004	Plaistow	Intersection improvements at North Avenue And NH 121A In Plaistow	Safety, Congestion, Non-Motorized	$6,567,218
10044E	Plaistow-Kingston	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	Congestion, Safety	$27,317,089

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
20258	Portsmouth	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	Safety, Non-Motorized	$7,831,635
29640	Portsmouth	Corridor improvements from Constitution Av to Wilson Rd & from Ocean Rd to White Cedar Blvd (~1.7m)	Safety, Congestion, Non-Motorized	$18,801,179
40644	Portsmouth	Railroad crossing upgrade on Market Street	Safety	$735,480
41752	Portsmouth	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	Safety, Non-Motorized	$1,452,066
42608	Portsmouth	Market St / Russell St Intersection Improvements	Safety, Congestion	$1,449,837
42611	Portsmouth	Intersection improvements on Grafton Drive by Portsmouth Transportation Center & Pease Golf Course	Congestion, Safety	$675,623
42612	Portsmouth	Signalization of Intersection - International Drive / Manchester Square / Corporate Drive	Congestion, Safety	$405,889
42874	Portsmouth	Purchse & install 8 e-charging stations for EVs (2 @ Pease Tradeprt 2@Pease GC 4 @ Pease Airprt)	Emissions Reduction	$52,972
44358	Portsmouth	Remove traffic signal,install median, const a connector Rd&Cons multi-use path to reduce emissions	Congestion, Safety, Emissions Reduction	$2,792,653
44411	Portsmouth	Address condition of bridge carrying NH 33 over PAR (Br. No. 144/115)	Infrastructure Condition	$3,749,196
44636	Portsmouth	Install (2) DCFC dispensers with charge rates up to 200kW at Market Basket Grocery Store	Emissions Reduction	$1,063,487
6379001	Portsmouth	Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	Congestion	$3,165,411
6379003	Portsmouth	Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	Congestion	$4,195,212
6379006	Portsmouth	reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	Safety, Congestion, Infrastructure Condition	$35,668,785
6379012	Portsmouth	Upgrade / replace aging bridge.	Non-Motorized, Infrastructure Condition	$2,705,653
6379013	Portsmouth	Bridge upgrade / replacement over Hodgson Brook	Non-Motorized, Infrastructure Condition	$956,233
6379015	Portsmouth	Replace bridge in collaboration with local development plans	Non-Motorized, Infrastructure Condition	$4,164,980
6379018	Portsmouth	Replace Pierce Island Bridge over Little Harbor	Non-Motorized, Infrastructure Condition	$6,026,424
6379020	Portsmouth	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	Safety, Congestion, Infrastructure Condition	$34,120,666
6379021	Portsmouth	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	Safety, Congestion, Infrastructure Condition	$13,410,637

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6379029	Portsmouth	This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	Safety, Non-Motorized, Infrastructure Condition	$783,181
6379031	Portsmouth	This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.	Safety, Non-Motorized, Infrastructure Condition	$2,336,698
6379032	Portsmouth	Interim improvement to construct NB Left Turn lane on Grafton Drive. Long-term solution includes separated Left and Right Turn lanes on Aviation Ave.	Congestion, Infrastructure Condition	$2,609,508
6379033	Portsmouth	Install roundabout at intersection of New Hampshire Avenue with Exeter St and Manchester Square in the Pease Tradeport	Safety, Congestion, Non-Motorized, Infrastructure Condition	$2,326,033
6379036	Portsmouth	Install crosswalks along McKinley Road and Harding Road including 1 raised, speed radar signs, intersection improvements, curb extensions, and sidewalks along one side of McKinley Road, Harding Road, Van Buren, and Adams.	Safety, Non-Motorized	$2,339,683
6379037	Portsmouth	Reconfiguration of the intersection of South Street and Middle Road, construction of curbing and a sidewalk along the south side of Middle Road and South Street, and installation of a pedestrian crosswalk at the intersection.	Safety, Non-Motorized, Infrastructure Condition	$507,142
6379038	Portsmouth	Mitigate potential for flooding due to sea-level rise and storm surge on State Street/Daniel Street in Portsmouth	Resilience, Infrastructure Condition	$0
6379039	Portsmouth	Mitigate potential for flooding due to sea-level rise and storm surge on Marcy Street in Portsmouth adjacent to Prescott Park and vicinity	Resilience, Infrastructure Condition	$0
6379040	Portsmouth	Address sea-level rise induced flooding on Parrott Avenue and Junkins Avenue adjacent to South Mill Pond.	Resilience, Infrastructure Condition	$0
6379041	Portsmouth	Address the impacts of sea-level rise and storm surge induced flooding on US 1 where it crosses Sagamore Creek in Portsmouth	Resilience, Infrastructure Condition	$0
15731C	Portsmouth, NH - Kittery, ME	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	Freight	$44,602,033
6001026	Portsmouth-New Castle	Mitigate flooding on NH 1B in Portsmouth and New Castle due to the impacts of sea-level rise	Resilience, Infrastructure Condition	$0
COAST5307	PROGRAM	COAST operating, ADA, capital PM, planning, FTA 5307 funds plus pending CMAQ-to-FTA transfer.	Transit, Transit Asset Mgmt, Congestion Reduction	$71,735,946
MTA5307	PROGRAM	MTA operating, ADA, capital PM, planning utilizing FTA Section 5307 funds. Includes CART area.	Transit, Transit Asset Mgmt, Congestion Reduction	$107,878,571
MTA5310	PROGRAM	Funding for seniors and individuals w/ disabilities. Annual FTA Section 5310 apportionment - CART.	Transit, Transit Asset Mgmt, Congestion Reduction	$3,347,977
MTA5339	PROGRAM	Funding for capital vehicles and equipment for CART area. Annual FTA Section 5339 apportionment.	Transit, Transit Asset Mgmt, Congestion Reduction	$995,999
44630	Raymond	Install 3 ChargePoint electric vehicle DC fast chargers close to high volume corridors	Emissions Reduction	$606,717
6383001	Raymond	Safety improvements at the NH 102 intersection with Blueberry Hill Road	Safety	$2,177,125

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
6383003	Raymond	Address sight distance issues to improve safety at NH 156/Ham Road/Harriman Hill Road intersection	Safety	$836,911
6383004	Raymond	Address safety and capacity issues at the intersection of NH 27 and NH 156	Safety, Congestion	$2,627,975
6383005	Raymond	Install new culvert with enough strength and clearance to allow continued recreational use of this important source of outdoor recreation.	Infrastructure Condition	$1,749,283
6383006	Raymond	Replace deteriorated culvert and road over Fordway Brook	Resilience, Infrastructure Condition	$1,814,007
6383007	Raymond	Engineering, replacement and road repair due to said work must occur.	Infrastructure Condition	$1,686,869
6001014	Region	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.	Safety, Congestion	$1,617,745
6001015	Region	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.	Safety, Congestion	$7,152,840
6001016	Region	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	Safety	$2,832,746
43002	Rye	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	Infrastructure Condition, Resilience	$1,785,427
6397001	Rye	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	Safety, Non-Motorized, Infrastructure Condition	$3,608,080
6397002	Rye	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.	Safety, Infrastructure Condition	$8,730,122
6397003	Rye	Realign Dow Road to 90 degree approach with US 1	Safety, Non-Motorized, Infrastructure Condition	$2,596,099
6397007	Rye	Address sea-level rise induced floodiing on NH 1A between Brackett Road and Odiorne Point State Park	Resilience, Infrastructure Condition	$0
6397008	Rye	Address sea-level rise induced flooding on NH 1A between Odiorne State Park and Davis Road	Resilience, Infrastructure Condition	$0
6397009	Rye	Address sea-level rise induced flooding on Marsh Road and Parsons Road in Rye	Resilience, Infrastructure Condition	$0
6397010	Rye	Address sea-level rise induced flooding on NH 1A and Wallis Road in Rye	Resilience, Infrastructure Condition	$0
6397011	Rye	Address sea-level rise induced flooding on NH 1A in the vicinity of Rye Harbor	Resilience, Infrastructure Condition	$0
6397012	Rye	Address sea-level rise induced flooding on Brackett Road in Rye	Resilience, Infrastructure Condition	$0
44309	Salem	Replace Bridge St Bridge over Spicket River (Brg #115/097)	Infrastructure Condition	$4,925,000
44628	Salem	Install (2) electric vehicle DC fast charging stations at 135 South Broadway, Salem	Emissions Reduction	$526,036
14800A	Salem to Manchester	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D		$49,770,743
41712	Seabrook	Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	Congestion Reduction, Safety	$6,517,718

PROJECT NUMBER	PROJECT_NAME	PROJECT SCOPE	FOCUS AREAS	TOTAL COST
42609	Seabrook	Multi-use path on former B & M Railroad tracks.	Safety, Non-Motorized	$1,457,349
6409001	Seabrook	Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	Safety, Congestion, Infrastructure Condition	$10,777,544
6409002	Seabrook	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	Safety, Congestion, Infrastructure Condition	$9,933,705
6409006	Seabrook	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	Safety, Non-Motorized	$40,740,560
6409021	Seabrook	Address impacts of sea-level rise and storm surge induced flooding on South Main Street in Seabrook	Resilience, Infrastructure Condition	$0
6409022	Seabrook	Address impacts of sea-level rise and storm surge induced flooding on NH 286 in Seabrook.	Resilience, Infrastructure Condition	$0
6001018	Seacoast Communities	Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	Safety, Congestion	$5,575,774
6417001	South Hampton	Bridge Replacement on Whitehall Road over Powwow River [099/062]	Infrastructure Condition	$855,577
6417002	South Hampton	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	Infrastructure Condition	$2,013,121
41711	Stratham	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	Safety, Congestion Reduction	$1,302,393
44362	Stratham	Signal coordination on four traffic signals located on Portsmouth Avenue	Congestion Reduction, Safety, Emissions Reduction	$346,926
6431001	Stratham	A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle for traffic and pedestrian access and safety improvements.	Safety, Non-Motorized, Infrastructure Condition	$15,373,863
6431002	Stratham	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	Safety, Non-Motorized	$3,138,151
6431004	Stratham	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	Safety, Congestion, Infrastructure Condition	$3,149,933
6431005	Stratham	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	Safety, Congestion, Infrastructure Condition	$431,864
6431006	Stratham	Install a roundabout (estimating 100' diameter) within a combination of the NH-111 right-of-way and modified Marin Way right-of-way (realignment, throat widening, etc.).	Safety, Infrastructure Condition	$1,941,293
6431007	Stratham	Sidewalks linking a series of individual segments that were installed as part of private development. Signals would be upgraded to support pedestrians and bicycle accommodations would be installed.	Safety, Non-Motorized	$7,038,297
6431008	Stratham	Address impacts of sea-level rise induced flooding on Squamscott Road over Jewell Hill Brook and adjacent to the Squamscott River floodplain	Resilience, Infrastructure Condition	$0