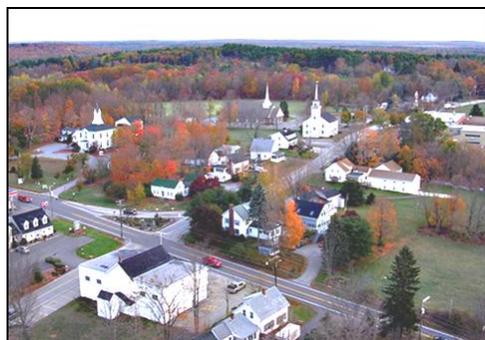
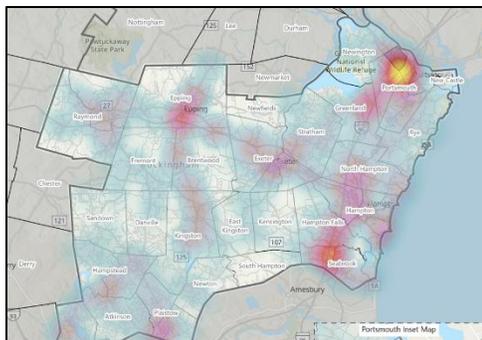


2024-2025 UPWP PERFORMANCE REPORT



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SEPTEMBER 25, 2025

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Figure 1: UPWP Work Categories and Related Task Areas

<p>Category 100: MPO Administration</p>	
<p>Administration of the MPO and its grants, the development of the MPO Prospectus and UPWP, financial management, training of staff, and conduct of other activities needed to fulfill the Rockingham MPO's mission.</p>	<p>Task 101: Accounting and Invoices Task 102: MPO Administration Task 103: Staff Training</p>
<p>Category 200: Policy and Planning</p>	
<p>The development and update of the Rockingham MPO Long Range Transportation Plan and other guiding documents and reports produced for the region. The conduct of special studies and projects such as updates to the Transportation chapter and related components of the RPC Regional Master Plan, the Regional ITS Architecture, Congestion Management Process. Also includes the development of the Transportation Improvement Program (TIP) and RPC involvement in the Ten Year Plan process as well as related interagency consultation and air quality conformity analysis.</p>	<p>Task 201: State Ten Year Plan Task 202: Planning and Environmental Linkages Task 203: Transportation Planners Collaborative Task 204: Interagency Consultation Task 205: Transportation Improvement Program Task 206: Congestion Management Process Task 207: Intelligent Transportation Systems Task 208: Metropolitan Transportation Plan Task 209: Air Quality Conformity Task 210: State Long Range Transportation Plan Task 211: Bicycle & Pedestrian Planning</p>
<p>Category 300: Public Involvement</p>	
<p>The timely implementation of the Rockingham MPO policies and plans through a public process of project evaluation, prioritization, and recommendations for implementation via the MPO Technical Advisory Committee and Policy Committee.</p>	<p>Task 301: Transportation Advisory Committee Task 302: Planning Commission Meetings Task 303: Public Participation Plan Task 304: Public Outreach Task 305: Policy Committee</p>
<p>Category 400: Plan Support</p>	
<p>The collection, analysis, and maintenance of relevant transportation planning data, including socioeconomic and transportation system data, for use in Rockingham MPO transportation planning activities. It includes activities pertaining to the development of the travel demand model.</p>	<p>Task 401: Traffic Count Program Task 402: SADES Inventories Task 403: Geographic Information Systems Task 404: Demographics Task 405: Equipment and Supplies Task 406: Travel Demand Modeling Task 407: Memberships, Subscriptions & Professional Costs</p>
<p>Category 500: Technical Assistance</p>	
<p>Address transportation issues and concerns across all modes by providing direct transportation planning consultation and general technical assistance, project development assistance, and grant funding resources to communities, transit agencies, and NHDOT within the MPO study area in response to identified needs and requests.</p>	<p>Task 501: Local and Regional Assistance Task 502: Statewide Assistance Task 503: Local Project Administrations (LPA) Programs Task 504: Special Projects Task 505: Regional Coordinating Councils Task 506: Transit Assistance Task 507: TDM Planning</p>
<p>Category 600: FTA5305E Transit Planning Grant</p>	
<p>Facilitating transit studies and analyses funded by the FTA 5305E grant program</p>	<p>Task 601: COAST Transit Stop Access Study</p>

Introduction

The UPWP Performance Report summarizes the progress that the Rockingham Planning Commission has made in implementing both the broad goals and specific tasks outlined in the FY 2024-2025 Unified Planning Work Program (UPWP). It is submitted in part to comply with 49 CFR 18.40 - *Monitoring and Reporting Program Performance*, and in part to provide communities, MPO Transportation Advisory Committee (TAC) and Policy Committee members, and the public a report of progress on projects and initiatives that the MPO has undertaken for the region. As the transportation planning process is continuous, the discussion includes work that occurs both before and after the 2024-2025 UPWP to provide context or an assessment of completion timeframes for ongoing efforts.

Overall progress is discussed first, followed by summaries of the work that occurred under each of the six categories and task areas listed in **Figure 1**. The UPWP included 142 work products from 113 activities that were expected to be addressed in some manner during the two years, as well as several other planning efforts that were funded by other sources. The activities and work products listed represent a broad range of effort and cost. In some cases, the identified task is simply to order and bill equipment and software purchases (Task 405), requiring little staff time, while others, such as Task 506 Transit Planning, encompass hundreds of hours and multiple work efforts.

Overall Progress

The Fiscal Year 2024-2025 Unified Planning Work Program identified 113 activities that the MPO expected to be involved with over the course of the two-year contract with 143 resulting work products. While some activities and work products are stand-alone, a sizable percentage of them build upon previous efforts and/or are part of the cyclical **Cooperative, Continuing, and Comprehensive (“3Cs”)** transportation planning process. As work progresses, there are always a few of these that are dropped due to newly identified issues, project schedule changes, or shifting priorities making them either unnecessary or pushing them beyond the timeframe of the UPWP. **Figure 2** identifies some key work products completed during the course of the 2024-2025 UPWP. This list highlights the more substantial efforts and actions that the MPO completed

Figure 2: Key Work Products

Timeframe	Work Product
September-23	2022-2023 UPWP Performance Report Completed
November-23	2023-2026 TIP Amendment #3 Approved
December-23	2023 List of Obligated Projects Published
December-23	2024 HSIP & Transit Safety Targets Adopted
February-24	2023-2026 TIP Amendment #4 Approved
April-24	2023-2026 TIP Amendment #5 Approved
July-24	2023-2026 TIP Amendment #6 Approved
November-24	Ten Year Plan Candidate Projects submitted to NHDOT for review
December-24	2023-2026 TIP Amendment #7 Approved
December-24	2024 List of Obligated Projects Published
January-25	2025 HSIP & Transit Safety Targets Adopted
March-25	2025-2036 Ten Year Plan Priorities Submitted to NHDOT
March-25	2025-2028 TIP Adopted
March-25	2050 MPO Long Range Transportation Plan Adopted
April-25	2026-2027 Unified Planning Work Program Adopted
April-25	MPO Safety Action Plan Adopted
April-25	MPO System Performance Report Published
May-25	MPO Project Tracker Launched
June-25	2025-2028 TIP Amendment #1 Approved
June-25	COAST Transit Access Study Completed

over the last two years. Some additional areas of emphasis include:

- **Transportation Advisory Committee (TAC)** membership revitalized with greater participation
- **14,111 people** engaged via 21 surveys on a variety of planning topics
- **3,900** Hours of mapping and data analysis work in support of transportation planning.
- **1,200** hours in support in support of RCCs and technical assistance transit providers
- **1,100** hours of Technical assistance to communities.
- **299 Traffic Volume & Classification** counts completed over two seasons

The UPWP totaled nearly 16,000 hours of staff time, advancing 101 of the 110 identified activities and 125 of the 143 work products (**Figure 3**) listed in the approved UPWP. While progress on some tasks was slower than anticipated, there were only 27 where no work at all occurred, and 25 of those were not needed for a variety of reasons. These tasks are listed and addressed individually under each work area. In total, this equates with **the MPO progressing over 99% of UPWP tasks and activities.**

Figure 3: Overall Progress on UPWP Activities & Work Products

Activities	100	200	300	400	500	600	Total	Percent
Completed	10	41	9	19	20	1	100	99%
In Progress	0	1	0	0	0	0	1	1%
Not Started	0	0	0	0	0	0	0	0%
Total	10	42	9	19	20	1	110	100%
% Complete/ In Progress	100%							
Activities Not Needed	0	2	0	5	2	0	9	8%

Work Products	100	200	300	400	500	600	Total	Percent
Completed	10	42	11	36	20	4	123	97%
In Progress	0	1	0	1	0	0	2	2%
Not Started	0	1	0	1	0	0	2	2%
Total	10	44	11	38	20	4	143	
% Complete/ In Progress	100%	98%	100%	97%	100%	100%	98%	
Work Products Not Needed	1	2	0	9	4	0	16	11%

The budget for this UPWP cycle was \$1.625 million split equally over the two years. This is a set amount of funding that, in most cases, does not change during the cycle. As work progresses and a better understanding of needs is gained, budget adjustments are utilized to redistribute funds to more accurately reflect expected expenditures by task area. There were two budget adjustments during the contract (November 2024 and June 2025) that redistributed resources to address anticipated overages in some categories of work. The November 2024 revision moved approximately \$41,000 (2.5% of the total budget) between categories by increasing funding for Categories 300 and 400 and decreasing funding in Categories 100, 200, and 500. The June 2025 adjustment moved another \$67,000 (4% of the total), further increased funding in Categories 300 and 400, as well as adding a small amount in 600, while decreasing resources in the other three categories. **Figure 4** shows the distribution of hours and funds to each of the UPWP Categories for the original budget, the two revisions, and the actual

expenditures. As the second budget revision occurred near the end of the contract, the actuals are remarkably close to the budget.

Figure 4: Original and Revised Budget Distributions with actual expenditures

	Original Budget		Revision (11/2024)		Revision (6/2025)		Actual Expenditures	
	Funding	Hours	Funding	Hours	Funding	Hours	Funding	Hours
Category 100	\$195,844	1,840	\$176,149	1,610	\$154,993	1,412	\$154,954	1,412
Category 200	\$565,301	5,740	\$552,964	5,729	\$547,012	5,472	\$545,052	5,449
Category 300	\$140,338	1,472	\$167,954	1,876	\$173,729	1,920	\$169,222	1,926
Category 400	\$398,106	3,740	\$411,684	3,753	\$472,361	4,351	\$470,395	4,300
Category 500	\$295,301	3,132	\$286,139	2,896	\$245,731	2,423	\$248,160	2,440
Category 600	\$31,000	441	\$31,000	372	\$32,064	377	\$38,271	441
Total	\$1,625,890	16,365	\$1,625,890	16,236	\$1,625,890	15,956	\$1,626,053	15,967

UPWP Planning Priorities

For each UPWP the MPO identifies certain processes and tasks that are anticipated to be a priority for the two-year cycle. The 2024-2025 UPWP includes three of these priorities and they are detailed below along with a discussion indicating how each was (or was not) addressed:

- A. Addressing climate change and stormwater impacts and integrating climate adaptation and resiliency into the transportation planning process for the long-term viability of the region.
 - The MPO works with local, regional, and statewide planning partners to better understand the impacts of climate change, sea-level rise, storm surge, and extreme precipitation, and to develop mitigation, adaptation, and resiliency strategies for the region. This cycle, the MPO focused work on quantifying impacts of stormwater on infrastructure management and investment, local flooding, water quality, and aquatic habitat, and support investment to address deficiencies.
- B. Moving the region towards a sustainable transportation system. The MPO is taking a human-centric approach to mobility and accessibility built upon livability principles that integrate all transportation modes with human scale environments, benefits, and services.
 - As part of the LRTP update, the MPO identified goals, policies, and projects that will result in a more sustainable transportation system that better meets the needs of older adults and other residents who are unable to drive or lack access to an automobile through reducing congestion, pollution, and energy consumption, and promote expanded bicycle, pedestrian, and transit infrastructure. The MPO also completed the COAST Transit Stop Access Study which identifies the challenges that pedestrians have getting to bus stops and considers opportunities to remove these limitations and improve accessibility for all users.

- C. Complete a full update to the Long Range Transportation Plan. Address A and B above, as well as consider environmental, community, and economic goals and incorporate information and analysis to inform the environmental review process for projects and streamlines project implementation. Also, expand data-driven project identification and analysis, incorporate data from the Congestion Management Process, as well as analyses conducted for performance measures and targets, and other technical studies into the project identification and prioritization process. Finally, work to identify project priorities earlier in the Ten Year Plan cycle to allow for improved scopes and cost estimates.
- The 2050 Long Range Transportation Plan was adopted in March 2025. The document was revised and reorganized from the previous iteration to improve readability. The MPO expanded discussion of housing, resilience, non-motorized transportation needs, and addressed regional trends. Refinements to the data-driven project selection process continue and the MPO expanded the number of projects with engineered scope and cost estimates. The project solicitation and selection process began earlier which allowed for additional time to complete the prioritization. While the MPO further integrated data-driven performance-based planning into the LRTP, the update to the Congestion Management Process was not completed, which limited the ability to utilize that document as a source of information and projects.

Project Specific Progress

Most activities and work products identified in the UPWP were addressed in some manner. Staffing changes as well more focused work to expand TAC participation (and more TAC and Policy Committee meetings), updating the Long Range Transportation Plan and TIP and the data analysis and mapping that accompanied that effort, required budget revisions and the reprioritization of some work. The budget redistribution near the end of the contract ensured that the funding closely reflected actual MPO work efforts, adjusted for changing priorities over the course of the contract, and met the priorities for the region as identified in the UPWP document itself. The following pages detail the specifics for each of the six Categories and the work that occurs within each. For each category there is an introductory paragraph, a table identifying the task areas and objectives within the category, as well as one that details the actual expenditures compared to the revised budget. A narrative that identifies the accomplishments for each task area follows the overview and at the end of each section the tasks that should have been undertaken but were not identified and reasons for not conducting the work are listed. Finally, those tasks that were not needed at all are identified and listed. Further, the concluding section includes a short description of related work by the RPC that was not funded through the UPWP. This includes both transportation projects as well as other land use, environmental, and comprehensive planning efforts.

Category 100: MPO Administration

Category 100 covers the financial management and administrative aspects of the UPWP as well as staff time spent at training and conferences. This work is distributed to three sub-tasks areas (**Figure 5**) with most of the resources dedicated to MPO Administration.

Figure 5: Task 100 Work Areas and Objectives

Task	Objectives
101 Invoices & Accounting	Staff efforts related to the development, submittal, and approval of reimbursement requests, for monitoring financial controls and ensuring compliance with contract obligations.
102 Program Administration	To provide for the development of the MPO UPWP and Prospectus, general administrative and clerical services, and coordination of efforts with other agencies supporting the timely completion of tasks.
103 Training	To provide for development of staff skills through attendance at transportation related workshops, seminars, and conferences.

Administration accounted for approximately 10% of the UPWP budget for fiscal years 2024 and 2025 and the details are shown in **Figure 6**. The budget revisions decreased funding in Category 100 to account for administrative efficiencies as well as less anticipated training/conference time. The Category finished on target in terms of both hours and costs and within it, Program Administration (102) accounted for 75% of the funding and hours and was slightly overspent. Accounting and invoicing (101) and Staff Training (103) were both under target as needs during this cycle were less than anticipated.

Figure 6: Budget Verses Actual for Category 100 and Task Areas.

	Hours			Costs				
	Actual	Budgeted	Percent	Personnel	Non-Pers	Total	Budget	Percent
101 Accounting and Invoice	259	284	91%	\$26,751	\$0	\$26,751	\$29,791	90%
102 Program Administration	1,034	988	105%	\$117,197	\$0	\$117,197	\$111,825	105%
103 Staff Training	119	140	85%	\$10,263	\$743	\$11,006	\$13,377	82%
TASK 100 Total	1,412	1,412	100%	\$154,211	\$743	\$154,954	\$154,993	100%

Category 100 Accomplishments

Task 101 - Invoicing and Accounting: The invoicing and time tracking system was updated to reflect current billing and invoicing requirements from NHDOT and to provide data formatted for NHDOT’s new invoicing template. The system required occasional maintenance and updating to account for changes in work tasks or to address problems with the system itself. Work Program Invoices were prepared and submitted monthly utilizing NHDOT’s template for completed work. Financial audits for FY23 and FY24 were prepared for documentation provided, including OMB Uniform Audit Requirements (2 CFR §200,215,220, 225, and 240) records preparation, and assistance to auditors as needed.

Task 102 - General Administration: A tracking system was set up to monitor the implementation of the UPWP and to facilitate billing and reporting. A dashboard was developed to monitor UPWP expenditures, ensure budget consistency, and provide insight to any anticipated budget adjustments.

Staff continued to refine tools developed to improve tracking of UPWP efforts over time and ensure that the current status is monitored. The 2022-2023 UPWP Performance Report was completed in September 2023 and detailed the accomplishments during that contract, those tasks that were still pending initiation, as well as those that were deemed unnecessary. RPC staff prepared materials for the mid-contract progress review and met with NHDOT, FHWA, and FTA in August, 2024 to discuss progress to date, address necessary changes to the UPWP, and prepare for the second fiscal year of the contract. The 2024-2025 UPWP budget was revised and funding redistributed in November 2024 to address the impact of staff changes during the first year of the contract and to ensure that expenditures remain at less than 110% of budget amounts for each Category as per NHDOT direction. A second revision was completed in June 2025 to adjust for an expected under-utilization of funds in some categories and over-utilization in others and to ensure that costs were within the 110% limit. The FY26-27 UPWP was drafted in February 2025, approved in April, and submitted to NHDOT for the state contracting process. The document was updated with anticipated tasks and funding levels as well as organized as desired by NHDOT, FHWA, and FTA with adequate detail and scope. The MPO has adopted NHDOT's DBE Contracting Goal by reference and a DBE Policy Statement that confirms the MPO Policy of Non-Discrimination in federal contracting and identifies steps to ensure equal opportunity for DBEs to participate in MPO contract opportunities.

Task 103 - Training, Workshops, and Conferences: Staff participated in a number of workshops, webinars, and professional development training opportunities. With new transportation and GIS staff, many of the training sessions were introductory including the Basics of Transportation Planning (FHWA-NHI-15102) and Integrating Transportation and Land Use course (FHWA-NHI-151043) from the National Highway Institute, Census Data Analytics, National Performance Measure Research Data Set (NPMRDS), CMAQ Webinar from FHWA HEP Team, GIS Online training courses from ESRI, and a Resilience Improvement Plans overview webinar from FHWA. Bicycle and Pedestrian needs were an area of focus including sessions on Manual of Uniform Traffic Control Devices and Trails, Association of Pedestrian & Bicycle Professionals sessions on Safety and PROWAG, Pedestrian Level of Traffic Stress workshop from the National Center for Mobility Management. Safety was another area of focus with staff participating in a SS4A Safe Systems Approach Community of Practice webinar as well as a webinar from NHSTSA/CDC on equity and transportation data. Finally, staff participated in an ITS Architecture Workshop from FHWA with NHDOT and the other MPOs that was a kickoff for the effort to combine the regional and statewide ITS Architectures. Staff members attended only one conference, the Collaboration of Regional Trails Initiatives (CRTI) Trails Conference where they were able to confer with trail initiative leaders from around US, visited Carolina Thread Trail segments, attended presentations on new editions of MUTCD and AASHTO Bicycle Guide.

Category 100 Pending Tasks

None

Category 100 Extraneous Tasks

MPO Planning Review: The next MPO Planning Review is scheduled for Fall 2025.

Category 200: Policy and Planning

The focus of Category 200 includes development and maintenance of the primary MPO planning documents such as the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program. It also includes related planning efforts such as the Congestion Management Process, bicycle and pedestrian planning, and environmental resilience. The eleven task areas within 200 are included in **Figure 7** along with the Objective of each.

Figure 7: Task 100 Work Areas and Objectives

Task	Objectives
1006.201 Ten Year Plan	Participation in the State Ten Year Plan development, GACIT public hearings, and other tasks related to the adoption of the Ten Year Plan.
1006.202 PEL	Work related to the role of the transportation system in relation to climate change, livability, overall sustainability, and includes activities that involve the nexus between land use, the environment, and transportation.
1006.203 TPC	Participation in the Transportation Planners Collaborative and improved communication and cooperation between and among transportation planning partners in New Hampshire.
1006.204 Interagency Consultation	Coordination of activities and efforts with adjacent MPOs, State Agencies, and Federal planning partners is an important activity that reduces duplication of effort and ensures that issues of common concern are addressed.
1006.205 TIP	To maintain the current four-year Transportation Improvement Program (TIP) through amendments and minor revisions, approve the subsequent TIP, and related activities to meet the requirements of 23 CFR § 450.326.
1006.206 CMP	To complete all work related to the implementation and maintenance of the Congestion Management Process for designated Transportation Management Agencies (TMAs) to satisfy the requirements of 23 CFR 450.314(g).
1006.207 ITS	Maintain the regional ITS architecture developed in cooperation with SRPC. Participation in Incident Management System (IMS) efforts in the region.
1006.208 LRTP	To develop and maintain the Rockingham MPO Long Range Transportation Plan and related polices that are consistent with the requirements of 23 CFR Part 450, Subpart C.
1006.209 AQ Conformity	To complete work related to satisfying the requirements of the Clean Air Act Section 176(c), 40 USC § 93, and other policy documents from FHWA and EPA relating to air quality conformity.
1006.210 State LRTP	For the State to complete work related to satisfying the requirements of 23 CFR §450.216 relating to the development and content of the statewide long range transportation plan.
1006.211 Bike/Ped Planning	To develop plans, facilities, and programs that encourage bicycling and walking as an alternative to driving and improve bicycle and pedestrian safety using a 5Es approach including Engineering, Encouragement, Education, Enforcement, and Evaluation.

At the time of UPWP adoption, it was expected that about 5,700 hours (35% of total) would be spent on tasks within this category, and this was revised downward slightly to 5,500 in the June 2025 redistribution to reflect reduced work in several subtask areas. There were fewer TPC (Task 203) meetings than were budgeted and similarly, the ITS Architecture (Task 207) efforts were less extensive than expected. Finally, the State LRTP (Task 210) process has not involved the MPO to date and so the resources set aside for that task were not utilized. Planning and Environmental Linkages (Task 202) work also was less time consuming than originally anticipated. Some (or all) of the hours budgeted for those task areas were shifted to cover additional bike and pedestrian planning needs and to other Task Areas. Given the timing of the budget redistribution near the end of the contract, work efforts in this area

(**Figure 8**) were almost exactly as anticipated both in terms of funds (100% utilized) and hours (100% utilized) reflecting the substantial amount of work that was accomplished in this area. Task 201 exhibits a distinct overage in actual costs versus budgeted. This is due to the inadvertent billing of the engineering consultant costs to this task area while the funds were budgeted under Task 208.

Figure 8: Budget vs Actual for Category 200 and Task Areas

	Hours			Costs				
	Actual	Budgeted	Percent	Personnel	Non-Pers	Total	Budget	Percent
201 Ten Year Plan	156	158	98%	\$17,309	\$34,668	\$51,977	\$17,717	293%
202 Planning & Env Linkages	493	504	98%	\$55,144		\$55,144	\$55,829	99%
203 Transp Planners Collab	13	15	83%	\$1,043		\$1,043	\$1,222	85%
204 Interagency Consultation	28	34	82%	\$3,006		\$3,006	\$3,509	86%
205 Transp Improvement Prog	708	703	101%	\$79,929		\$79,929	\$79,366	101%
206 Congestion Mgmt Process	83	82	101%	\$5,958		\$5,958	\$5,769	103%
207 ITS Architecture	2	15	13%	\$225	\$103	\$328	\$1,358	24%
208 Metro Transportation Plan	2237	2,244	100%	\$181,358		\$181,358	\$216,664	84%
209 Air Quality Conformity	3	5	60%	\$208		\$208	\$346	60%
210 State LRTP	0	0	0%	\$0		\$0	\$0	0%
211 Bike & Ped Planning	1728	1,713	101%	\$165,900	\$200	\$166,100	\$165,232	101%
TASK 200 Total	5449	5,472	100%	\$510,081	\$34,971	\$545,052	\$547,012	100%

Category 200 Accomplishments

Task 201 - Ten Year Plan: The first year of the 2024-2025 UPWP saw the conclusion to the development of the 2025-2034 State Ten Year Plan. Beginning in July 2023, staff participated in Ten Year Plan development meetings with NHDOT and the Governor’s Advisory Council on Intermodal Transportation (GACIT) to ensure that regional priorities for the Ten Year Plan were included and that hearing attendees understood the process that the MPO used to identify and prioritize projects. A draft Ten Year Plan was produced in September 2023 and staff reviewed that in preparation for GACIT hearings occurring in September and October. Staff attended GACIT Ten Year Plan development meetings in Salem (9/7), Kingston (9/13), Greenland (10/19), and Hampstead (10/24). RPC presented the regional project solicitation and selection process and regional project priorities. In November, 2023, the MPO provided a set of comments on the draft 2025-2034 Ten Year Plan to NHDOT based on feedback from the RPC commissioners and feedback heard during the public hearing process. RPC staff began working on prioritizing projects for the 2027-2036 State Ten Year Plan in February of 2024 when RPC started a project solicitation from communities and transportation agencies and updated project selection criteria weights. Projects were scored during early summer 2024 and a short list created and sent to the consulting engineers for the development of cost estimates. RPC staff met with the consulting engineers to go through each project proposal and ensure the scope was clear and reasonable. Scope and cost estimates were completed in October and projects were presented to the Transportation Advisory Committee to identify priorities. The MPO Policy Committee met in November to set priority projects to be submitted to NHDOT for review and five projects were sent to NHDOT on November 15,

2024. NHDOT review was completed in February of 2025 and after discussion based on that review, the MPO prioritized two projects for the Ten Year Plan in March 2025.

Task 202 - Planning and Environmental Linkages (PEL): The MPO continues work towards integrating the various aspects of PEL into the Long Range Transportation Plan. The most recent update to the LRTP included incorporating road ecology and flood risk scenarios into the analysis along with scenarios exploring closer coordination between land use and transportation planning. Staff continued to build on previous efforts and develop approaches that will enhance system resiliency to extreme weather events, a changing climate, and future environmental conditions. Largely this consisted of assisting the University of New Hampshire with the Coastal Pavement study, and participating in the development of a new hydrodynamic coastal flooding model, working with NHDES on stormwater and streamcrossing management efforts, and assisting communities with regulations and road and site design standards to improve stormwater management.. The MPO continued to participate in the project advisory committee for the development of the Hydrodynamic Coastal Flooding Model, including working with NHDES to identify and prioritize stream crossings for further assessment and analysis under Phase II of the project. Twenty priority sites were found within the region and prioritized based on the type of site, anticipated impacts and benefits, and broad applicability of results. Staff also provided technical assistance to NH Department of Environmental services regarding NH Drinking Water Source Protection Strategy, Long-term Seacoast NH Drinking Water Protection Commission and regional land use and transportation infrastructure impacts to drinkingwater sources.

Task 203 - Transportation Planning Collaborative: Participated in Transportation Planners Collaborative meetings in February and July 2024. Additionally, staff participated in a TPC sub-committee in Spring 2024 related to improving Ten Year Plan Project Selection Criteria and Guidance.

Task 204 - Interagency Consultation Process: Participated in 22 interagency conference meetings discussing the status of the Transportation Improvement Program and monthly revisions and quarterly amendments to that document. In addition, discussion at the Interagency meetings included updates from Federal and State agencies on topics of interest to the group and other coordination issues. RPC staff assembled the meeting notes for the November 2023, August 2024, and April 2025 meetings.

Task 205 - Transportation Improvement Program (TIP): The 2025-2028 TIP was approved by the MPO on March 12, 2025 and the STIP was approved by FHWA and FTA on May 1, 2025. The document establishes the projects proposed for implementation over fiscal years 2025-2028 and is based on the adopted State Ten Year Plan and NHDOT estimates on project timeframes. The approval of the TIP includes the prioritization of projects, the development of financial constraint estimates, and ensuring consistency between that document and the Long Range Transportation Plan. This TIP update also included work by the four MPOs to cooperatively establish and implement a common set of revenue forecasting methods and assumptions, as well as a template for consistently addressing fiscal constraint in the TIP and LRTP. This resulted in a series of tables that look largely the same for all four MPO TIPs and a cooperatively developed funding basis from which estimates of available funding are derived. A 30 day comment period for the TIP began on February 7, 2025 and concluded on March 10, 2025 and was followed by a public hearing on March 12, 2025 at the MPO Policy Committee meeting. The 2025-2028 TIP included a **System Performance Report** that accounted for all required federally required Performance Measures and Targets, provides a background on each measure, and identifies the required metrics to evaluate progress. It also includes an assessment of TIP investments that will

advance progress towards meeting performance targets and an overall assessment of system performance for each metric. During this UPWP, RPC processed 7 **TIP Amendments** (Amendments 2-7 to the 2023 TIP and Amendment 1 to the 2025 TIP) approving 83 project changes. This task included review and analysis of the proposed changes in each amendment and the publication of the 10-30 day public comment period for each. As part of the MPO process, all amendments include a public comment period, are presented to the TAC for endorsement, and to the Policy Committee for a public hearing and MPO approval. Upon approval of the amendment, a letter is drafted and transmitted to appropriate State and Federal agencies and other interested parties communicating the MPO's action. Twenty-four **TIP Administrative Adjustments** were processed during the two fiscal years encompassing 232 project changes. This entailed analysis and summarization of the changes and notification of TAC and Policy committee members of the changes via email. Any comments received were addressed, the Executive Director signed off on the changes, and the approval of the change was forwarded to NH DOT. In April 2025 the four MPOs launched online TIP management databases utilizing EcoInteractive's **Project Tracker**. This service enables the MPOs to track project changes over time for the TIP, the Ten Year Plan, and the MPO Long Range Transportation Plan. So far the Project Tracker has been utilized to process several TIP Administrative Adjustments and one Amendment. Work is ongoing to add Ten Year Plan and Long Range Transportation Plan projects. Finally, in December each year, RPC researched project status and discussed project implementation with NH DOT as part of developing the **Annual List of Obligated Projects**. The lists (including maps) were compiled and published in December of 2023 and 2024 to show the projects in the region that FHWA and FTA committed to providing funding for during that fiscal year.

Task 206 - Congestion Management Process (CMP): Staff continued work on the Congestion Management Process. The primary focus of this was to continue to refine data analysis approaches and fully integrate travel time reliability performance measures and targets and congestion management strategies into the Long Range Transportation Plan. The MPO utilized TomTom MOVE (Access provided by NHDOT) and the National Performance Management Research Data Set (NPMRDS) as well as the expanded tools and roadways set to conduct congestion and travel time analyses for various roadways in the region. This information was utilized for congestion scans and Travel Time Reliability (TTR) metrics and helped the MPO understand if it is meeting travel reliability targets. Additionally, the data was utilized to provide turning movement estimates and congestion levels for developing project scope and cost estimates as well as prioritizing projects.

Task 207 - Regional ITS Architecture: The primary ITS Architecture related efforts during this UPWP were to work with NHDOT, FHWA, and the three other MPOs to integrate the MPO regions into the Statewide ITS Architecture instead of each agency developing their own. A Memorandum of Understanding between the involved agencies was drafted and signed by each. NHDOT hosted an ITS Architecture workshop as well as a discussion between the MPOs and the consulting team assisting NHDOT with the development of the Statewide Architecture.

Task 208 - Long Range Transportation Plan(LRTP): The [MPO Long Range Transportation Plan](#) was revised and adopted in conjunction with the adoption of the 2025-2028 TIP in March 2025. This was a UPWP-spanning complete overhaul of the LRTP document that focused on soliciting public engagement on goals, objectives, and regional priorities, integrating safety, congestion, and system resilience analysis, and producing a more concise and readable document while meeting federal

requirements. While largely focused around the State Ten Year Plan, changes to the MPO project solicitation and development process have improved the amount of information available for LRTP projects as well. RPC continues to monitor and adjust the project submittal process to minimize the burden on the communities and reduce the amount of data entry required. In addition, RPC continues to utilize a team of consulting engineers to facilitate project development by providing scope and cost estimate services.

Figure 9: Performance Targets

Performance Target Area	Latest Adoption
Highway Safety Improvement Program (HSIP)	January 2025
Public Transportation Agency Safety (PTASP)	January 2025
Transit Asset Management	March 2025
Road/Bridge Condition (PM2)	March 2025
Travel Time Reliability (PM3)	March 2025

Project Selection Criteria were updated and guidance was refined in preparation for the most recent iteration of the Ten Year Plan and the revision to the LRTP. RPC applied these criteria based on the indentified scale of impact of the project (local, regional, inter-regional) with a separate set of criteria weights at each scale to provide a diverse set of priority projects to select from. The TAC was presented with a list of 10 priorities from each scale from which to select projects to be sent to the engineers for scope and cost estimates. Eleven projects were selected for scope and cost estimates with several of those simply being updated costs for previously developed estimates. The LRTP also included a full **System Performance Report** that accounted for all required federally required Performance Measures and Targets. The System Performance Report provides a background on each measure and the required metrics to evaluate progress. It also includes an assessment of TIP and LRTP investments that will advance progress towards meeting performance targets and an overall assessment of system performance for each metric. For each performance target area, the information was brought before the MPO TAC and Policy Committees for discussion and, except for FY25 HSIP targets, the MPO voted to support state objectives. This information was incorporated into the 2025-2028 MPO TIP and the 2050 Long Range Transportation Plan, compiled into the System Performance Report included in the appendix of each document, and were adopted as part of the TIP and LRTP in March 2025 (**Figure 9**). The HSIP and PTASP targets are the exception to this and are adopted annually in January-February (most recently in January 2025). HSIP targets are required annually and the MPO updates PTASP targets at the same time to ensure consistency with all safety related measures. For FY24, the MPO chose to support the state HSIP performance targets in all five required areas. This changed for FY25 and the MPO instead utilized targets based on the anticipated adoption (April 2025) of the Regional Safety Action Plan (RSAP) which requires a 50% reduction in deaths and serious injuries by 2035 and a goal of zero transportation system deaths or serious injuries by 2050. The MPO HSIP targets adopted in January 2025 reflected incremental steps towards the RSAP goals and not the state targets. The MPO also continues to adopt an optional measure for tracking motorcycle fatalities in the region. Transit related targets are set based on the goals of the two regional transit agencies in the region, and the roadway and bridge condition and travel time reliability targets are set based on NHDOT targets for those areas.

Task 209 - Air Quality Conformity Analysis: The *South Coast Air Quality Management District v. EPA* decision requires that the MPO make a full conformity determination for federal approval of the TIP and LRTP. Further guidance provided by EPA in November 2019 indicated that New Hampshire could demonstrate that the TIPs and LRTPs were conforming by showing that the MPOs were fulfilling the remaining requirements of Table 1 in 40 CFR 93.109. This includes utilizing Latest Planning

Assumptions, establishing and following an interagency consultation process, implementing Transportation Control Measures, and including Fiscal Constraint in the TIPs and LRTPs. Each of the MPOs and NHDOT are already fulfilling the requirements of the most recent Transportation Conformity Rule (40 CFR Part 93) so additional language has been included in the TIP and LRTP to document that and the *South Coast* findings.

Task 211 – Bike and Pedestrian Planning: RPC’s work on bicycle and pedestrian planning broadly includes developing plans, facilities, and programs that encourage bicycling and walking as an alternative to driving; and improving bicycle and pedestrian safety using a 5Es approach including Engineering, Encouragement, Education, Enforcement, and Evaluation. Work under Task 211 is split into subtasks including multi-use trail development and general bicycle and pedestrian planning. Work on **multi-use trail development** has focused largely on assisting the communities of Portsmouth, Greenland, Rye, North Hampton, Hampton, Hampton Falls and Greenland with planning and implementation of the New Hampshire Seacoast Greenway (NHSG) – New Hampshire’s segment of the East Coast Greenway (ECG). During the biennium this has included technical assistance to NHDOT on the first two phases of the NHSG (Hampton-Portsmouth 26485 and 26485A), facilitating start-up of the nonprofit NH Seacoast Greenway Alliance; facilitating communication among trail corridor communities and policy development on issue of shared concern including trail rules, maintenance, enforcement, user counting, signage, and planning for trailhead access and trail connections. Staff worked with Hampton Chamber to secure funding for and oversee development of a website for the NHSG; and made multiple presentations to municipal boards and community groups including Hampton Rotary, SHEA, NHDES, SABR, Portsmouth Chamber of Commerce, the NH Rail Trail Conference, Portsmouth Sustainability/PS21, etc. RPC organized a large-scale opening event for the NHSG in fall 2024 including then Governor Sununu, Commissioner Cass, Congressman Pappas and close to 200 attendees. RPC applied for and was awarded a **RAISE grant** to accelerate engineering and permitting of the Hampton Marsh phase of the NHSG, though the status of that grant is currently uncertain due to changing priorities of the new administration. In concert with Portsmouth, Hampton and North Hampton, staff applied for ATIIP funding to design two dozen connector trails linking the rail trail spine route with nearby neighborhoods, schools and other community facilities. While not successful, funding this connections work remains a priority for RPC and the corridor communities. Staff also developed a CDS/earmark proposal for a coordinated statewide rail trail user counting network involving all nine regional planning commissions and partnering trail organizations. While this was submitted for THUD appropriations funding by Congressman Pappas in two budget cycles, it has not made the final cut and staff and RPA counterparts are working on alternate funding for the project. Within the region RPC has continued to conduct bike/ped counts at multiple locations on the NH Seacoast Greenway, Rockingham Recreation Trail, Old Eastern Marsh Trail and Seabrook-Salisbury Connector Trail. This now includes an annual permit with DNCR developed in coordination with SRPC. Work on **general bicycle and pedestrian planning** has included participation in the NHDOT Complete Streets Advisory Committee (CSAC), technical assistance to multiple municipalities on request, and progress on the Regional Bicycle and Pedestrian Plan. CSAC activities included review and comment on the NHDOT Complete Streets Policy, NH Vulnerable Road User Safety Assessment, and planning for coordinated multi-RPC bike/ped counting. Staff provided technical assistance on bike/ped planning, whether for local plan development or input on project implementation (other than NHSG), to Newington, New Castle, Rye, North Hampton, Portsmouth, Exeter, and Merrimack Valley Planning

Commission. Outside of the UPWP RPC completed a Bicycle and Pedestrian Master Plan for the Town of Exeter and continues to work with the town on implementation. The traditional slate of ten commuter breakfasts around the region for **Seacoast Bike/Walk to Work Day** has not been brought back since the COVID pandemic; though staff collaborated with Seacoast Area Bicycle Riders (SABR), Papa Wheelies bike shop and commuteSMART Seacoast in 2025 to bring back one commuter breakfast in Portsmouth and promote other events such as the Portsmouth Mayor's Ride, presentations, group rides, and maintenance workshops. Staff has supported SABR taking on the lead role in promoting Bike Month-specific activities in the region, while concentrating staff time on the CommuteSMART Business to Business (B2B) Commuter Challenge which incorporated the formerly stand-alone Bike Month Commuter Challenge. The B2B Commute Challenge in 2025 involved 239 smart commuters, 33 teams, 5,335 total trips, 75,308 avoided auto miles, 34 tons of avoided CO2 emissions, and \$52,716 in avoided auto commuting expenses. While the B2B runs in parallel with the CSNH Spring Challenge, the B2B accounts for approximately 85% of total statewide participation.

Category 200 Pending Tasks

Regional CMP Report: As part of Task 206, the MPO had the intention of developing a StoryMap to facilitate more consistent and efficient reporting of congestion statistics and metrics. Staff turnover and nearly a year without a full-time GIS analyst put this effort behind. New GIS staff are in place, and the completion of the TIP and Long Range Transportation Plan updates provide some resource availability to pursue this effort and get a consistently updated report in place.

Regional Bicycle & Pedestrian Plan: Progress has been made on public input, data collection, and project identification but preparation of the plan document has been prioritized behind the NH Seacoast Greenway effort. Public input has been gathered through a series of outreach events. The survey instrument used for the Exeter Bike/Ped Plan was designed to be transferable to the regional level. Regional ped/bike infrastructure priorities were developed for inclusion in the State Pedestrian and Bicycle Plan. We anticipate completion of the Regional Bike/Ped Plan during FY2026 drawing on input from the statewide process, regional release of the survey piloted in Exeter, the BLTS and PLTS/Transit Access projects, STRAVA data, and additional input gathered through the development of the Regional Safety Action Plan (SS4A) and update to the MPO Long Range Transportation Plan. This said, the MPO has concerns regarding extensive engagement of residents of the region to define a new Regional Bike/Ped Plan given new priorities for USDOT and the lack of state funding that has led to the removal of multiple high priority regional bike/ped projects from the Ten Year Plan.

Category 200 Extraneous Tasks

Incident Management Systems: No work was undertaken related to the Newington-Dover Incident Management System as part of Task 207. The MPO continues to monitor and participate in the I-95 Corridor Coalition, SMPDC (KACTS) IMS and Newington-Dover IMS as needed.

Task 210 - State Long Range Transportation Plan: NHDOT did not involve the RPC in the update of the State LRTP during the course of the 2024-2025 UPWP and so no work was required in this task area.

Category 300: Public Outreach

Category 300 efforts are centered on the public involvement program of the MPO and the operation of the MPO Transportation Advisory and Policy Committees. The five task areas for Category 300 are shown in **Figure 10** along with their primary objective as defined in the UPWP.

Figure 10: Task 300 Work Areas and Objectives

Task Area	Objective
1006.301 MPO TAC	This task provides for the on-going organizational support of the Transportation Advisory Committee (TAC).
1006.302 RPC Meetings	RPC meetings that occur to consider MPO business or subjects are convened as MPO Policy Committee meetings rather than as Commission meetings – See Task 305 below.
1006.303 PPP	To evaluate and maintain the MPO Public Participation Process.
1006.304 Public Outreach	To increase public awareness and participation in the transportation planning process and the implementation of plans and projects.
1006.305 MPO Policy	This task provides for on-going organizational and meeting support of the MPO Policy committee.

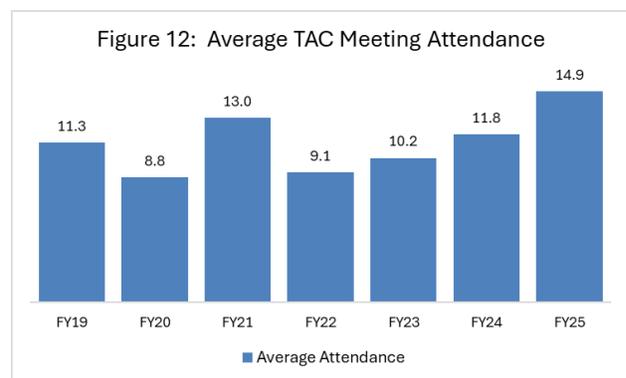
Overall expenditures and hours spent within Category 300 are shown in **Figure 11** along with complementary budget information for comparison. Within this task area, time and resources spent on public involvement was greater than originally anticipated at the time of the adoption of the UPWP, and the budget was increased as part of the redistributions. These budget adjustments during the contract period modified the expenditures to reflect updated expectations, and in the end, the MPO doubled the public outreach efforts over the previous UPWP and spent over 1900 hours on related work. General public outreach and support from the Transportation Advisory Committee (TAC) accounted for more than 80% of hours expended in this category with the bulk of the remainder going towards supporting the RPC/MPO Policy Committee (16%) in the region. The Public Participation Plan (Task 304) did not require an update during this cycle and so little time was spent on the document.

Figure 11: Budget vs Actual for Category 300 and Task Areas

	Hours			Costs				
	Actual	Budgeted	Percent	Personnel	Non-Pers	Total	Budget	Percent
1006.301 MPO TAC	750	771	97%	\$69,238	\$0	\$69,238	\$71,180	97%
1006.302 RPC Meetings	41	33	123%	\$2,839	\$0	\$2,839	\$2,225	128%
1006.303 PPP	2	2	100%	\$206	\$0	\$206	\$206	100%
1006.304 Public Outreach	868	849	102%	\$65,729	\$271	\$66,000	\$69,211	95%
1006.305 MPO Policy	266	265	100%	\$30,940	\$0	\$30,940	\$30,907	100%
TASK 300 Total	1,926	1,920	100%	\$168,951	\$271	\$169,222	\$173,729	97%

Category 300 Accomplishments

Task 301 - Transportation Advisory Committee (TAC): Prepared for and attended [MPO Technical Advisory Committee](#) meetings during August, October, and December of 2023, January, February, March, April, May, June, September, October, and December of 2024 as well as January, February, March, April, and May of 2025. At the end of 2023, the MPO requested TAC appointments from all communities and received a strong response with interest from many of the 27 communities. Starting with the January 2024 meeting, the TAC shifted the meeting start time from 9:00 AM to 12:00 PM and included lunch for in-person participants. The result has been a significant increase in participation with our average attendance increasing to 14.9 members for FY25 (**Figure 12**). The TAC spent a significant number of meetings working through the project solicitation and selection process for the State Ten Year Plan, including setting project selection criteria weights. The various facets of the 2050 Long Range Transportation Plan were covered over several meetings including extensive discussion of the public engagement process and the contents and results of the implemented survey. The 2025-2028 TIP and seven different TIP Amendments were discussed and endorsed by the TAC prior to approval by the MPO Policy Committee. Other discussions included the Regional Safety Action Plan, HSIP Performance Targets, the COAST Transit Stop Access Study, COAST system changes, and mobility management work in the region.



Task 302 - Planning Commission Meetings: RPC transportation staff attended RPC Commission meetings and Executive Committee meetings as needed to discuss and present on items that are transportation related. In this UPWP, this only occurred a few times and involved discussions of the Regional Master Plan update and surveys, Regional Housing Needs Assessment, and other transportation related discussions.

Task 303 - Public Participation Process: The MPO Public Participation Process (PPP) was reviewed and updated in the spring of 2025 in light of the new administrations' policies regarding civil rights, and is currently out for public comment with adoption anticipated in October 2025. The MPO Title VI Civil Rights Program and Non-Discrimination Policies were updated in fall 2024 and adopted in January 2025. Updates consisted mainly of new demographic data on populations in the region and improvements to the Language Access Implementation Plan.

Task 304 - Public Outreach: The MPO continues to utilize the website as the primary public outreach channel and substantial time is invested ensuring that it is consistently up-to-date with current efforts and documentation. A monthly newsletter has also been utilized to ensure that subscribers are informed of the latest information. Formal public notices and information on the MPO website were bolstered by utilizing social media to engage the public on a variety of planning topics, public comment periods, public hearings, and other related items. RPC has been able to maintain approximately 400 social media posts per year reaching thousands of users, but has also been able to target specific posts and engage with community-specific Facebook groups, for instance, to understand local response to

projects and issues. MPO staff participated in multiple public input sessions relating transportation projects in the region (Ocean Blvd Hampton, US 1 Portsmouth, Newington-Dover General Sullivan

Bridge, and others), and the State Ten Year Plan. As part of the effort to complete the 2050 Long Range Transportation Plan, the MPO Interested Parties List was updated with new contact information. Also as part of the LRTP update, the email addresses gathered from the various surveys conducted in recent years were utilized to provide a built in mailing list of approximately 3,000 addresses from which input was solicited.

Figure 13: Public Outreach Surveys

Active Projects	21
Visitors	14,111
Participants	3,822
New Subscribers	1,127
Responses	128,400
Comments	11,328

21 projects were launched in the *publicinput.com* engagement portal (**Figure 13**) over the course of the UPWP resulting in over 14,000 views. This includes surveys for the Regional Master Plan Update, the Long Range Transportation Plan update, and the SS4A funded Regional Safety Action Plan. Over 3,800 participants provided 128,400 responses and more than 11,000 written comments. This resulted in over 1,100 new subscribers that can be polled in future efforts.

MPO Policy Committee: Prepared for and attended [MPO Policy Committee](#) meetings during September, November, and December of 2023, January, February, April, July, and November of 2024, and January, March, April, and June of 2025. This includes posting of legal notices, preparation of material presented at the meetings, recording and transcription of minutes, as well as assembly and mailing of agendas and meeting materials. The RPC continued the practice of having MPO related work at any meeting and this often meant that the agendas included a single transportation item, often TIP amendments, that needed Policy Committee approval on a particular timeframe. Items presented to the Policy Committee included the adoption of the 2025-2028 Transportation Improvement Program and all of the TIP amendments listed under Task 205, adoption of the 2050 Long Range Transportation Plan, the Regional Safety Action Plan, HSIP Performance Targets for 2024 and 2025, project prioritization for the State Ten Year Plan, and the COAST Transit Stop Access Study.

Category 300 Pending Tasks

None

Category 300 Extraneous Tasks

None

Category 400: Planning Support

Category 400 encompasses the transportation data collection program for the MPO, GIS data analysis and mapping, and the maintenance and use of the regional travel demand model. The subtask areas and objectives of Category 400 are shown in **Figure 14**.

Figure 14: Category 400 Work Areas and Objectives

Task Area	Objective
1006.401 Traffic Counts	To collect and analyze traffic data in the MPO Study Area.
1006.402 SRSMS	To collect road surface condition, stream crossing, and other data in common formats and with consistent attributes using the SADES format and process.
1006.403 GIS	To collect and analyze transportation, land use, environmental, and socio-economic data relevant to the MPO Study Area and to support data requirements in the development of the LRTP, TIP, CMP, and other transportation planning efforts.
1006.404 Demographics	To collect and analyze socio-economic and demographic data relevant to the MPO Study Area and to support data requirements in the development of the LRTP, TIP, and other transportation planning efforts.
1006.405 Equipment & Supplies	The purchase of equipment and planning resources such as books, manuals, hardware, and software tools and data required to perform the transportation planning process.
1006.406 Transportation Model	To continue work on maintaining and improving the capabilities and operation of the RPC/SRPC MPO Travel Demand Model.
1006.407 Memberships & Subscriptions	To fund agency subscriptions to transportation planning/engineering periodicals, memberships in professional organizations and other professional costs.

Resources were focused on annual traffic counts, purchase of equipment and software, and continued travel demand model improvements and other “desktop” data analysis and mapping efforts. **Figure 15** shows the revised budget and compares that to actual expenditures during the two years. Overall, outlays in this category were on target, with hours coming in at 99% and costs at 100% of the budget. The cost of senior staff needing to manage the traffic counting program for 2025 caused that expense to be over budget (118%). Other areas, such as demographics and the travel demand model required less time/resources than anticipated. Disruptions in staffing for the Transportation/GIS Analyst position and resource constraints led to some tasks not being undertaken (land use allocation model) or only partially implemented (low volume road traffic counts).

Category 400 Accomplishments

Task 401 - Traffic Count Program: For each counting season, staff reviewed the **traffic volume and classification counts** to be done, including those not completed during the previous year. The traffic count locations were delivered to the consultant with comments and any questions. During the count season, staff reviewed traffic count submissions for quality and managed the flow of information from the consultant to NH DOT on an at least monthly basis. Staff worked with NH DOT as traffic counts were reviewed and questions came up. 156 counts were completed for the 2023 count season and 143

Figure 15: Budget vs Actual for Category 400 and Task Areas

	Hours	Budgeted Hours	% Hours Expended	Personnel	Non- Personnel	Total Billed	Budget	% Expended
401 Traffic Counts	421	424	99%	\$24,729	\$63,585	\$88,314	\$75,020	118%
402 SADES Inventories	17	17	100%	\$954	\$0	\$954	\$973	98%
403 GIS	3614	3536	102%	\$280,507	\$1,550	\$282,057	\$275,853	102%
404 Demographics	47	54	87%	\$3,364	\$0	\$3,364	\$3,798	89%
405 Equipment	10	20	50%	\$658	\$41,455	\$42,113	\$44,455	95%
406 Travel Demand Model	191	302	63%	\$15,361	\$12,975	\$28,336	\$40,596	70%
407 Memberships & Subscriptions	0	0	0%	\$0	\$25,257	\$25,257	\$31,666	80%
TASK 400 Total	4,300	4,352	99%	\$325,573	\$144,822	\$470,395	\$472,361	100%

counts for the 2024 count season, including two locations from 2023 that needed to be redone. The counts for 2025 were received and the contract with the consultant prepared during this UPWP however the 174 counts (including 3 sites needing to be redone) will be conducted under the 2026-2027 UPWP. When resources are available, RPC has undertaken an effort to conduct a **low volume roadway counting program** and collect volume data on lower volume roadways that are included in the Regional Travel Demand Model. This effort consists of 30-40 counts per year performed by RPC Staff and is largely dependent upon the availability of interns to conduct the work. Summer 2023 involved 33 counts to collect data on roadways in the some of the western communities to help calibrate those roadways in the model. No interns were available for 2024 or 2025 to assist with this program. Staff answered a variety of data requests for traffic count information from the public and private sector including explaining the data structure and options available online. Staff responded to a variety of requests for historical traffic counts and referred to the existing DOT online traffic count portal as appropriate. More detailed in-house records were used as needed. Count data was also used for town-based and project-based reports and maps. Requests for additional traffic counts were received from Hampstead to investigate resident concerns about traffic on East Road and other parallel streets. The RPC is also implementing a **pedestrian & bike counting program** that utilizes both automated counters and direct observation. Counts were taken on the NH Seacoast Greenway in Portsmouth and North Hampton; Rockingham Recreation Trail in Newfields and Epping; and on the Old Eastern Marsh Trail and Salisbury Seabrook Connector Trail. Staff have developed a list of monitoring sites based on previous manual count locations and high- volume areas identified through Strava Metro data analysis; and have begun work with other RPAs on planning for a coordinated multi-RPA counting approach and equipment acquisition following recommendations in the 2023 NHDOT Bike/Ped Plan.

Task 403 - Geographic Information Systems: Many datasets were added to the RPC GIS during the UPWP period, as well as significant updates and maintenance on many datasets. The crash dataset has been updated from NHDOT releases. It is being used for map design as described under the requests for data. The updated information was utilized to provide background data for the Long Range Transportation Plan as well as aid in project selection and prioritization. The data included in the NHDOT Quarterly Snapshots were added to RPC GIS as it was updated. This includes bridge and pavement condition data, TIP and Ten Year Plan projects, roads, and other data. Staff composed annotations for roads dataset in each iteration. The RPC continued to respond to requests from local communities,

State and Federal Agencies for data and maps on an as needed basis. Maps of Census designated urban areas were supplied to many communities as they prepared for the upcoming MS4 permits. Prepared infrastructure maps for many RPC communities were prepared. Created crash and road maps for many communities. Datasets in GIS have been updated, as necessary. In addition, the GIS staff have documented and shared data back to GRANIT for general use, where applicable.

Task 404 - Demographics: RPC provided comments and input regarding updated Urbanize Area (UZA) boundaries and Roadway Functional Classification for the area utilizing 2020 census data. Once the new boundaries and functional classes were approved, this information has been incorporated into the RPC dataset and analysis. Population projections were updated as part of the 2023 Regional Housing Needs Assessment Report utilizing 2020 Census data and American Community Survey data. This information is being incorporated into the updates to the regional travel demand model as well as the MPO Long Range Transportation Plan. RPC staff updated key demographic and economic and infrastructure related information for the annual CEDS update. New demographic information included population, housing, employment, major employers and updated population projections developed for the Regional Housing Needs Assessment. Employment projections were updated as part of the Regional Housing Needs Assessment based on the NH Employment Security Economic and Labor Market Information (ELMI) Bureau Employment Projections by Industry and Occupation for each of the RPCs. This information was incorporated into the LRTP, and the regional travel demand model to identify the volume and location of employment growth in the region. Analyzed data on minority, low-income and Limited English Proficiency (LEP) populations to support COAST, CART and MPO Title VI Non-Discrimination Plan development. Staff extracted from the census many demographics for transportation projects and masterplans.

Task 405 - Equipment & Resources: New traffic counting tubes and other traffic counting equipment were purchased. Staff continued to maintain our ability to set traffic counters within the region as needed. Access to the 11th Edition of the ITE Trip Generation Manual was purchased. ArcGIS platform continues to be the primary mapping tool and the licenses for adequate seats is updated annually. The GIS staff found more growth in the AGOL area during this UPWP period and continually adapted, adopted, and refined tools from this newer platform in assistance to the UPWP efforts and goals. The primary software for Travel Demand Modeling continues to be TransCAD. The current model, which has been incrementally developed for several years, is coded to work with TransCAD software. This software license is updated annually. Computers for transportation staff and interns were purchased and configured as required.

Task 406 - Travel Demand Model: Staff and RPC's model consultants are working to upgrade the Travel Demand Model to the newest version suitable for TransCAD 10. While the model is operational in TransCAD 9.0, the "flowchart" interface system that the newer edition of the software uses requires considerable coding efforts to restructure the model to fit this methodology. Work has started on that process that builds on previous efforts to improve data management capabilities and reduce redundancy, replace hard-coded variables with actual variables, and recoding global variables. The consultant is currently working on reprogramming the model into a new format and in the flowchart interface format that the most recent versions of TransCAD utilize. This is "state of the practice" design for TransCAD models and will take more than one year to complete given current budget limitations. The effort is approximately 22% complete at this time as the network has been initialized to update link

level capacity as well as free flow and congested travel speeds. The existing highway and transit networks have been reconstructed and travel time matrices compiled for each. Trip Generation has been re-coded by purpose (Home Based Work, Home Based Shopping, Home Based Other, Non Home Based) as well as by vehicle type (car, light truck, medium truck, heavy truck). The budget for FY26 will advance this work through the development of the mode choice model and trip distribution matrix construction. Additionally, work on assigning person trips and highway trips for 4 time periods will be initiated and the feedback loops that balance trips during congested periods will be developed. The following fiscal year will finish this upgrade with the development of the final highway and transit assignment models and the reporting outputs. The new model will also utilize LODES data for estimating work travel demands and the consultant is looking into utilizing TomTom Move to help understand zone-to-zone travel demand in the region.

Task 407 - Memberships and Subscriptions: The annual AMPO membership and NARC Membership (Transportation Section only) were renewed. The UPWP is also utilized to pay for 50% of the annual subscription for the PublicInput.com SAAS. Additionally, annual the annual subscription for maintenance on ESRI GIS software utilizes UPWP funds.

Category 400 Pending Tasks

Task 406 - Dynamic Land Use Allocation: Due to staffing limitations during much of this UPWP, the effort to modify regional buildout analysis to provide dynamic allocation of land use (housing and employment) for the model was put on hold. Previously, staff had worked on a new methodology to allow more granular data on a regional basis. This method would allow for a parcel level regional buildout without losing the efficiency of doing a regional buildout. This process employs CommunityViz software and has been refined over community build out projects. The RPC finished the update to the Regional Housing Needs Assessment during 2023, and this will help form the basis to integrate some land use modeling into the regional travel demand model.

Category 400 Extraneous Tasks

Task 402 – SADES Inventories: There were no requests from communities to initiate or provide updates to community RSMS. **SADES Stream Crossing Assessments** were conducted by UNH rather than RPC.

Task 405 - Traffic Counting Equipment - Repairs: No repairs to traffic counting equipment were necessary. Only tubes were damaged and those are replaced rather than repaired.

Category 500: Technical Assistance

This category of work includes technical assistance to communities and other agencies as well as transit planning activities. The subtask areas are listed in **Figure 16** along with the objective of each.

Figure 16: Category 500 Work Areas and Objectives

Task Area	Objective
501 Local & Regional Assistance	Regional planning projects and technical assistance to communities and other RPCs/MPOs.
502 Statewide Assistance	Provide resources to support NHDOT in the development of corridor studies, feasibility studies, project development, and other transportation studies and projects as requested and on project or program advisory committees.
503 LPA Program Support	To aid communities and regional agencies through assistance with the administration and implementation of locally managed projects.
504 Special Projects	To perform studies and develop reports for individual communities.
505 Regional Coordinating Councils	Support and participate in the operation of the two Regional Coordinating Councils (RCCs) serving communities in the MPO Region.
506 Transit & TDM Planning	Promote the incremental development of public transportation in the MPO area by working with existing transit agencies and other public and private transit operators. Promote the incremental development of transportation demand management services in the MPO area by working with regional Transportation Management Associations (TMAs).

Figure 17 compares the actual numbers to budgeted hours and funds for each of the sub areas and overall, the result was that the work reflected the budget very closely, with both hours spent and costs coming slightly over budget at 101% of what was intended. Technical assistance to communities and transit planning and the primary areas of work in this category and comprise about 70% of the hours and expenditures. Statewide assistance was down compared to other cycles of the UPWP as there were fewer active Project Advisory Committees and much of the work on NHDOT subject specific committees was attending meetings and providing input rather than more involved efforts.

Figure 17: Budget vs Actual for Category 500 and Task Areas.

	Hours	Budgeted Hours	% Hours Expended	Personnel	Non-Personnel	Total Billed	Budget	% Expended
501 Local Tech. Assistance	876	860	102%	\$92,673	\$28	\$92,701	\$90,344	103%
502 Statewide Assistance	266	262	102%	\$27,527	\$79	\$27,606	\$27,393	101%
503 LPA Program Support	79	80	99%	\$8,618		\$8,618	\$8,845	97%
504 Special Projects	0	0	0%	\$0		\$0	\$0	0%
505 Regional Coordinating Councils	361	359	101%	\$35,283	\$36	\$35,319	\$35,135	101%
506 Transit & TDM Planning	859	858	100%	\$83,857	\$59	\$83,916	\$84,014	100%
TASK 500 Total	2,440	2,419	101%	\$247,958	\$202	\$248,160	\$245,731	101%

Category 500 Accomplishments

Task 501 - Local and Regional Technical Assistance is inclusive of a wide variety of work ranging from direct technical assistance to communities to regional coordination efforts with other MPOs and agencies. In terms of **local transportation assistance**, RPC staff supported the MPO communities with a number of local transportation planning efforts of varying types such as the following:

- Road Safety Audit Application assistance to Brentwood (NH 125), Exeter (NH 111 and NH 27), and Hampton Falls (NH 88)
- Contents of the Portsmouth Climate Action Plan
- Locating EV Charging Stations with Clean Energy NH
- Age Friendly Community assessments in Newton and Kingston
- Providing volume and speed data for Rye as part of a broad discussion of possible speed limit changes.
- Coordinating with Greenland, Portsmouth, and Stratham on a possible NH 33 design charrette.
- Providing data and assistance to Newington for a RAISE grant proposal.
- Assessing and providing sidewalk and Strava data to Newington, Greenland, Portsmouth, New Castle, and Exeter.
- Assisting Fremont with a proposed subdivision on a class VI roadway
- Assist Seabrook with a PROTECT grant proposal
- Providing data for the transportation section of the Fremont Master Plan.
- Working with the Town of Stratham to get the NH 108 Signal Coordination project incorporated into the Statewide Signals Project
- Participating in a transportation coordination meeting with Representative Pappas
- Discussing unhoused people and transportation safety issues with communities, MPOs and NHDOT.
- Assist Brentwood with a proposed Reconnecting Communities Grant.
- Assisting Exeter with their Downtown Parking and Traffic Study.
- Assisting North Hampton with a grant proposal for coastal resilience improvements on Old Locke Road.
- Providing data and assistance to Brentwood for the transportation chapter of master plan.
- Reviewing East Kingston road design standards to ensure that regulations meet stormwater requirements.

Regional Technical Assistance efforts include the coordination and assessment of traffic impact studies for land use developments determined to be Development of Regional Impact. Staff provided review of transportation impact analysis efforts and comments to the towns of Fremont, Kingston (3), Raymond (4), Salem, and Stratham for DRIs during this UPWP. Staff also worked with Regional Economic Development Center (REDC) to prepared data and update information for the annual updates for the Comprehensive Economic Development Strategy (CEDS) planning document. This includes updates on the status of ongoing transportation projects as well as future planned improvements. RPC, along with SNHPC have provided ongoing assistance to the Robert Frost/Old

Stage Coach (RFOSC) Byway Council. Also worked with SNHPC, other planning commissions and regional Scenic Byway Councils on scope for proposal the National Scenic Byways Program to support a coordinated, statewide scenic byways public communication initiative. At the request of member communities through the MPO Legislative Policy Committee, staff researched several transportation issues including supplemental funding for public transit operations, supplemental fees for electric vehicles in place of the Road Toll, proposed changes to traffic laws related to bicycling, increasing the allowable amount for the the “local option” supplemental vehicle registration fee enabled under RSA 261:153:VI, and added flexibility for meetings of public bodies to be held virtually, which would benefit the MPO TAC and Policy Committees. RPC also continued Participation on the Working and Policy Committees for the PNSY Joint Land Use Study (JLUS) through its implementation phase and working with the Southern Maine Planning and Development Commission to address transportation and housing issues in the region surrounding the shipyard. **Coordination efforts** largely are comprised of regular meetings with other regional agencies to ensure that everyone has the same information and are working together on common issues. RPC Directors meetings often include NHDOT staff and cover topics such as the Ten Year Plan process and common criteria development, UPWP administration requirements, UPWP funding, as well as others. The Partnering for Performance New Hampshire (PpPNH) group is the MPO staff coordination working group and meets on a monthly basis. The group includes participation from FHWA, FTA, NHDES, and NHDOT and discusses topics such as Performance Measures and Targets, TIP Revision procedures, ITS Architectures, Congestion management Process, the NPMRDS Data and analysis tools, TIP Development, freight planning, UPWP development, the State Ten Year Plan, and other issues of mutual interest or concern. A major effort during this UPWP was to create a common set of fiscal constraint assumptions and a template to utilize in the TIP and Long Range Transportation Plan. Additionally, RPC participates in coordination with other MPOs in the Boston Urbanized Area. This takes the form of a couple of meetings per year where common issues are discussed.

Task 502 - State Assistance is essentially distributed into three components: NHDOT Traffic Bureau Scoping Meetings, Project Advisory Committees, and Other Committees. RPC is an invited participant in the scoping meetings that NHDOT Traffic Bureau holds to ensure that development related traffic impact analyses are meet their and community needs in terms of content and scale. Staff participated and tracked **NHDOT scoping meetings** for projects in Epping, Hampton, Kingston, Plaistow, Portsmouth, Raymond, Seabrook, and Stratham. RPC provided input and recommendations regarding the contents of those analyses as well as the regional and sometimes local perspective on the anticipated impacts of these development proposals. RPC also provided input regarding other known development proposals and transportation improvements in the vicinity of these developments. RPC staff also participates in the **Project Advisory Committees (PAC)** that NHDOT assembles for many projects. There are currently nine projects in the regions with Advisory Committees although some have largely completed their work or are largely inactive. The committees for Hampton 40797 and Portsmouth 29640 were the most active during this UPWP with meetings also held for Plaistow 40641. There were seven PAC and public information meetings for Hampton 40797 which is developing improvements to Ocean Blvd and Ashworth Avenue in Hampton. Staff has continued to provide input regarding bicycle and pedestrian infrastructure needs, intersection and segment improvement options, parking, and stormwater and resiliency issues in the area. There were seven PAC and public information/public officials meetings for

Portsmouth 2960 which will implement traffic flow and bicycle/pedestrian improvements along US 1 in Portsmouth. Staff provided input to the project team regarding transit accommodations, bicycle and pedestrian improvement alternatives, intersection and segment options. Staff also provided travel time data from the NPMRDS data set to aid in understanding corridor speeds and travel times. There was a single PAC meeting and a public information session for Plaistow 40641 which is intended to implement traffic calming and related improvements on NH 121A (Main Street). In addition, RPC utilized publicinput.com to establish a public engagement portal and field a survey to better understand the concerns and interests of the community regarding Main Street. This data was provided to the consultant and NHDOT upon completion of the survey and staff provided some assistance organizing and analyzing the data. Staff also participated in a number of other initiatives to aid NHDOT and provide input for the region. RPC remains a member of the **Highway Safety Improvement Program (HSIP) committee** and attends the monthly meetings of that group which works to facilitate the selection of HSIP projects, address system-wide safety issues, and participate in state safety planning efforts such as the HSIP Implementation Plan and the Strategic Highway Safety Plan. Related to that, RPC staff participated in Road Safety Audits (RSA) in Brentwood and Exeter. The Brentwood RSA occurred in summer 2023 and covered the intersection of NH 125 and South Road. The report was reviewed by staff with comments submitted to NHDOT and the engineering consultant and the document was finalized in the spring of 2024. In early 2025 staff participated in RSAs at the NH 101/NH 27 (Epping Road) interchange as well as the intersection of Front Street (NH111) and Winter Street. Those RSAs have not been finalized and released at this time. Another safety initiative from NHDOT convened a meeting of all of the RPCs to discuss transportation safety priorities and opportunities that could be implemented via the HSIP program or other funding sources. Staff participated in the development of the **NHDOT Resilience Improvement Plan (RIP)** as a stakeholder. This involved attending several workshops discussing various components of the RIP. Staff participated on the **NHDOT Inflation Rate Review Committee** which examined the impacts of inflation on construction prices. This committee produced a memorandum that detailed the analysis and included recommendations for changing the inflation rate utilized. Staff contributed to the discussion and reviewed NHDOT staff recommendations for adjusting the inflation rate to reflect recent, and expected future, trends. Staff participated in a workshop sponsored by NHDOT to discuss the components of an ITS Architecture and the anticipated components that will be in the next update for NH. Also discussed were opportunities to incorporate the MPO Regional ITS Architectures into the state document to remove an unnecessary layer of guidance. Other participation in NHDOT project advisory committees includes the NH Complete Streets Advisory Committee, the advisory committee for the update to the NH Rail Plan, a workgroup for the NHDOT Speed Management Policy, and a focus group meeting for the Hampton Beach State Park Accessibility Study.

Task 503 - LPA Program Support consists of project selection and assistance with the Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Program (CMAQ). Each of these program offer grant rounds every four years (alternating Ten Year Plan cycles) and for this UPWP there was a regional solicitation and prioritization for TAP in the winter/spring 2025. One proposal was received in the region, from the Town of Exeter. Further information from NHDOT indicated that TAP was underprogrammed in the Boston Urbanized Area portion of the MPO region and staff worked to identify potential projects in those communities resulting in two additional

projects being selected and programmed in Salem. There was no CMAQ grant round during this UPWP cycle and so most of the work consisted of coordinating with NHDOT and transit agencies on the timeline for receiving the funding that was transferred from the CMAQ program to FTA for a COAST fleet replacement project. Additionally, there was substantial time spent working with COAST, NHDOT, FHWA, and FTA to re-confirm eligibility of the CommuteSMART Seacoast TDM Outreach Manager position originally approved for CMAQ funding in 2023.

Task 505 Regional Coordinating Councils consists of participation in and technical assistance to the two Regional Coordinating Councils for Community Transportation (RCCs) that cover parts of the MPO region. Staff participate in the Alliance for Community Transportation (ACT or the Region 10 RCC) on a regular basis including bi-monthly meetings of the full RCC, and monthly meetings of the RCC Executive Committee. Specific projects in the **ACT region** included technical assistance with project prioritization for Section 5310 funding allocated to the region, coordination with the TASC volunteer driver program regarding extending service coverage to Epping and Kingston, collaboration on the Exeter Transportation Workgroup, development of a client transportation survey for RCC member agency Great Bay Services, and development of a survey gauging client satisfaction with the regional TripLink call center and unified registration process. Participation in the **Greater Derry-Salem (Region 9) RCC** included attending bi-monthly meetings of the RCC and specific work with Plaistow to increase transportation access for seniors in town. Staff partnered with the town and Meals on Wheels of Rockingham County to conduct a Senior Transportation Survey in fall 2023. This led to work with the Town and Greater Salem Caregivers to fund a pilot program restoring volunteer driver program coverage to Plaistow, including analysis of ridership. Neither RCC region was due for an update to their Coordinated Public Transit/Human Services Transportation Plans during biennium. Our understanding is that NHDOT plans to replace the regional plans with a unified statewide plan going forward.

Task 506 Transit Assistance consists of providing technical assistance to the two regional public transit systems in the region, COAST and MTA/CART, as well as to UNH Wildcat Transit on request; and broader statewide community transportation efforts including the NH Transit Association (NHTA), the Statewide Coordinating Council for Community Transportation (SCC), transportation-related efforts of the NH Alliance for Health Aging (NH AHA), the NH Community Transportation Needs Assessment (CTNA), the Exeter Downeaster Station Committee, and the statewide and regional TDM initiatives Commute Smart NH and commuteSMART Seacoast. **Assistance to COAST** during the biennium included participation in monthly meetings of the COAST Board and periodic meetings of the COAST Executive Committee and Finance Committee, as well as multiple specific projects. These included development and administration of COAST's biennial passenger survey, participation in planning COAST's capital campaign for their new facility, analysis of impacts of the 2020 Census on urban and rural funding, and letters of support for grant applications, and meetings with municipal and state officials. **Assistance to MTA/CART** during the biennium included participation in the CART Advisory Committee to the MTA Board, analysis and negotiation of the annual FTA apportionment split for the Nashua Urbanized Area, general CART budget analysis, letters of support for grant applications, and coordination with Salem and Hampstead, the two CART member communities in the RCC region. MPO staff coordinated a pair of CART listening sessions in Salem in spring 2025, resulting in recommendations for route changes on the CART Salem Shuttle.

Staff attended meetings of the **NHTA and SCC** based on specific agenda items, and worked on related projects including review of new bylaws for the SCC and RCCs developed by the SCC, participation in the SCC Healthcare Transportation Workgroup, and analysis of proposed new formulas for distribution of Section 5310 funding among RCC regions. Staff attended meetings of **Commute Smart NH** planning for statewide commuter challenges, facilitated meetings of the **commuteSMART Seacoast** Advisory Committee, and administered the annual commuteSMART Seacoast B2B spring commuter challenge and outreach for the fall Buses, Bikes and Brooms commuter challenge. Worked with COAST and NHDOT to reconfirm eligibility of the commuteSMART Seacoast TDM Outreach Manager position for CMAQ funding. Engagement with the **NH Alliance for Health Aging** included participation in the AHA Transportation Workgroup, AHA Measurement Workgroup, and AHA Healthy Aging Policy Workgroup. Work has included input on volunteer driver recruiting, defining metrics for tracking effectiveness of AHA's work, tracking transportation and aging related policy measures at the federal and state level, and scoping and securing funding for the NH Community Transportation Needs Assessment (CTNA). A new initiative during the current biennium has been the **NH Community Transportation Needs Assessment (CTNA)**. Staff worked with the NH State Commission on Aging and the AHA Transportation Workgroup to secure funding for this study, and has served on the statewide advisory committee for the CTNA. Staff worked on development and distribution of the statewide survey for the CTNA, as well as acquisition of other key data.

Category 500 Pending Tasks

Task 501 - Regional Complete Streets Policy and Guidance: Began the development of a regional Complete Streets policy as well as a guidance document for area communities regarding the benefits of a Complete Streets approach to planning and project development. This has included analysis of municipal complete streets policies developed by communities in the RPC region (Portsmouth, Exeter) and around the state. As the MPO does not design, build, or operate roads and streets, a policy for the MPO region will need to be different in structure than most available models. Guidance for member municipalities regarding the benefits of a complete streets approach continues to be seen as a useful tool.

Category 500 Extraneous Tasks

Task 502 - NHDOT Project Advisory Committees: There were a number of active projects where the Project Advisory Committees did not meeting during the timeframe of this UPWP. There was no PAC activity for the Epping 29608, Newington-Dover 11238, New Castle-Rye 16127 and 41713, Plaistow-Kingston 10044E, or Seabrook 41712 projects.

Task 504 - Special Projects: There were no "Special Projects" designated during this UPWP.

Category 600: FTA5305e Planning Grant

Category 600 is used for special studies outside of the core emphasis area of the UPWP. For the current biennium RPC and SRPC worked with COAST, UNH Wildcat Transit and the Cities of Portsmouth and Dover to apply for and secure an FTA Section 5305e State Planning and Research (SPR) grant to identify barriers to accessing transit stops on the COAST and Wildcat networks and develop tools to ensure municipal planning boards work effectively with developers to better ensure new developments connect to nearby transit stops. Rather than being managed separately as a stand-alone grant this project was rolled into the 2024-2025 UPWP under Category 600. Work in this category exceeded what was anticipated during the budgeting process both in terms of the hours spent (117%) and costs (123%). Overall hours and funding spent on the task areas within Category 500 are shown in **Figure 18**.

Figure 18: Category 600 Work Areas and Objectives

Task Area	Objective
601 COAST Transit Stop Access Study	This study is to identify barriers to access at COAST and UNH Wildcat Transit stops and provide tools to eliminate those barriers and improve safety and access.

Figure 19: Budget vs Actual Category 600 and Task Areas

	Hours	Budgeted Hours	% Hours Expended	Personnel	Non-Personnel	Total Billed	Budget	% Expended
601 COAST Transit Stop Accessibility Study	441	378	117%	\$38,271	\$0	\$38,271	\$32,064	123%
TASK 600 Total	441	378	117%	\$38,271	\$0	\$38,271	\$32,064	123%

Category 600 Accomplishments

Task 601 Seacoast Transit Stop Accessibility Study: Staff worked with SRPC, COAST and UNH Wildcat Transit to develop the Seacoast Transit Accessibility Study using an FTA Section 5305e State Planning and Research grant. This included an analysis of pedestrian access and pedestrian level of traffic stress in the vicinity of the 441 stops on COAST’s fixed route network and 143 stops on UNH Wildcat Transit’s regional network, and development of a guide for local planning boards with steps to better ensure that access to transit is considered in the site plan review process for new commercial and multi-family residential developments. Versions of the generic guide were tailored specifically for the cities of Portsmouth and Dover in collaboration with both cities’ planning departments. The spatial analysis for the project involved updating sidewalk inventories within a 0.75-mile radius of all COAST and Wildcat Transit routes throughout all the communities served by the two systems. A model for analyzing Pedestrian Level of Traffic Stress (PLTS) was developed building on modeling done for Bicycle Level of Traffic Stress (BLTS) in concert with Plymouth State University in 2019-2020. Using the PLTS model, staff analyzed pedestrian traffic stress not only on the arterial streets where buses travel, but on connecting streets used by transit riders to get to and from bus stops and destinations such as home, workplaces, and community facilities.

Other Planning Activities

There are other planning efforts included in the UPWP for informational purposes but are funded via other means. During this cycle, work was largely in the development of the Regional Safety Action Plan, the Portsmouth Naval Shipyard Joint Land Use Study, and the Exeter Bicycle and Pedestrian Master Plan. Additionally, there are some land use and environmental planning efforts that are worth mentioning as they relate in some way to the transportation system.

Other Transportation Planning Efforts

Regional Safety Action Plan: RPC partnered with Nashua, Southern NH, and Strafford Regional Planning commissions to cooperatively develop Safety Action Plans for each of the four MPOs. A grant from the US Department of Transportation Office of the Secretary of Transportation Safe Streets and Roads for All (SS4A) program funding the development of the Safety Action Plans. This effort brought together the MPOs along with NHDOT and the NH Office of Highway Safety to identify regional high injury networks, The project was completed in the spring of 2025 and each of the MPOs had adopted their Regional Safety Action Plans by May, enabling the communities to apply directly for implementation grants under the SS4A program in the 2025 round of funding.

Department of Defense/ Portsmouth Naval Shipyard (PSNY) - Joint Land Use Study: Working with Southern Maine Planning and Development Commission and Strafford RPC to advance regional issues impacting the Shipyard, including transportation, housing, and climate impacts. This included providing training workshops to RPC Commissioners & Planning Boards, including annual "state of housing in the region" presentations and development of a Cluster Subdivision Ordinance Model.

Exeter Bicycle & Pedestrian Master Plan: The Town of Exeter contracted with RPC in 2023-2024 to develop a Bicycle and Pedestrian Master Plan for the town. The project included extensive public input, field data collection and mapping, a library of design tools to improve ped/bike safety and accommodation, a prioritized list of recommended Engineering, Education, Encouragement, Enforcement and Evaluation (5Es) strategies, and recommended modifications to the town Zoning Ordinance and Site Plan Review and Subdivision Regulations to better ensure that new development incorporates active transportation access.

Other Regional Planning Efforts

The RPC is involved with many land use and environmental planning activities that are interconnected with transportation issues. While transportation isn't necessarily the focus of these efforts, it is part of the discussion and a crucial factor in much of the decision-making. Some areas of overlap with transportation include:

Housing Opportunity Grants: Technical assistance to communities to implement local changes that expand housing opportunities to meet needs and goals such as Accessory Dwelling Unit

Regulations. This provided the opportunity for local planning officials to understand options that are available to each municipality as they seek solutions to address housing needs and goals at the local level. Through extensive public engagement, analysis of local data, reviews of existing land use regulations, the RPC and local officials made meaningful and impactful progress towards advancing opportunities for housing.

Hazard Mitigation Planning: Updated Natural Hazard Mitigation Plans to FEMA for multiple communities and continued work with others to complete their updates. Having an updated compliant Hazard Mitigation Plan in place ensures your community eligibility for federal funding in the face of a natural disaster.

Planning Circuit Rider Program: Provided land Use planning/zoning administration services for nine communities, including development review, Master Plan chapters, and regulation updates.

Coastal Resilience: Worked with Coastal Communities to improve resiliency to flood hazards through strengthening water and wastewater infrastructure, reducing vulnerability of homes, and protecting salt marshes and other natural features. Developed a Voluntary Elevation, Property Acquisition and Relocation (VEPAR) framework in Hampton along with public-facing resources about the program for purposes of communication with Hampton Boards, Commissions, residents, and non-resident property-owners. The purpose is to build the Town's knowledge and capacity for administering voluntary structure elevations, property acquisitions, and relocation on behalf of interested residents who want to protect themselves against future flood damage.

Seabrook Dunes: Evaluated Seabrook's dune walkways for opportunities to improve public safety and accessibility while preserving and protecting the integrity of the ecological systems. The RPC partnered with stakeholders to evaluate the walkways, including a survey and a series of public workshops. The final product assesses the existing condition of Seabrook's beach walkways and provides clear, sound options for structural improvements and restoration opportunities that can be considered for future funding opportunities supporting design, permitting and construction.

Source Water Protection: Completed three NHDES Local Source Water Protection projects. The first project provided technical assistance to Plaistow and Kingston to amend their existing stormwater management regulations to bring them into conformance with the federal MS4 Stormwater Permit. RPC conducted an audit of the Town of Salem's stormwater management regulations to document and ensure their recently updated regulations were also in compliance with the MS4 Stormwater Permit. Finally, the RPC worked to strengthen and protect community drinking water sources through updated regulations, including those that include reducing risks from PFAS.

Regional Master Plan: The Regional Plan update is under way and began with engaging the public through a series of outreach efforts including printed and online outreach materials, surveys and targeted interviews, in-person and virtual workshops, social media posts, and an interactive web platform that includes surveys and maps. The project will update the comprehensive regional plan with an eye toward addressing local and regional needs of the new decade. Specifically highlighting action areas to support implementation of the Regional Housing Needs. RPC will develop a comprehensive, integrated document that connects the gaps between existing, topic specific, planning efforts to create a plan focused on actions to enhance the region's resiliency, vibrancy and equity using the framework of "**Planning for People Today and Adapting for the Future.**"