

August 24, 2023 Project Updates

NH Seacoast Greenway: Construction for the first phase of NHSG (Hampton-Portsmouth 26485) is now underway with a project completion date of 10/25/24. Construction began in April in North Hampton and is proceeding northward in 2500' segments. As of late August construction is happening north of Breakfast Hill Road in Greenland. Work on each segment at this point includes removal of old rail ties, clearing and grubbing, and installation of base material. A final top layer of stonedust will happen in fall 2024 once base work is completed for the full corridor. In May and June RPC worked with the Towns of Greenland and Rye and the NHSG Alliance to develop an application for federal Recreational Trails Program funding to build a trailhead parking area at Breakfast Hill Road in Greenland. Staff are continuing to work with NHDOT and ECGA on trail signage drawing on the NHSG Signage Plan developed by the National Park Service. With help from ECGA we've secured a \$25K donation to support printing of trail signage. (*Scott Bogle – sbogle@therpc.org*)

Seabrook-Hampton Bridge Replacement (15904): NHDOT is proceeding with final design of a replacement that is fixed (non-movable), is 48 feet off the water, aligned to the west of the current structure, and would widen the navigational channel to 150 feet. The bridge itself will be 50 feet wide with two travel lanes, 8-foot shoulders, and 6-foot sidewalks with bump outs at some piers. Private property impacts are minimal although there are some environmental impacts to be mitigated. The current cost estimate for the new structure is just under \$100 million and funding identified in the Infrastructure Investment and Jobs Act will allow this project to proceed more rapidly and without requiring any bonding. Final design is progressing and advertising for bids will occur in September 2023 with construction beginning in 2024 and requiring approximately 3 years to complete, including removal of the existing bridge. (*Dave Walker dwalker@therpc.org*).

New State Funding for Public Transportation – The Legislature in June approved the SFY2024-2025 budget with new state investment in transit operating assistance of \$1.83 million over and above the current biennium. RPC worked this winter and spring with COAST, NHTA, TransportNH and other partners to support NHDOT's Prioritized Needs budget request for supplemental state funding for public transit operations. Over the last 10 years the State Legislature has appropriated \$200,000/year statewide for transit operating assistance, which once divided among the state's urban and rural transit agencies covers 1.5-3.0 days of service each year. Legislators in the RPC region provided key early support in the budget process for this new investment. This is a historic increase for New Hampshire and should be celebrated, while also looking forward to the next budget cycle. This brings New Hampshire's per capita state investment in public transit to approximately \$1.00, compared to \$14.92 for Maine and \$15.27 for Vermont as small, predominantly rural peer states. Nationally the average state per capita investment in transit is \$71.16, and the national median is \$5.70. (*Scott Bogle – sbogle@therpc.org*)

NH 125 and South Road, Brentwood: RPC staff recently participated in a Road Safety Audit (RSA) at the intersection of NH 125 and South Road in Brentwood convened by NHDOT along with their consulting engineering team from Hoyle Tanner Associates. The RSA examined the safety issues at the site and will develop short, medium, and long term strategies designed to reduce the chances

of future fatalities and serious injuries. Discussions included adding turn lanes, removing the passing zone just north of the intersection, improving lighting and signage, and possible future signalization or other intersection controls. HTA will be pulling together the information from the RSA and conducting analysis this summer with a report issued sometime this fall. Safety improvements that meet cost-benefit requirements may move forward at that point towards implementation through the Highway Safety Improvement Program. (Dave Walker dwalker@therpc.org).

COAST & Wildcat Transit Stop Connections Study. RPC and SRPC are beginning work on a study looking at accessibility of fixed route bus stops on the COAST and Wildcat transit route networks; and how local development review policies consider transit access for multi-family develops in the vicinity of transit stops. The purpose of this project is to: 1) provide COAST, Wildcat Transit, and the communities served by the two systems with insight into the barriers that riders face in being able to safely access transit stops on foot; and 2) provide the communities with tools through the municipal land use review process to help reduce those barriers and improve access. Work on the project will happen mainly during SFY2024. (Scott Bogle – sbogle@therpc.org)

Regional Safety Action Plan: RPC secured a \$220,000 grant from the US Department of Transportation through the Safe Streets and Roads for All (SS4A) program to develop Safety Action Plans for each of the four New Hampshire MPOs. The Safety Action Plans will establish a goal of eliminating roadway fatalities and serious injuries for each agency and establish a planning structure and strategies for achieving that goal. The development of the Safety Action Plans will also enable the communities to apply directly to US DOT for implementation grants to construct traffic safety improvements in their communities. The SS4A program includes approximately \$1 billion annually for roadway safety improvements that will reduce fatalities and serious injuries. (Dave Walker dwalker@therpc.org).

Exeter Bicycle/Pedestrian Master Plan: Staff are nearing completion of the Exeter Bicycle and Pedestrian Master Plan. The plan draws on extensive public input gathered through a community survey (800+ responses), outreach at community events, a pair of focus group meetings and input from town staff and the town's Master Plan Oversight Committee (MPOC). The MPOC is currently reviewing and prioritizing an extensive list of infrastructure and non-infrastructure project recommendations with will then be presented at a community forum in early fall prior to plan adoption. (Scott Bogle – sbogle@therpc.org)

Newington-Dover 11238S: The project to rehabilitate/replace the General Sullivan bridge to maintain the bicycle and pedestrian access recently received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant from USDOT. The grant will provide \$20 million to support the replacement of the General Sullivan Bridge with a new two-girder superstructure to reopen the multi-use path across Little Bay that provides a link between Dover and Newington and Portsmouth. The total cost of the project is estimated at \$41 million and the grant funding will replace \$20 million in Turnpike funding. (Dave Walker dwalker@therpc.org).

Age Friendly Communities Initiative: Staff are wrapping up work on the two -year Age Friendly Community Assessment project funded by Point32 Health Foundation (formerly Tufts Health Plan Foundation). Assessments have been completed for seven communities (Exeter, Fremont, Hampstead, Hampton, Portsmouth, Stratham and Kingston) and an eighth assessment in Newton is nearing completion. This spring staff have also worked with Stratham to develop improved communications strategies to ensure older adults in town are aware of activities, programs and

services available to them; and with Fremont to assess opportunities for expanded transportation options in town. (*Scott Bogle – sbogle@therpc.org*)

Hampton 40797: The Ocean Boulevard reconstruction project continues to make progress towards construction. A Project Advisory Committee (PAC) meeting was held on August 10, 2023 where project progress and conceptual alternatives for the corridor and major intersections were discussed. While there seems to be consensus on many of the proposed improvements, the configuration of the roadway, intersections, and parking between Highland Ave and Church Street remains an important topic of discussion. Project information can be found on NHDOT’s website: <https://www.nh.gov/dot/projects/hampton40797/index.htm> (*Dave Walker dwalker@therpc.org*).

RPC region projects Advertising for Construction in the near future:

Ad Date	Project Number	Description
7/18/2023	Portsmouth-Kittery 15731C	Replace the PDA-DPH side barge wharf as mitigation for impacts from the Sarah Long Bridge replacement
7/25/2023	Newington-Dover 11238S	Replace the General Sullivan Bridge with a bike/ped bridge
9/5/2023	Seabrook-Hampton 15904	Replace the NH1A bridge over Hampton River with a fixed bridge and including bike/pedestrian accommodations
9/30/2023	Salem-Derry 44028	Resurface NH 28
1/9/2024	Hampton-Portsmouth 26485A	Construct the NH Seacoast Greenway from Drakeside Road in Hampton to the Hampton/North Hampton town line

Links discussed at the Meeting:

NHDES Granite State Clean Fleets: <https://www.des.nh.gov/business-and-community/loans-and-grants/volkswagen-mitigation-trust>

NH Clean Diesel Grants: <https://www.des.nh.gov/business-and-community/loans-and-grants/dera>

NHDOT’s MS2 Traffic Data Management System for viewing traffic count data: <https://nhdot.public.ms2soft.com/tcds/tsearch.asp?loc=Nhdot&mod=>

State Ten Year Plan Information: <https://www.dot.nh.gov/projects-plans-and-programs/ten-year-plan>

GRANITE STATE CLEAN FLEETS

- \$10,000,000 available
- OPEN NOW!
- Local government applicants only
- NH VW Trust funding
- Competitive selection

- 80% grant for diesel replacements
- 95% grant for EV replacements (including infrastructure!)
- Replace 2009 or older buses
- Replace 1992-2009 trucks
- And more!

- Proposals due October 13th
- Watch the webinar, link on our webpage!
- <https://www.des.nh.gov/business-and-community/loans-and-grants/volkswagen-mitigation-trust>
- richard.a.dicillo@des.nh.gov

NH Clean Diesel Grant

- \$800,000 available
- OPEN NOW!
- Gov & business applicants allowed
- EPA DERA + NH VW
- Competitive selection

- 25% grant for old-to-new diesels
- 45% grant for diesel-for-EV
- Buses, HD trucks, loaders, graders, bulldozers, and many more!
- Other options too!

- Proposals due September 15th
- Watch the webinar, link on our webpage!
- <https://www.des.nh.gov/business-and-community/loans-and-grants/dera>
- Vanessa.K.Partington@des.nh.gov

Introduction to the Bipartisan Infrastructure Law (BIL) and Federal Requirements - Guidance for Local & Tribal Agencies

Why is this training important?

Through the Bipartisan Infrastructure Law (BIL)—also known as the Infrastructure Investment and Jobs Act (IIJA)—there is a historic amount of funding available to transportation programs. Approximately \$567 billion is available for transportation funding across all modes over 5 years and about \$351 billion of that is for highway-specific programs. There are also many new formula programs and new, competitive, discretionary programs. It's important to know how to get this money.

What does this training cover?

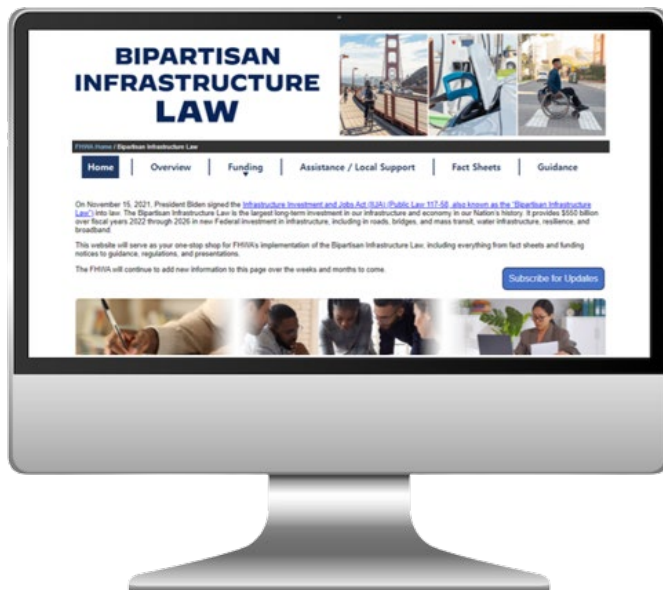
This training gives basic program familiarization awareness, including some content of the BIL, as well as key Federal program and project requirements. This training will not make you an expert in everything you need to know about these topics; however, it should greatly assist you in being able to identify what some of your program or project issues might be before you apply for a grant and who/where to get the answers to some of your questions.

Who is this training for?

This training is focused on local agencies. While Tribal agencies are encouraged to participate in this training, please note that a Tribal agency-specific version is planned in cooperation with the Tribal Transportation Program (TTP).

When is it and how do I register?

A webinar is scheduled for Wednesday, September 6th at 2:00 pm EST. The training is approximately 90 minutes with a question and answer session to follow. Pre-registration is required for all participants. Once registered, a web link to access the webinar will be provided.



Source: Freepik; FHWA

Topics to be covered in this training include:

- Funding opportunities that the BIL provides to local and tribal agencies
- Key federal project delivery requirements, how they may apply during the different phases of project delivery, and where to find answers on federal requirements
- Steps that should take place prior to application for Federal projects and BIL grants
- Activities, objectives, and outcomes of the application (pre-award), review and award, and post-award phases for Federal grants
- Resources to leverage throughout the Federal project and BIL grant application, award, and post-award phases of project delivery

