

MEETING NOTICE & AGENDA

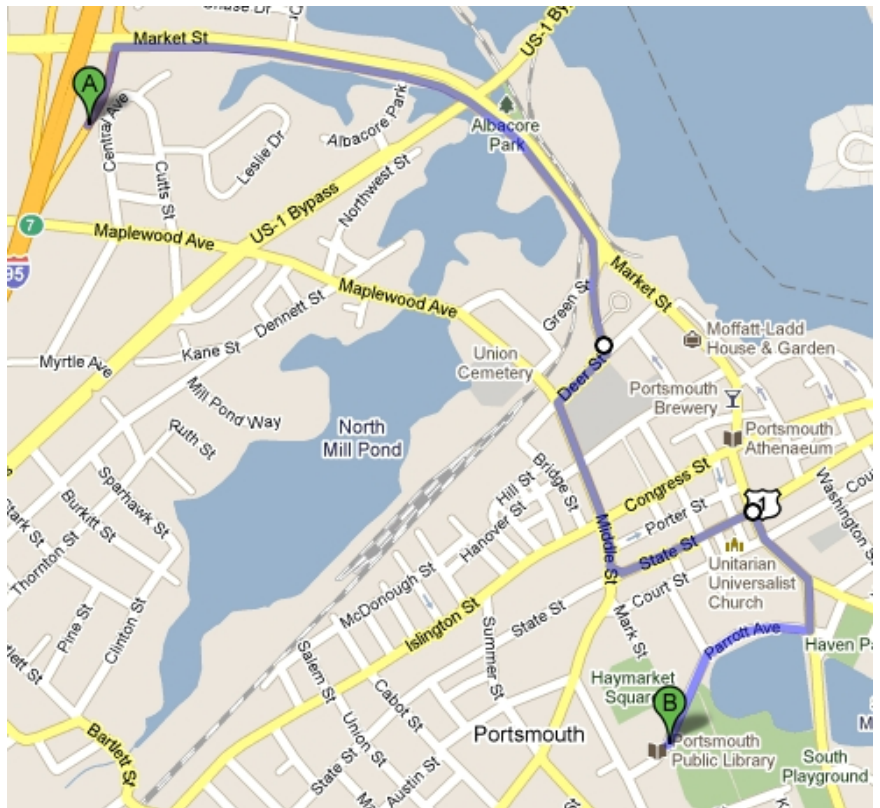
ROCKINGHAM PLANNING COMMISSION/METROPOLITAN PLANNING ORGANIZATION (MPO)

Wednesday, July 13, 2016
 7:00 P.M.
 Portsmouth Public Library
 175 Parrott Avenue, Portsmouth
 (map/directions on reverse)

- 7:00 I. Call to Order for MPO Policy Committee Meeting; *Welcome and Introductions*
Barbara Kravitz, Vice Chair
- 7:05 II. Minutes from April 13, 2016 RPC-MPO meeting **MOTION TO APPROVE**
[Attachment 1]
- 7:10 III. **PUBLIC HEARING: Updated Coordinated Community Transportation Plan for the Derry-Salem Area** – *Scott Bogle, Senior Transportation Planner*
 - A. Plan Content *[Attachment 2]*
 - B. Public Comment
 - C. Action on Coordinated Transportation Plan **MOTION TO ADOPT**
- 7:30 IV. Portsmouth Transportation Initiatives – *Rick Taintor, Portsmouth Planning Director; Juliet Walker, Portsmouth Transportation Planner*
- 8:10 V. MPO Long Range Transportation Plan – Status and Schedule Update – *Scott Bogle* *[Attachment 3]*
- 8:20 VII. Revised Federal Metropolitan Transportation Planning Rules & MPO Realignment NPRM - *David Walker, Transportation Program Manager* *[Attachment 4]*
- 8:40 VIII. Transportation Alternative Program: Program Revisions, Process & Letters of Intent submitted from RPC region – *Scott Bogle*
- 8:50 IX. **COMMISSIONER ROUNDTABLE** – Your opportunity to raise an issue of interest or concern
- 9:15 X. Project Updates *[memo to be distributed]*
 - Hampton Intermodal Feasibility Study
 - Population Projections
 - CMAQ Phase 3
 - FHWA Resilient Highways Pilot Program – New Castle Ave.
 - Other
- XI. Other Business
- XII. Adjourn

Directions to Portsmouth Public Library (from the library website)

- Traveling from the North or South, take I-95 to the Market Street exit (Exit 7) toward Portsmouth downtown.
 - If you are coming from points south of Portsmouth, turn right at the end of the exit ramp onto Market Street.
 - If you are coming from points north of Portsmouth, turn left at the end of the exit ramp onto Market Street, crossing under the highway
- At the fork in the road (Sheraton is in front of you; salt piles are on your left), bear right, in front of the Sheraton, onto Russell Street.
- The Sheraton is now on the left.
- Proceed one block (street ends) and turn right onto Deer Street.
- At the stop light turn left onto Maplewood Avenue. Maplewood changes to Middle Street at the 2nd stop light.
- At the third stop light turn left onto State Street.
- Continue on State Street to the 2nd stop light. Turn right onto Pleasant Street.
- Go past Court Street & the Citizens Bank on the right.
- Just after the parking lot on the right, turn right onto Junkins Avenue.
- Take the first right onto Parrott Avenue.
- Continue on Parrott Avenue, passing on the right Portsmouth District Courthouse, Parrott Avenue Place, Portsmouth Middle School, and a city parking lot.
- The library is the brick building with a tower, just after the city parking lot. There is a big granite sign out front near the street.



Parking

- You can park all along both sides of Parrott Avenue near the library.
- The library parking lot is the lot next to the side of the library, past the city parking lot.
- The city parking lot between the middle school and the library is also available for parking.

Accommodations for individuals with disabilities

Reasonable accommodations for individuals with disabilities are available upon request. Please include a description of the accommodation you will need, including as much detail as you can. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call 603-778-0885 or email apettengill@rpc-nh.org.

ATTACHMENT 1

MINUTES
ROCKINGHAM PLANNING COMMISSION MPO
April 13, 2016

North Hampton Town Hall
North Hampton, NH

Members Present: P. Wilson, Chairman (North Hampton); D. Marshall (Fremont); G. Coppelman (Kingston); K. Woolhouse, D. Clement (Exeter); P. Coffin (Kingston); L. Cushman (Stratham); F. McMahon, B. Kravitz (Hampton); S. Gerrato (Greenland); M. McAndrew (New Castle); R. Clark (Atkinson); R. McDermott (Hampton Falls); J. Foley (Epping); P. Merrill (Kensington); C. Cross (Newington); M. Turell (Atkinson)

Guests: L. Wilson, D. Derby (North Hampton)

Staff: C. Sinnott (Executive Director); D. Walker (Transp. Program Mgr); S. Bogle (Sr. Transp. Planner); A. Pettengill (Business Manager)

I. Welcome/Introductions

Chairman Wilson called the meeting to order at 7:03 p.m. and welcomed all. Introductions were made around the room. Coppelman thanked the Wilsons for providing their usual great snacks.

II. Minutes February 10, 2016 MPO/RPC Meeting

*Turell moved to approve the Minutes of February 10, 2016 as presented; Coppelman seconded. **SO VOTED.** (4 abstentions)*

III. MPO PUBLIC HEARING: 2015-2018 TIP/STIP Amendment #3 – D. Walker, Transportation Program Manager

Wilson opened the Public Hearing for 2015-2018 TIP/STIP Amendment #3. Walker noted that public comment was open from April 1st through April 11th and no comments were received. He stated there are seven changes to the TIP; four regional projects and 3 statewide programs with a net increase of just over \$3.1 million. He noted the TIP still maintains fiscal constraint and since we are in air quality attainment we don't have to deal w/ air quality conformity issues. He noted the Technical Advisory Committee reviewed these changes on March 24th and approved for the Policy Committee review. Walker reviewed several of the individual changes and answered questions regarding increases on the last three projects.

*Coppelman moved to adopt the TIP Amendment #3; Turell seconded. **SO VOTED.***

Wilson asked for any further comment; seeing there was none he closed the Public Hearing.

IV. Staff Update

Sinnott announced that staff member Tom Falk, Transportation Analyst, will be retiring in May after 20 years at the RPC. He will finish up some projects and continue as part time for awhile, but he is looking forward to this new chapter in his life. The staff is happy for him, but sad to see him go. Wilson sent his and the Commissioners' best wishes to Tom and wanted him to know that the MPO thanks him for his many years of professional service to the organization over the years.

V. Coastal Risks and Hazard Commission – Draft Report

Sinnott referred to Attachment 3 Coastal Risks and Hazard Commission – Draft Report; authored by Anne Shultz. He explained that the purpose of this Draft Report is in response to the State Legislature's establishing the New Hampshire Coastal Risk and Hazards Commission (CRHC) in 2013 to "recommend legislation, rules and actions to prepared for projected sea level rise and other coastal watershed hazards". He noted the CRHC Report reviews scientific conclusions about future flood risk in coastal NH, identifies key areas of vulnerability, and makes recommendations to improve coastal resilience and reduce risk. He further explained that the CRHC consists of 17 tidal communities, state agencies, wildlife agencies, planning agencies, UNH, NHMA, Primex, homebuilders, realtors and others. The CRHC has looked at the science, possible future conditions, impacts and possible response. NHDOT is trying to be proactive in planning and design regarding this topic and has even made a recommendation to themselves that sea level rise and coastal hazards be considered in the planning of future transportation projects.

Sinnott gave a powerpoint presentation on the suggestions and goals that came out of the Report. He noted that public comment will be taken from March 18th through June 30th and the RPC is the clearinghouse for comments. Discussion followed on data and specific areas of infrastructure that might be affected.

VI. Long Range Transportation Plan Update: key issues, challenges & goals – Scott Bogle, Sr. Transportation Planner

Bogle stated that at two past meetings of the TAC, staff reviewed updated components of the Long Range Transportation Plan. Some of the recent review addressed Existing Conditions and Key Issues & Challenges & Goals sections. He reviewed those sections in detail with a power-point presentation. Cross suggested that one of the charts indicating obesity being directly related to transportation/travel changes be edited to give more context and note references to the many leading reasons of obesity in this country. Bogle fielded several other questions. He also reviewed the timeline for this process stating that a Draft Plan should be ready late June or early July. He asked that additional comments be submitted to him by April 15th to be included in the next draft to be reviewed by the TAC during their April meeting.

VII. UPWP Mid-Contract Amendment – D. Walker

Walker explained that the UPWP is a 2 year contract and we will be entering year 2 in July. It's common for us to make some amendments at this point half way through the contract and amend some tasks. This year's amendments are a minor redistribution of resources and consist of mainly three things: SHRP2 grant; MPO website development; and salary & participation changes. He referred to Attachment 5. The TAC has reviewed and endorsed the amendments and recommended for approval by the MPO. *McDermott moved to approve the amendments to the UPWP as presented; Kravitz seconded. SO VOTED.*

VIII. Commissioner Roundtable

Commissioners noted items of interest from their Town Meeting results and the various articles that did and didn't pass; Kravitz noted that the Legislative Policy Committee will be following SB 146 Accessory Apartments; Cushman noted that the Agritourism meeting was excellent and Amy Manzelli was a great speaker; Coppelman stated that Bob Goodrich had surgery recently for heart valve issue and he is doing well; Merrill suggested all towns equip their police departments w/ cameras.

IX. Project Updates

Hampton Intermodal Feasibility Study: Bogle referred to the memo of Project Updates and explained that the Hampton Intermodal Study was presented to Hampton Selectmen in February and again in April. There were three main elements to the study: environmental site assessment for the interchange parcel which was deemed a Brownfields eligible site; conceptual engineering for realigning the interchange and siting of an intermodal transit center; and ridership and cost estimates for transit services, which was completed by the RPC. He explained in more detail the transit service options. He noted that at the April meeting there was substantial public comment in opposition to the transit center, but the interchange realignment seems to have support. Sinnott commended Bogle on how well he dealt with very negative & hostile comments at that meeting.

Portsmouth Market Street RR crossing Project Swap: Walker explained that the Ten Year Plan Project Swap Proposal refers to the Market Street railroad crossing in Portsmouth replacing the Woodbury Avenue crossing improvement since it's the only crossing not included in an agreement and would be the only one not improved at all and is a higher priority location for the City. The RPC has submitted a letter in support of the project swap to NHDOT for the Senate Committee hearings on the Ten Year Plan. NHDOT is also in support of the swap.

New & Improved RPC & MPO Website: Sinnott reminded everyone to visit the new website and give the staff feedback. Walker noted that some content is still being added and some glitches have been found. Staff has received questions about the maps and it appears maps are the most looked at and requested item on the site. Sinnott also noted that nominations for the Hayden & Quinlan awards are due April 25th and you can find the nomination forms on the website.

X. Other Business

NHARPC Annual Meeting: May 12th in Laconia;
RPC Annual Meeting: June 8th Atkinson Country Club

Meeting adjourned at 9:20 p.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

ATTACHMENT 2

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ♦ Fax: 603-778-9183
email@rpc-nh.org ♦ www.rpc-nh.org

MEMORANDUM

TO: MPO Policy Committee
FROM: Scott Bogle, RPC Senior Transportation Planner
DATE: July 6, 2016
RE: Greater Derry-Salem Regional Transit Coordination Plan

The FAST Act and its predecessors back to SAFETEA-LU require all MPOs and rural planning regions around the country to develop *Coordinated Public Transit Human Service Transportation Plans* as a prerequisite for agencies in planning regions to access funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities program. The purpose of this planning requirement is to improve access to transportation for the elderly, individuals with disabilities, and those with low incomes, while also improving the efficiency with which those services are provided.

Core requirements of these *Coordinated Plans* include:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available transportation services identifying areas of redundant service and gaps in service;
- Recommendations to address the identified gaps in service, expand coordination to eliminate or reduce duplication in services, and improve the efficient use of resources

The RPC has adopted two separate, multi-regional plans to address this requirement. One covers the Greater Derry-Salem RCC/CART region, and was developed jointly with Southern NH Planning Commission (SNHPC). It was originally developed in 2003, readopted in 2008 to address SAFETEA-LU requirements, and last updated in 2011. The other plan covers the Southeast NH RCC/ACT region, and was developed jointly with Strafford Regional Planning Commission (SRPC). Originally adopted in late 2007, it was last updated in 2012.

The Greater Derry-Salem plan covers the RPC communities of Atkinson, Danville, Hampstead, Plaistow, Salem, and Sandown; plus Chester, Derry, Londonderry and Windham in the SNHPC region. The other 20 RPC communities, plus all communities in the SRPC region, are covered by the Southeast NH RCC (ACT) region.

The FAST Act requires that these plans be updated periodically, and since late 2015 staff have been working with SNHPC through the Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC) to update the Derry-Salem plan. A full draft of the *Coordinated Public Transit Human Service Transportation Plan* was approved by the RCC on June 21, 2016. This draft is posted on the RPC website and is being distributed to the MPO Policy Committee, TAC and other interested parties. Two public hearings are scheduled on Wednesday July 13th – one at the Derry Municipal Center at 3:00pm and one at the MPO Policy Committee meeting in Portsmouth at 7:00pm.

Public and stakeholder participation in the Plan update process has been substantial, and included guidance and oversight from Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC). Membership in the RCC includes municipalities; public, private non-for-profit and private for-profit transportation agencies; health and human service agencies purchasing transportation services; the State Departments of Transportation (NHDOT) and Health and Human Services (NHDHHS), the two planning commissions, and members of the public. The RCC has met roughly monthly throughout the plan update period.

The full Coordination Plan document is available to read online or download from the RPC website: www.rpc-nh.org. The MPO meeting packet for July 13th includes three key sections of the Plan:

- Table of Contents – Showing full contents and a glossary of acronyms
- Chapter 1 – Introduction – Summarizing regulatory requirements, plan justification and planning process
- Chapter 6 – Findings & Recommendations - Setting priorities for transit investments and coordination initiatives in the Greater Derry-Salem region over the next 3-5 years.

Staff presented preliminary findings and recommendations from the Coordination Plan to the TAC at their meeting on May 26, 2016.

Requested Action - Staff ask the MPO Policy Committee to review the *Coordinated Public Transit/Human Services Transportation Plan* for the Greater Derry-Salem region, request clarifications as needed, and vote to adopt the Plan.

**Coordinated Public Transit & Human Service Transportation Plan
Greater Derry-Salem Region
2016 Update**

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LIST OF ABBREVIATIONS

ADA.....	Americans with Disabilities Act of 1990
BEAS	Bureau of Elderly and Adult Services (NH DHHS)
CART	Greater Derry-Salem Cooperative Alliance for Regional Transportation
CLM	Center for Life Management
CMAQ	Congestion Mitigation/Air Quality Program
CTAA	Community Transportation Association of America
CTPP	Census Transportation Planning Package
EFH.....	Endowment for Health
ESNH.....	Easter Seals of New Hampshire
FAST.....	Fixing America's Surface Transportation Act (2015)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
JARC.....	Jobs Access Reverse Commute Program (FTA)
LRTA.....	Lowell Regional Transit Authority
MBTA.....	Massachusetts Bay Transit Authority
MPO.....	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Manchester Transit Authority
MVRTA	Merrimack Valley Regional Transit Authority
NEMT.....	Medicaid Non-Emergency Medical Transportation
NHDHHS	New Hampshire Department of Health and Human Services
NHDOT	New Hampshire Department of Transportation
NTS.....	Nashua Transit System
PTSD	Post-Traumatic Stress Disorder
RCC	Regional Coordinating Council for Community Transportation
RPC	Rockingham Planning Commission
RTAP	Rural Technical Assistance Program
RTC.....	Regional Transportation Coordinator
SAFETEA-LU.....	Safe, Accountable Flexible Efficient Transportation Equity Act (2005)
SCC	State Coordinating Council for Community Transportation
SE-TRIP.....	Salem Employment-Trip Reduction Integration Program
SNHPC	Southern New Hampshire Planning Commission (Manchester area)
TANF.....	Temporary Assistance for Needy Families
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Association
UZA or UA	Urbanized Area
VA	United States Veterans Administration
VFW	Veterans of Foreign Wars

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Chapter 1. Introduction

PROJECT BACKGROUND

How can the communities of the ten-town Greater Derry-Salem region of Rockingham County most effectively meet the transportation needs of their residents? This document is intended to provide an updated look at this question, building on the work of the *Greater Derry-Salem Transit Study* completed in 2003 and the *Coordinated Public Transit/Human Services Transportation Plan* for the region completed in 2011. The original Derry-Salem transit study involved more than 40 organizations – transportation providers, human service agencies, healthcare providers, and municipalities – in assessing transit need, inventorying existing services and developing recommendations for expanding transportation access in the region.

Key recommendations of the plan included creation of a new public transit agency to begin accessing federal transit funding available to the region, and collaboration among multiple transportation provider agencies to coordinate scheduling and dispatching of rides to make most effective use of limited available resources.

The study pre-dated passage by Congress in 2005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). That legislation instituted a new requirement that regions throughout the country develop *Coordinated Public Transit Human Services Transportation Plans* as a prerequisite for accessing funds from certain Federal Transit Administration (FTA) programs. These originally included the Job Access & Reverse Commute Program (Section 5316), the New Freedom Program (Section 5317) and the Capital Grants for Transportation for the Elderly and Individuals with Disabilities (Section 5310). These programs have all been consolidated under subsequent federal legislation, but the fundamental purpose of the planning requirement remains the same: to improve access to transportation for the elderly, individuals with disabilities, and those with low incomes, while also improving the efficiency with which those services are provided.

Core requirements of these *Coordinated Public Transit/Human Service Transportation Plans* include:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available transportation services identifying areas of redundant service and gaps in service;
- Strategies to address the identified gaps in service;
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and,
- Prioritization of implementation strategies.

The SAFETEA-LU requirement for development of *Coordinated Public Transit/Human Services Transportation Plans* has been continued in two successive pieces of federal transportation authorization legislation: Moving Ahead for Progress in the 21st Century (MAP-21), passed in 2012; and the Fixing America's Surface Transportation (FAST) Act, passed in late 2015.

MAP-21 and the FAST Act clarified that these regional coordination plans are to be updated on a similar cycle as the Metropolitan Long Range Transportation Plans maintained by the Metropolitan Planning Organizations (MPOs) serving the study communities. For the Greater Derry-Salem region this is a five year cycle.

One key result of the original 2003 Derry-Salem Transit Study was the formation of Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART), the youngest public transportation system in the state. Since its inception in late 2006, CART has provided more than 130,000 demand-response trips within the Greater Derry-Salem area and to out of region medical destinations in Manchester. Another significant change is that several agencies that provided transportation services in the region in 2003 no longer do so. At the State level, the Legislature established the State Coordination Council for Community Transportation (SCC) in 2008 to oversee regional coordination efforts around New Hampshire, and work to remove internal barriers within at State agencies to coordinated use of various funding streams.

Underlying all of these changes in service levels and policy approach is a growing need for transportation services, exemplified in the region's rapidly growing senior population. Between 2010 and 2030 the population aged 65+ in Rockingham County is projected to grow over 128%, while the population as a whole is projected to grow approximately 8.7%. (NHOEP)

PLANNING PROCESS

The process for this update to the *Coordinated Public Transit/Human Services Transportation Plan* began in September 2016. Twenty four agencies have participated in the process along the way, including public, private non-profit and private for-profit providers of transportation; municipalities, state agencies, and individual volunteers. A full list of participating agencies is included in Appendix B. Work has been led by two regional planning commissions: Rockingham Planning Commission and Southern New Hampshire Planning Commission.

Key elements of the Coordination Plan update process have included:

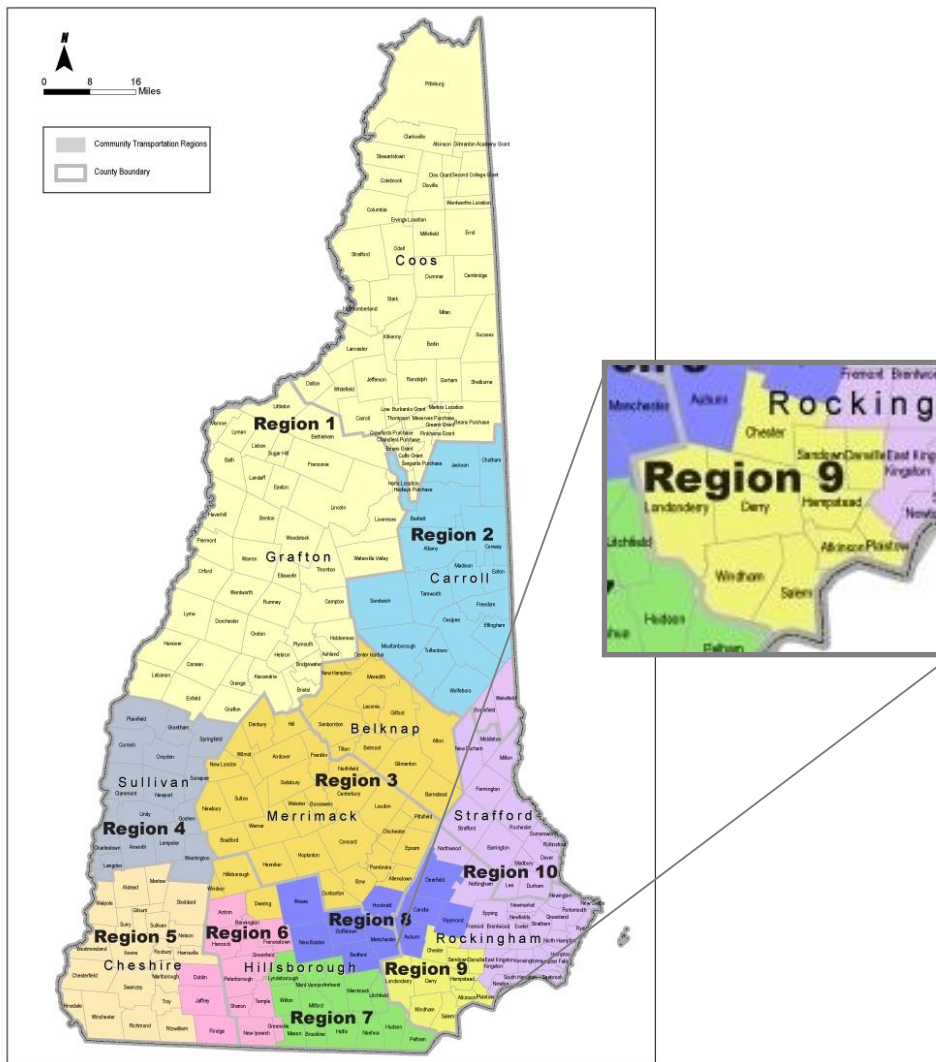
- An updated inventory of available services, based on a survey of local and regional providers, that identifies gaps in service;
- An updated assessment of transportation needs for individuals with disabilities, older adults, low-income individuals, and other population segments disproportionately likely to be transit dependent. This assessment draws on interviews with local welfare officers and other service providers; as well as demographic data from the Census Bureau, NH Office of Energy and Planning, and the NH Department of Health and Human Services.
- An assessment of recent local, state and federal planning efforts and policy initiatives related to community transportation, including funding as well as coordination rules.
- A strategic planning workshop and subsequent deliberation to identify and prioritize strategies to address the identified gaps in service.

The work of updating the 2011 Coordination Plan has been overseen by the Regional Coordination Council for Community Transportation (RCC) for the Greater Derry-Salem region. Under the vision set forth in the State's 2006 Coordination Plan, entitled *Statewide*

Coordination of Community Transportation Services, the Greater Derry-Salem RCC is one of ten such coordinating councils established around New Hampshire in the past two years. From a State agency perspective, a key goal of establishing these RCCs is to create a structure around which to reshape the provision of transportation services for Medicaid and other programs administered by the NH Department of Health and Human Services (NHDHHS) and the NH Department of Transportation (NH DOT).

Figure 1.1 shows the ten town region covered by the Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC), identified by the SCC as Region 9, which is the study area for this Plan. This region also corresponds largely to the service area for the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART). The map also shows the regional makeup of the other nine RCCs around the state.

Figure 1.1 Greater Derry-Salem Regional Coordinating Council Area



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Chapter 6. Findings & Recommendations for Service Coordination

INTRODUCTION

The following pages summarize input received throughout the plan update process from stakeholders including Regional Coordinating Council (RCC) members, other providers and purchasers of transportation services, and municipal officials on options for service coordination and development. The chapter also offers recommendations for system development.

FINDINGS

Key sources of input for these findings include the survey of provider agencies, survey of local welfare officers, the Strategic Planning Workshop held with RCC members in September 2010, and updated in May 2016, and data from the US Census, NH Office of Energy and Planning, and NH Department of Health and Human Services.

- ◆ New Regional Coordinating Councils provide a useful framework for coordination – The formation of the Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC) in 2010, and similar entities around the state as provided for under RSA 239-B, provides a structure for coordination planning and eventual coordinated management of various Federal- and State-funded transportation programs.
- ◆ CART's existing call center structure can be built on to support coordination - The structure of CART's call center, operated by Easter Seals, positions the region well to implement service coordination between the transit agency and human service providers. Scheduling software designed for coordination, which other RCCs are waiting for the State to procure, is already in use. Vehicles owned by multiple agencies already participate in the CART system, including CART itself, Easter Seals, Salem Senior Center, and Green Cab.
- ◆ The number of agencies providing service in the region has declined - Partially offsetting CART service expansion, several agencies have reduced service levels in the region since 2003, including Lamprey Health Care, Salem Senior Center, the Center for Life Management, Rockingham Adult Medical Daycare, Greater Derry Community Health Services, and Silverthorne Adult Day Care. Some of this can be attributed to general tightening of public and private agency budgets. Another likely factor is the development of CART itself, either because agencies have shifted clients to the public system to save money, or because municipalities have redirected funding. This presents a challenge, as the concept of coordination depends on multiple agencies pooling resources.
- ◆ Some vehicles in the region remain underutilized - Even with this contraction of service, there are still agency vehicles in the region that are not on the road full time. Many agencies employ part time drivers, as they lack operating funding for full time drivers or may not need full time service. An opportunity exists to better utilize these idle vehicle hours if operating funding can be secured for additional driver time.

- ◆ Restructuring services can more efficiently provide certain trip types - While the open demand response service offered by CART provides important flexibility for medical trips, scheduled demand responsive routes such as those operated by Lamprey or Meals on Wheels are more efficient for trips such as grocery shopping that can be scheduled around ride availability. The RCC analyzed a range of trip types and identified service types that can most cost effectively meet each.
- ◆ Additional Federal funding is available to the region for service expansion - Several sources of Federal Transit Administration (FTA) funding are available to the region, but are not being fully accessed due to lack of non-federal matching funding. This matching funding could come from municipalities, private sources, and even Federal programs outside of the US Department of Transportation, including most DHHS programs.
- ◆ Demand for service continues to outstrip available capacity - Surveys of welfare officers and providers highlight significant remaining unmet transportation need in the region, including trips for medical services, employment, shopping. Agencies cite increase in trip request that cannot be met.
- ◆ There is a public perception of duplicative services - Local policy makers in various communities note a perception that they are funding multiple agencies to provide the same service. This perception is valid to an extent, in that a resident of a town such as Hampstead could go shopping using services provided by Lamprey or CART depending on the day of the week. However, careful outreach is needed to ensure that municipalities understand this doesn't mean an over-supply of service. Taken together, all of the services provided in the region still meet only a fraction of the need. It does, though, point to an opportunity for coordination.
- ◆ There is a lack of service outside of weekday business hours - The CART Early Bird/Night Owl taxi voucher program has improved transportation options outside of business hours for seniors and individuals with disabilities. Still, this service is available only to seniors and individuals with disabilities, and remains expensive, as users still pay 50% of a market rate taxi fare. Most other agency services follow regular weekday business hours.
- ◆ There is a lack of service for populations other than seniors and individuals with disabilities - Multiple funding sources and agencies support service for seniors and individuals with disabilities. CART, as the region's public transit agency, is the only provider of general public transit services. However, given resource limitations and the difficulty of providing fixed route service in the region's low density development pattern, even CART services tend to be geared more toward periodic trip needs rather than daily employment transportation.
- ◆ There is a lack of information on the full range of available services - There is no centralized point of information outlining available transportation services for the region.
- ◆ Provider agencies harbor concerns around liability - Liability coverage is a significant concern and area of uncertainty for most providers. Providers often have coverage through insurance carriers that specialize in specific client populations (i.e. elderly or disabled)

individuals), such that expanding to carry other populations may require coverage changes. The most cost effective approach to liability coverage for a coordinated system will likely be having each provider maintain its current insurance carrier, while adding the broker as an additionally insured. All providers participating in coordination would carry agreed-upon coverage levels. In 2010 the State Coordinating Council convened a subcommittee to identify insurance needs for developing regional brokerages. The committee included service providers, state agencies, as well as representatives from the insurance industry and developed a series of risk management tools for RCCs, as well as recommended insurance coverage limits for providers in a coordinated system.

- ◆ Integrating volunteer drivers into a coordinated system will be a challenge - Incorporating existing volunteer drivers into a coordinated system poses challenges. To the extent that volunteers and the provider organizations with which they work are willing to shift scheduling over to the broker, volunteers can be a tremendous resource to the system. They can be especially helpful in providing rides for repetitive medical trips such as dialysis or cardiac rehabilitation; or for longer distance medical trips where an agency vehicle and professional driver would be particularly expensive.

The broker can maintain a list of volunteers including the times that they are available to give rides in private vehicles, and the types of clients they would like to serve, and schedule rides accordingly. In other cases a broker may forward ride requests to a volunteer driver organization, whose volunteer manager would seek a driver to take the ride.

This said, volunteers trips provided through Caregiver organizations can be difficult to separate from other services provided by those volunteers, such as grocery shopping or in-home assistance.

SYSTEM DEVELOPMENT RECOMMENDATIONS

1. Maintain the Region 9 RCC - The formation of Regional Coordination Councils was a result of State Legislation which established the Statewide Coordination Council (SCC). The SCC's duties include establishing community transportation regions, encouraging the development of regional coordination councils (RCCs) and approving the formation of regional coordination councils. The role of the RCC is to facilitate the implementation of coordinated community transportation in the region, encourage the development of improved and expanded regional community transportation services, and advise the SCC on the status of community transportation in the region. The RCC will continue to seek stakeholders in the region including local transportation providers, funding agencies, consumers, and agencies requiring transportation services. Consistent with State Legislation, the RCC will continue to work towards the arrangement of transportation through a network of providers ensuring quality service.

The Rockingham Planning Commission (RPC) and Southern New Hampshire Planning Commission (SNHPC) will continue to provide staffing assistance to support the Lead Agency and Oversight/Advisory Committee as resources permit.

2. Improve Information Available on Transportation Options - Develop and disseminate an updated guide to transportation options available in the region. This should be web based for simplicity of updating, though paper copies should be available. Local public access TV channels should also be used for outreach.
3. Pursue Coordination Opportunities to Leverage FTA Match - Due to the difficulty of securing new municipal funding, one of the best opportunities for securing matching funding for additional FTA dollars will be developing coordination agreements with other provider agencies in the region. If structured properly, this can allow funds supporting existing agency operations to be used to leverage FTA dollars to expand operations as part of a coordinated system.

An example of this is the collaborative initiative of CART, ESNH and Rockingham Nutrition Meals on Wheels Program. This project uses resources from RNMoW that previously supported a stand-alone service bringing seniors to meal sites in Derry and Londonderry, and uses them to leverage additional FTA funds to allow expand the service into a route deviation shuttle to shopping and medical destinations as well as the meal sites.

4. Maintain and expand the CART taxi-voucher program - Work to expand participation by additional taxi companies in the CART Early Bird/Night Owl taxi voucher program. This has been an effective means of expanding early morning, evening, and weekend mobility options for seniors and individuals with disabilities in the region through use of FTA Section 5310 funding.
5. Expand access to employment transportation - Most provider agencies in the region offer services targeted to specific population groups - largely senior citizens, individuals with disabilities, or in some cases youth. CART, as a public transit agency, is open to all members of the general public, though like all agencies in the region is limited in its capacity. One goal of coordination is to expand transportation access to members of the public who are not clients of specific agencies, or are otherwise eligible for transportation assistance under DHHS programs. Access to employment is a particular need. Previous outreach efforts by CART and the Town of Salem to major employers in Salem found little interest in employee transit. However, as the economy has recovered and the labor market has tightened, there may be new interest from employers in expanding transportation benefits as a tool for attracting employees.
6. Strengthen volunteer driver programs - Three volunteer programs operate in the region currently - Community Caregivers of Greater Derry, the Greater Salem Caregivers, and the American Cancer Society (ACS) Road to Recovery Program. Two communities in the region, Atkinson and Plaistow, are outside of the service areas for the two caregiver programs, and ACS rides are only available to oncology patients. Volunteer driver programs can be the most efficient way to handle high volume transportation needs such as dialysis or cardiac rehab, at least for ambulatory consumers. While all of these are established, successful program, all such programs have a constant need to recruit and train new drivers. The RCC has worked with Greater Salem Caregivers to support additional volunteer recruitment. Such assistance should continue and be expanded.

7. Support continuation of existing services in the region through vehicle replacement - FTA Section 5310 funding accessed by agencies in the region to periodically replace vehicles should continue to be available to these agencies for vehicle replacement to avoid further loss of service. This said, priority for vehicle replacement should be given to agencies participating in the RCC, and whose vehicles will participate in regional service coordination efforts.
8. Recognize trip type priorities in developing new services - Stakeholders participating in the Strategic Planning Session identified the following trip types as priorities in maintaining existing service and seeking to expand service:
 - Medical appointments
 - Job access
 - Groceries/shopping
 - Social/recreational
 - Nutrition services
 - Out of region medical
 - Chronic medical (dialysis, chemo)
9. Work to guide NHDHHS Medicaid Transportation into the Region 9 Coordinated Transportation Delivery System - The NHDHHS provision of Medicaid transportation has become part of a managed care contract with two companies who oversee all health care for Medicaid recipients in NH. The Medicaid managed care companies contract with a single transportation broker to deliver transportation through a contracted network of providers. The NH SCC is currently working on developing a project for seamless integration between state regional software pilot sites and the Medicaid Transportation Broker. The proposed project will create a direct portal between the Region 9 service manager and the Medicaid Transportation broker. The region 9 RCC is a state software pilot site location. The Region 9 RCC will work with CART and Easter Seals to expand service access for transportation dependent individuals while improving the efficiency of services to the regions Medicaid transportation recipients.
10. Establish Operating and Service Agreements with Interested Parties - Decisions by providers whether or not to take part in the coordinated system will depend in large part on the specific provisions of the Draft Memorandum of Understanding (MOU) on Operating Standards for Service Coordination found in Appendix F. The MOU is an example used by CART and Transit Service Providers participating in CART Service currently. The MOU outlines the responsibilities of CART, CART's contracted transit operations manager (Easter Seals NH) and provider agencies; and sets out detailed operating standards for customer service, driver qualifications and training, vehicle maintenance, and other risk management procedures. Adjustments to these operating standards may be needed to respond to requirements of new funding programs, and will need to be agreed to by all participating parties. Details of available vehicle time, geographic restrictions on vehicle use, billing rates, and how exactly trips are scheduled will likely vary from provider to provider, and will be negotiated directly between CART as Lead Agency, the broker, and the provider.
11. Secure resources to fund regional call center operations - To date CART has covered regional call center costs using FTA Section 5307 funding matched with local dollars. To the

extent additional provider agencies join in regional coordination efforts, additional local match will likely be needed to match expanded use of FTA dollars. Several private charitable foundations supported the start-up of CART, though, given the reduced funding pools at many foundations, and demand on statewide foundations for similar support from other regions that have not previously received funding, it is unlikely that the Region 9 RCC will be able to secure new resources from statewide funders such as the Endowment for Health or the NH Charitable Foundation in the next few years. More localized foundations, such as the Alexander Eastman Foundation, may be a potential source of matching funding for specific new services that target access to medical care or other priorities.

12. Work to maintain and enhance Town funding - The establishment of CART was made possible in part through the financial support of several municipalities in the Region. Over the past several years municipal allocations to CART have been flat due to the tightening of municipal budgets. Expansion of service to better meet local needs described in Chapter 2 will require additional local investment as well as private sector funding development and combining resources through coordination.
13. Advocate for dedicated state transit funding - A core problem for transit systems throughout the state is the lack of dedicated state funding available to match federal transit dollars. In the coming years there will be a need for more state funding for transit to serve all groups in the community. In years past there was a small pool of State General Fund dollars allocated to transit assistance. That funding was eliminated in 2012. Restoring and growing this funding pool remains a goal of the New Hampshire Transit Association.
14. Establish fixed route transit service and additional route deviation shuttle services in the region - Extensive fixed route service is usually not practical in an area with population densities as low, and development as dispersed, as much of the Greater Derry-Salem region. That said, in 2010 the Town of Salem secured federal Congestion Mitigation/ Air Quality (CMAQ) program funding for a Fixed Route System transit service between downtown Salem and downtown Derry, crossing through a portion of Windham. The service was designed to serve employment centers, including the industrial park west of Exit 2 of I-93, the Mall at Rockingham Park, and other retail locations along and near Route 28 and institutions centers such as Parkland Hospital in Derry. Ultimately this service was not implemented for lack of municipal matching funding. However, there has been renewed interest in fixed route service to create connections to Manchester and Nashua via the Manchester Transit Authority and Nashua CityBus. Continued development of route deviation shuttle services, such as CART's Salem Shuttle and Hampstead Shuttle, will also help expand access with greater efficiency than open demand response service.
15. Participate in Statewide Transit Coordination and Advocacy - In addition to the State Coordinating Council for Community Transportation (SCC), two other groups exist as important sources of information and voices for transit advocacy in the State. These include the NH Transit Association (NHTA) and Transport New Hampshire. TransportNH advocates for greater investment in all aspects of the transportation, with a particular emphasis on transit access and better accommodation and safety for people walking and bicycling. Multiple RCC member agencies participate in these organizations, all of which provide useful tools for the work of the RCC.

ATTACHMENT 3

MEMORANDUM

To: MPO Policy Committee
From: Scott Bogle, Senior Transportation Planner
Dave Walker, Transportation Program Manager
Date: July 6, 2016
RE: Long Range Plan Status & Schedule Update

Since January staff have been working on an update to the MPO Long Range Transportation Plan to incorporate new requirements under the Fixing America's Surface Transportation (FAST) Act. Thus far the TAC has reviewed draft and revised Plan Goals, preliminary work on objectives and policies, draft chapters on Existing Conditions as well as Key Issues & Challenges. At the April MPO Policy Committee meeting staff reviewed this material, and presented a timeline for adoption at the October MPO meeting.

Based on a number of different factors, we are now projecting that the document will be ready for adoption at the following MPO meeting in January 2017. One key factor in this is the continued delay in the start-up of the SHRP2 multi-MPO Performance Based Planning project that was intended to provide a basis for selecting performance metrics for the RPC region. Additional factors include temporary or permanent loss of staff working on the project, including the retirement of Tom Falk who has overseen the regional travel demand model used for the scenario planning element, and Scott Bogle who was out the second half of April following hip surgery.

Remaining Long Range Plan elements include the following:

- Complete Existing Conditions element – Remaining work in this section includes the addition of regional demographic and economic data at the front of the chapter, insertion of updated maps, and revised numbering of maps and figures.
- Complete Scenario Planning element – Another iteration of model runs was completed in June and, assuming no further consistency issues, staff is set to begin analysis of the outputs and develop the comparison between the different scenarios. Model links also will be examined for levels of congestion to see if specific locations can be identified as congestion points under multiple future scenarios. This piece of the Long Range Transportation Plan will follow a similar outline as the Scenario Planning chapter in the Regional Master Plan, and will utilize much of the material from that document to form the basis of the needs assessment and future conditions analysis.

- Refine Plan Objectives and select Performance Metrics – Beyond selection of performance measures the plan must include an initial system performance report providing baseline data on each of the performance measures as well as future targets. Full implementation of performance based planning requirements will not technically be required until fall 2017 for MPOs, but state DOTs must have measures in place by spring 2017, and FHWA/FTA expect that process to be completed in consultation with MPOs. RPC will need to identify a preliminary set of performance measures to adopt for this Plan update, and will adjust these following completion of the SHRP2 planning process.
- Needs Assessment – The Key Issues and Challenges section addresses transportation system needs in a broad sense. The Needs Assessment element of the Plan will be more corridor specific, identifying specific areas where data point to needed improvements to address safety or congestion problems. This section will draw on model results as well as crash data and other traffic data, and findings from the CMP and corridor studies.
- Strategies – The strategies and recommendations section from the 2015 Regional Master Plan will form the basis for the strategies section, and we anticipate additional material to respond to new requirements under the FAST Act. At a minimum new material will address the two new planning factors in the 3Cs process: improving resiliency and stormwater management, and enhancement of travel and tourism. Strategies will also draw on findings and recommendations from other recent planning efforts such as Tides to Storms, the Coastal Risks and Hazards Commission, regional transit coordination plans
- Consultation – Staff anticipate presenting the draft plan, and especially the environmental mitigation element, to the state and federal Resource Agency group that meets monthly in Concord and includes NHDES, EPA, NHDHR, Fish and Wildlife and other agencies. In recognition of FHWA and FTA interest in cross-MPO coordination within Urbanized Areas, staff anticipate also conferring with neighboring MPOs on the draft document (SRPC, SNHPC, NRPC, MVPC, SMRPC).
- Solicitation for Long Range Project List – Staff's original intention was to not conduct a project solicitation as part of this update to the Long Range Plan. That said, RPC will need to solicit for projects for the next Ten Year Plan cycle beginning in January 2017. We are considering moving that project solicitation window up to October/November 2017 to create an opportunity for new projects to be included on the Long Range Project List for adoption in January.

Staff will continue to bring draft elements to the TAC on a monthly basis through the summer and fall. We anticipate having several elements for review at the October MPO meeting, including the updated Scenario Planning and Needs Assessment elements, refined objectives, preliminary work on performance measures.

ATTACHMENT 4

MEMORANDUM

To: MPO Policy Committee

From: Dave Walker, Transportation Program Manager

Date: 7/6/2016

RE: Final Planning Rule & Proposed MPO Coordination and Planning Area Reform rule

There are a number of rulemaking actions occurring at the federal level that have impacts on the MPO in terms of the work that we do and (potentially) the structure and geographic coverage of the agency. Two of these rules are discussed below.

Metropolitan Planning Rule

On May 27, 2016, nearly two years after releasing the proposed rule for public comment, the US Department of Transportation published the Statewide and Nonmetropolitan Transportation Planning and the Metropolitan Transportation Planning Final Rule. This most recent rule largely continues the “3C” transportation process that has been in existence since the early 1990’s, however it now includes a required performance driven process as included in the most recent transportation acts (MAP-21 and FAST). The changes that have the largest impact on the work of the MPO are:

Two New Planning Factors: The eight planning factors that have been required to be considered as part of the transportation planning process has been expanded to ten. Now, in addition to considering economic vitality, safety, security, accessibility and mobility, environmental protection, system integration and connectivity, system efficiency, and system preservation, MPOs must also address

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(10) Enhance travel and tourism.

Transportation Plan changes: The implementation of performance based planning adds some requirements to the development of the Long Range Transportation Plan.

- The Plan shall include consideration of the two new planning factors; resiliency and stormwater management, and travel and tourism.
- The Plan shall include a description of measures and targets used to assess the performance of the transportation system

- The Plan shall include a system performance report that is updated to evaluate the condition and performance of the transportation system with respect to the targets included in the Plan.
- The Plan shall include consideration of intercity bus systems, including privately owned, for their impact on congestion, pollution, and energy consumption.
- The Plan may include an optional Scenario Planning effort that looks at the impacts of different investment strategies, population and employment distribution, or other variations in inputs and outcomes. If scenario planning is undertaken, FHWA encourages the MPO to look at both revenue constrained options, as well as those that attempt to improve the conditions for as many performance areas as possible without fiscal constraint.

Transportation Improvement Program changes: There are just two changes to the TIP however these will require a fair amount of work to implement.

- The TIP shall make progress towards achieving the established performance targets
- The TIP shall include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Long Range Transportation Plan.

Performance Based Planning: Most importantly, the new rule formalizes and requires that the MPO implement a “Performance-based approach” to the transportation planning process that supports the purpose and national goals. The MPO must *establish and use* performance targets in the transportation planning and decision-making progress. At a minimum, the MPO must include the seven national goals in this process, but can expand to other areas if desired. The Seven national goals are:

- (1) **Safety** — To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) **Infrastructure condition** — To maintain the highway infrastructure asset system in a state of good repair.
- (3) **Congestion reduction** — To achieve a significant reduction in congestion on the National Highway System.
- (4) **System reliability** — To improve the efficiency of the surface transportation system.
- (5) **Freight movement and economic vitality** — To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) **Environmental sustainability** — To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) **Reduced project delivery delays** — To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

States have one year after the publication of each performance management rule to establish measures and targets and MPOs have 180 days after that to establish their measures and targets. Three of the six

Transportation Performance Management Rules have been published this year (see table) and so the countdown has begun on several pieces of implementing performance measures. Although the rule

Performance Area	Anticipated Final Rule	State Implementation	MPO Implementation
Safety Performance Measures	3/15/2016	3/15/2017	9/11/2017
Highway Safety Improvement Program	3/15/2016	3/15/2017	9/11/2017
Statewide and Metro Planning; Non-Metro Planning	5/27/2016	5/27/2017	11/23/2017
Pavement & Bridge Performance Measures	11/2016	11/2017	5/2018
Highway Asset Management Plan	11/2016	11/2017	5/2018
System Performance Measures	Comments on Proposed Rule close 8/20/2016	TBD	TBD

allows the MPO 180 days after the state to set the performance measures and targets, it is clear from FHWA guidance that the intent is for the State and MPO to work together on establishing measures and target setting at the same time and in coordination with each other to ensure that they are “consistent to the maximum extent practicable,” and that the MPOs, the States, and transit agencies,

“shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS” [23 CFR 450.314(h)]

Based on that, and the delay in approval for the SHRP2 grant, the MPO will be needing to work closely with the other New Hampshire MPOs and NHDOT to implement performance measures and targets on a more accelerated schedule than initially anticipated.

Proposed Metropolitan Planning Organization Coordination and Planning Area Reform Rule

On June 27, 2016 FHWA and FTA released a proposed rule to revise the transportation planning rules to “promote more effective regional planning by States and metropolitan planning organizations”. The intent of the rule is that there be unified planning documents for each urbanized area (UZA) as defined by the US Census, even if there are multiple MPOs designated within that urbanized area. The proposed rule and supporting documentation can be found on the federal register website -

<https://federalregister.gov/a/2016-14854>

MPO boundaries are determined by the presence of a Census designated UZA and are supposed to include that urbanized area as well as any surrounding non-urbanized areas that are likely to become

urbanized over the next twenty years. Historically this has been interpreted that as long as each community within the UZA is covered by an MPO process, the intent of the rule is being met. In New Hampshire the MPOs have been designated to be contiguous with the Planning Commission boundaries, and for the most part, this has ensured that each urbanized community was covered by an MPO process. The new interpretation proposed in this rule would change this to require that anytime multiple MPOs are within the same UZA, there would need to be some consolidation, ideally to a single MPO covering the entire UZA. In cases where the size and complexity of the UZA make this difficult, multiple MPOs would be allowed. In instances where multiple MPOs are allowed however, it would require that those MPOs work together to produce a single Long Range Plan and Transportation Improvement Program (TIP) for the UZA as well as common performance measures and targets.













The current RPC region includes portions of two UZAs; the Portsmouth Urbanized Area, which extends beyond our boundaries into Newmarket (SRPC) and into Kittery, Maine, and the Boston Urbanized Area, which touches 17 New Hampshire towns, most of eastern Massachusetts, and extends south into Rhode Island (See Map). Assuming that the planning commissions keep their current boundaries, under this proposed rule, the RPC, along with Southern NH Planning Commission, the Nashua Planning Commission, and nine of the ten Massachusetts MPOs would need to produce a unified TIP and Plan for the Boston Urbanized Area. RPC would also need to work with the Southern Maine Planning and Development Commission (SMPDC) and Strafford RPC (SRPC) to produce a single unified TIP and Plan for the Portsmouth Urbanized Area. The other option, a reconfiguration of MPO boundaries along urbanized area boundaries, does not make sense in New Hampshire as it would result in 5 different MPOs based around the 5 urbanized areas, instead of the four that we have now. It would also divorce the MPOs from the current planning commission boundaries creating another set of problems.

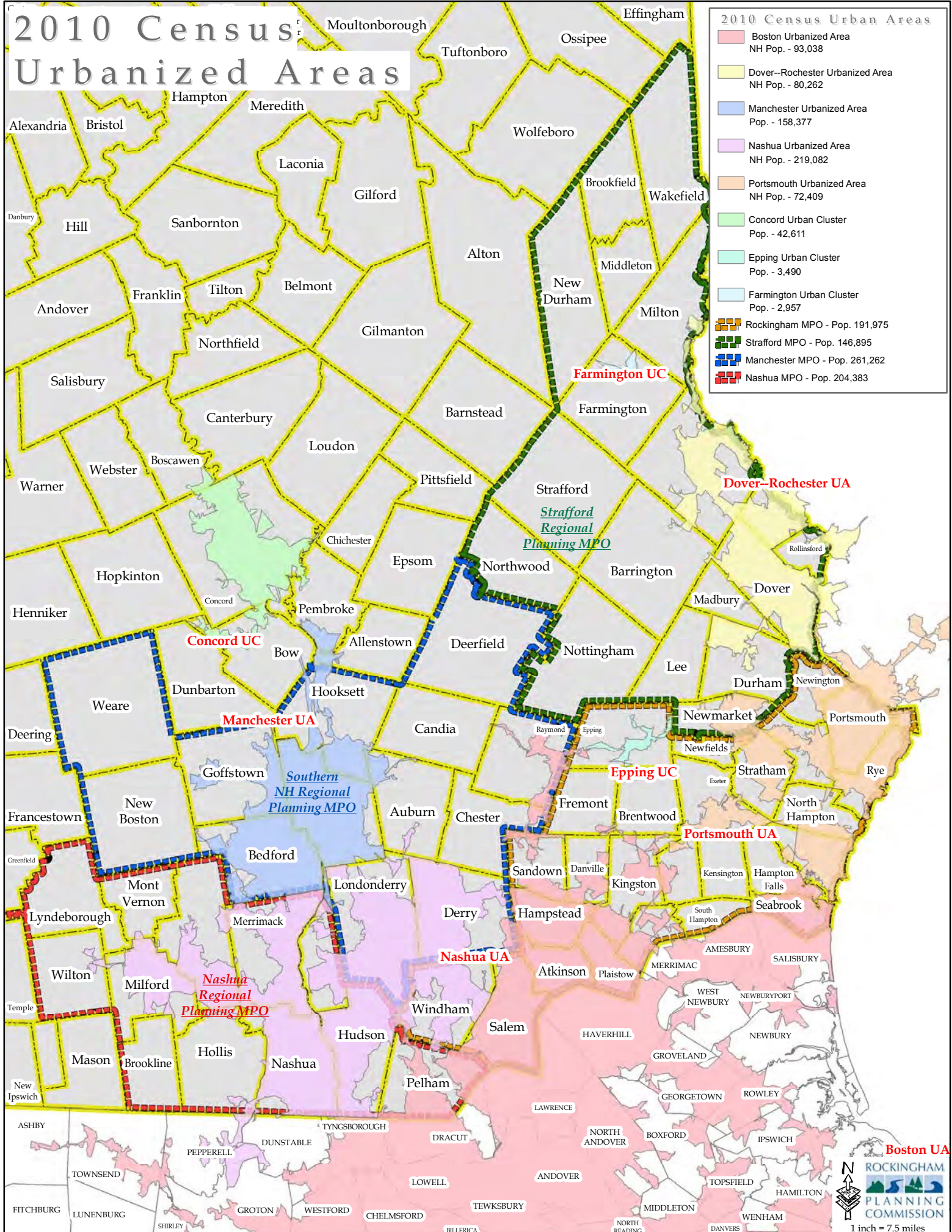
Given what we know now, it will be important that the MPO make some comments in opposition to this proposed rule. It is still early in the comment period, but it appears that there is little support for this proposal by State DOTs or MPOs. The American Association of State Highway and Transportation Officials (AASHTO) and the Association of Metropolitan Planning Organizations (AMPO) have cosigned a letter (read it at www.ampo.org) asking for a longer than 60-day comment period, but also outlining some initial reasons why they believe this rule is a poor idea. Their initial take echoes many of the same concerns that staff has, including, impacts on financial and staff resources, intergovernmental relationships, the ability to implement performance based planning, delaying the implementation of the new Metropolitan Planning Rules, and contributing to a disjointed approach to the planning process.

Action

No action is needed at this time as a specific set of comments has not been formulated as of yet. Staff will be participating in a July 15th webinar about the proposed rule and will begin developing comments at that time. RPC will also be working with the other NH MPOs to establish a common approach and general set of comments. Once a set of comments has been drafted, staff will also ask commissioners to submit comments to further reinforce the points being made.

2010 Census Urbanized Areas

	Boston Urbanized Area NH Pop. - 93,038
	Dover--Rochester Urbanized Area NH Pop. - 80,262
	Manchester Urbanized Area Pop. - 158,377
	Nashua Urbanized Area NH Pop. - 219,082
	Portsmouth Urbanized Area NH Pop. - 72,409
	Concord Urban Cluster Pop. - 42,611
	Epping Urban Cluster Pop. - 3,490
	Farmington Urban Cluster Pop. - 2,957
	Rockingham MPO - Pop. 191,975
	Strafford MPO - Pop. 146,895
	Manchester MPO - Pop. 261,262
	Nashua MPO - Pop. 204,383



Boston UA

Rockingham Planning Commission

1 inch = 7.5 miles



July 5, 2016

Gregory G. Nadeau
Administrator, FHWA

and

Carolyn Flowers
Acting Administrator, FTA

RE: Metropolitan Planning Organization Coordination and Planning Area Reform Notice of Proposed Rulemaking
[Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA RIN 2132-AB28]

Dear Administrator Nadeau and Acting Administrator Flowers:

On behalf of the members of the Association of Metropolitan Planning Organizations (AMPO) and the American Association of State Highway and Transportation Officials (AASHTO), we respectfully request that the comment period for the proposed rule regarding *Metropolitan Planning Organization Coordination and Planning Area Reform* be extended from 60 to at least 120 days. **Our organizations think that a 120-day review period is essential to have adequate time to review the proposed, far-reaching changes to the statewide and metropolitan transportation planning process.**

We strongly believe, and our members concur, that –

- The proposed coordination rule would make far-reaching changes to the planning processes, practices and common understandings that have been in effect since MPOs were first introduced in the Federal Highway Act of 1962 and in federal regulation since 1993.
- The proposed coordination rule could have substantial impacts on diverse MPO and State financial and human capital resource capacity and state and regional institutional and governance relationships. More than one-third of all the MPOs, two-thirds of the States and forty percent of the population in Urbanized Areas could be affected. The numbers could be greater depending on interpretations, and likely increase especially in areas experiencing high

or steady population growth and movement. As written the rule may impede rather than support progress on implementing performance-based planning and programming.

- The Department of Transportation's decision to release this proposed State and MPO coordination rule separately from the Final Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule issued only one month ago on May 27, 2016 will delay implementation of the May 27th planning regulation in affected metropolitan regions.
- Review of the proposed coordination regulations will be more complex because it must be undertaken within the context of the just released final planning regulations, which the MPOs and States are now striving to understand and implement. Issues regarding coordination among multiple MPOs within single or contiguous urbanized areas should have been discussed as part of the broader dialogue on planning regulations to implement the seminal planning process reforms adopted with MAP 21 and affirmed with the FAST Act.
- On April 22, 2016 U.S. DOT issued the third and last set of proposed rules that establish performance measures for State DOTs and MPOs as required by MAP-21. This third in the series of performance measure rules outlines the proposed performance measures to be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS, to assess freight movements on the Interstate, and to assess traffic congestion and on-road mobile source emissions. This proposed rule, which is the most complicated of the three, has a comment period ending on August 20, 2016. The State DOTs and MPOs lack the capacity to dedicate the necessary resources to provide comments on the third performance measures rule, to implement the new planning regulations, *and* to review the proposed rule on planning coordination – all within the same time frame.

The U.S. Department of Transportation's decision to propose a new NPRM- separate and distinct from the just released final planning rule - itself contributes to a disjointed and uncoordinated approach, and is disappointing. We believe that the proposed coordination rule will have substantial implications for the statewide and metropolitan transportation planning process and the agencies charged with execution. We respectfully request that U.S. DOT extend the comment period for the proposed coordination rule from 60 days to at least 120 days.

Sincerely yours,



DeLania Hardy
Executive Director
AMPO



Bud Wright
Executive Director
AASHTO

Cc: Mr. Gloria Shepherd, FHWA
Mr. Kenneth Petty, FHWA
Ms. Lucy Garliauskas, FTA
Ms. Sherry Riklin, FTA