

MPO MEETING NOTICE AND AGENDA

Rockingham Planning Commission/Metropolitan Planning Organization

Wednesday, October 11, 2017; 7:00 P.M.

Portsmouth Public Library

Hilton Garden Room

175 Parrott Ave, Portsmouth, NH 03801

(map/directions on reverse)

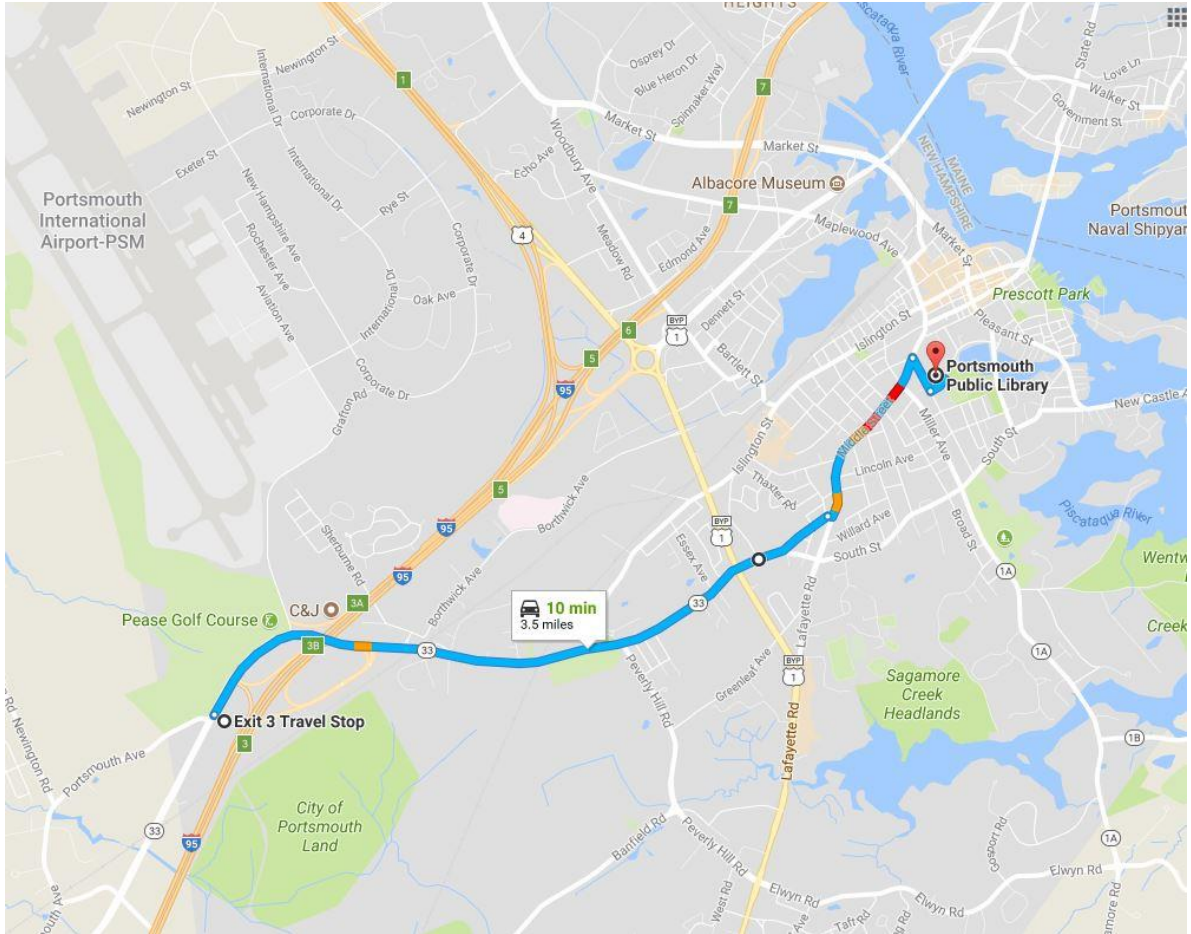
7:00	1. Call to Order / Welcome/Introductions	<i>Phil Wilson, Chair</i>
7:05	2. Minutes from July 12, 2017 and September 13, 2017– Motion	<i>Attachment 1</i>
7:10	3. PUBLIC HEARING: Review/Adopt the 2040 Long Range Transportation Plan http://www.rpc-nh.org/transportation/transportation-plan a. A. Plan Summary b. B. Public and Member Comment c. C. Action on 2040 LRTP – Motion Requested	<i>Attachment 2</i> <i>Dave Walker and Scott Bogle</i>
7:40	4. Ten Year Plan Priority Revision -- Motion Requested	<i>Attachment 3</i> <i>Dave Walker</i>
8:00	5. Congestion Mitigation Air Quality (CMAQ) Process Update	<i>Scott Bogle</i>
8:10	6. 2016 – 2017 UPWP Performance Report http://www.rpc-nh.org/transportation/about-mpo/upwp-performance-report	<i>Dave Walker</i>
8:30	7. Other Business a. MPO Planning Review b. Project Updates	<i>Staff</i>
8:45	8. Adjourn	

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.

**DIRECTIONS TO Portsmouth Public Library
175 Parrott Ave, Portsmouth, NH 03801**

- From I-95 Exit 3 (Pease)
- Head East on NH-33 E/Greenland Rd 2.6 mi
- Slight left onto Middle Street 0.7 mi
- Turn right onto Richards Ave 0.1 mi
- Turn left onto Parrott Ave
- Portsmouth Public Library will be on the left



ATTACHMENT 1

DRAFT

RPC MPO Policy

Minutes

Seabrook Public Library, Seabrook, NH
July 12, 2017

Members Present: Barbara Kravitz, Vice Chair, and Ann Carnaby, Hampton; Glenn Coppelman and Peter Coffin, Kingston; Julian Kiszka, Plaistow; Mike Rabideau, Seabrook; Lucy Cushman and Leo Gagnon, Stratham; Mark Traeger, Sandown; Katherine Woolhouse, Exeter; Joan Whitney, Kensington; Robert Clark, Atkinson; Denis Hebert and Chris Cross, Newington; Gretchen Gott, Raymond; Mary Allen and Jim Doggett, Newton; Michael McAndrew, New Castle; Roger Barham, Fremont; Susan Hastings and Alan Davis, Hampstead; and Elizabeth Strachan, NH DES.

Staff Present: Cliff Sinnott, Dave Walker, Scott Bogle, Robert Pruyne, Christian Matthews and Roxanne Rines.

6:30 p.m. Policy Meeting Opened

Kravitz thanked the Town of Seabrook for hosting.

Mike Rabideau, Commissioner from Seabrook gave a brief overview of the work Seabrook has been undertaking.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

2. Minutes from April 12, 2017, RPC Policy Committee

Motion: **Coppelman** made a motion to approve the minutes of April 12, 2017, as written. **Hastings** seconded the motion. **Motion carried with abstentions.**

6:36 pm PUBLIC HEARING OPENED

3. Public Hearing: Review/Adopt Amendment #2 – FY 2017-2020 Transportation Improvement Program (TIP)

A. Amendment Summary

Walker stated there are 4 statewide and 17 regional project changes. He gave a brief overview of the changes and stated the changes consist of additional funding needs, changes in scope, as well as projects being added or removed. The Long Range Transportation Plan is also being updated to maintain consistency between the project lists in both documents. A 10-day comment period started on May 25 and will concluded June 6.

B. Public and Member Comments

Walker stated that no public comments were received.

6:47 pm PUBLIC HEARING CLOSED

C. Action on Amendment

Motion: **Doggett** made a motion to approve FY 2017-2020 Transportation Improvement Program (TIP) Amendment #2. **Davis** seconded the motion. **Motion carried.**

4. MPO Transit Asset Management (TAM) 2018 Performance Targets

Walker stated the final rule on Transit Asset Management requires transit agencies to set targets. The MPO's must also set regional targets. He continued the intent of the regional target setting is to assess region-wide attainment of transit State of Good Repair (SGR).

There are 3 transit agency providers in our region: CART, COAST and UNH Wildcat Transit. **Walker** explained that targets cover four broad areas of asset categories: equipment, rolling stock, infrastructure and facilities. The RPC region has no relevant transit infrastructure (under TAM rules); therefore, the region only needs to set targets for the others. He reviewed the purpose, goals and work needed to complete the targets during a powepoint presentation. Discussion ensued.

Motion: **Allen** made a motion to approve the MPO Transit Asset Management Performance 2018 Targets. **Hastings** seconded the motion. **Motion carried.**

5. Draft 2040 RPC/MPO Long Range Transportation Plan (2017 Update)

A. Draft Plan Chapters

Bogle gave a brief explanation of the long range transportation plans goals. He reviewed recently made changes to the chapters with a powerpoint presentation. He continued that the TAC has reviewed Chapters 1 – 5. The TAC reviewed the substance of Chapter 7. The chapters are available on the RPC website.

B. Remaining Sections and content to be completed

Bogle stated Chapters 6 & 7 are still under development. Staff is refining material included in Chapters 3 and 4. Chapter 5 needs fleshing out and refining. **Bogle** asked members to send any comments or concerns to him by July 31st. Any TAC and Policy members comments will be added and the remaining maps completed. Discussion ensued.

C. Schedule of Comment Period & Public Hearing

A 30-day public comment period will start in late August or early September. The TAC will have one more chance to review the chapters at their September meeting.

Bogle stated the October meeting of the MPO will include a public hearing and a vote to adopt. **Kravitz** thanked both Bogle and Walker for the complex work they do.

6. Updated Land-Use GIS Layer for the RPC Region: Summary of Changes

Matthews gave a powerpoint presentation highlighting land use changes from 2010 to 2015. He reviewed what is land use, the methodology used and analysis of statistics. The reason for changes are: general development; different methodology; better aerial imagery; other categories; and standardized data based on protocol. Discussion ensued.

Matthews concluded that the next steps are: sending municipalities their updated 2015 standard maps; information/maps will be given to GRANIT and made available for partner organizations; and it will allow the RPC to update the Model Traffic Analysis Zone. **Kravitz** thanked Pruyne and Matthews for their hard work.

7. Other Business

A. Draft Prospectus Updates (for future action) – **Sinnott** reviewed the purpose of the Prospectus. The document was last revised in 2012 and is in need of another update. He reviewed the areas that should be revised. He suggested that a small working group be appointed to work with staff on the update. If anyone is interested in participating, please contact staff.

B. CMAQ Letters of Intent filed by 07-07-2017 – **Bogle** reviewed the CMAQ program and stated 9 letters of interest were received and summarized them. Staff will rank the projects and bring that ranking to both the TAC and Policy committees.

C. Project Updates - A handout was distributed.

D. Other/Public Comment/Adjourn – **Walker** stated DOT has decreased their rate of inflation they use for project costs from 3% to 2.55%.

Meeting adjourned at 8:35 p.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT 2

MEMORANDUM

To: MPO Policy Committee
From: Scott Bogle, Senior Transportation Planner
Date: October 5, 2017
RE: 2040 Long Range Transportation Plan Adoption

The Long Range Transportation Plan serves as the short and long-range transportation planning document for the Rockingham Planning Commission (RPC) Metropolitan Planning Organization (MPO). The plan examines current state of the transportation system by mode of travel, takes into account updated socioeconomic projections and changing growth patterns, and describes the financial resources available through current law and policy and how well those meet the identified transportation needs for the region. Shaped by these factors, the plan sets out the region's adopted goals, strategies for achieving those goals, an initial set of performance metrics for measuring progress in implementation, and specific project proposals to improve the transportation system through the year 2040.

The MPO Policy Committee has reviewed content for the Long Range Plan on multiple occasions over the past year, including Plan goals, draft performance measures, key issues and challenges and draft implementation strategies.

Staff have completed a full public draft of the 2040 Long Range Transportation Plan in early September, and initiated a 30-day public comment period for the document. The comment period began on Friday, September 8th, 2017 and will conclude with a public hearing at the MPO Policy Committee meeting on Wednesday, October 11th, 2017 at Portsmouth Public Library. The Policy Committee will meet after the public hearing to consider comment received and adoption of the Plan.

Staff have presented new material to the TAC at their meetings in July and August, and several TAC volunteers reviewed the document and provided additional input during August. Also during August staff presented the draft document to NHDOT's Natural Resource Agency Coordination Group, focusing on the Energy and Environment, Resiliency and Resource Mitigation and Monitoring elements. Input from the resource agencies has been incorporated. Edits and new material added subsequent to the July MPO meeting include:

- Expanded Energy, Environment and Resiliency elements of the plan in Chapters 3, 4 and 6
- Expanded Land Use/Transportation connection element of the plan in Chapters 3, 4 and 6
- New Safety data addressing Federal performance measures in Chapters 3 and 4
- Discussion of shared mobility and autonomous vehicle trends in Chapter 4

- Expanded discussion of Performance Based Planning in Chapter 2
- Expanded discussion of distracted driving in Chapter 4
- Refining recommended actions in Chapter 6
- Inclusion of remaining maps addressing traffic volume, crash data, pavement condition, transit and bicycle facilities
- General formatting

The Public Comment draft is available for download on the MPO website as either the complete document or individual chapters at: <http://www.rpc-nh.org/transportation/transportation-plan>. As it is a lengthy document we have not printed hard copies of the draft to include in the meeting mailer. Hard copies are available for any Policy Committee member or member of the public who requests one. Please contact the RPC office if you prefer a hard copy for review.

At their meeting on September 28th the TAC reviewed and discussed remaining changes to the document voted to recommend its adoption to the MPO Policy Committee.

As of October 5th we have received one public comment, from a TAC member, which recommended condensing the number of implementation strategies in Chapter 6 as well as development of an Executive Summary. Staff have revisited Chapter 6 and taken several steps to streamline the recommendations list, including removing duplicate listing of recommendations that apply to multiple goals, combining some overlapping recommendations. This has brought the number of strategies per goal down to a maximum of six. The proposed streamlined list of strategies is included on the following pages as a matrix that also identifies timeframe, proposed responsible parties and cross-referencing where an action is applicable to more than one goal. The streamlined list has not been incorporated into the public comment draft on the website, but will be presented at the public hearing, and following Policy Committee discussion can be incorporated into the final document at the Policy Committee's discretion. Staff are also in the process of developing an Executive Summary.

Recommended Action

Staff ask Policy Committee members to review the Public Comment Draft and contact staff with edits or recommendations for changes. Following the public hearing and discussion at the October 11th meeting, staff recommend that the Policy Committee vote to adopt the document as the Long Range Transportation Plan for the MPO for 2018-2040.

RPC MPO 2040 Long Range Transportation Plan - Implementation Strategies Matrix (Rev 10/5/17)

Based on public comment recommending streamlining number of strategies per goal. Strategies applying to more than one goal are listed only once while other applicable goals are crossreferenced in the table. Goals with overlapping content have also been combined.

Goal 1 - Mobility	Timeframe				Responsible Parties	Cross-Reference	
	S	M	L	ONG			
1	Continue scheduled updates to Regional ITS Architecture and Strategy Plan, participate in updates to Statewide ITS Architecture and promote integration of ITS strategies into the design of transportation projects as appropriate. (Timeframe: 1-5 Years and Ongoing)				X	MPO, NHDOT	
2	Continue implementation of improvements from corridor studies to address congestion on US 1 and NH 125 (Timeframe: Ongoing)					X	MPO, NHDOT Safety
3	Conduct corridor studies of other key regional highway segments (NH108, NH111, NH125, NH101 interchanges) to understand and address safety, capacity and other design issues (Timeframe: 1-10 Years):				X	X	MPO, NHDOT Safety
4	Revisit Congestion Management Process (CMP) as a tool for identifying and tracking congested locations in the region. (Timeframe: 1-5 Years)				X		MPO
5	Implement improvement to the Regional Travel Demand Model. (Timeframe: 1-5 Years)				X		MPO, NHDOT

Goal 2 - Accessibility & Transportation Choice	Timeframe				Responsible Parties	Cross-Reference	
	S	M	L	ONG			
1	Facilitate efforts to expand community transportation access in underserved areas, including coordination of public transit and human service transportation. (Timeframe: 1-5 Years and Ongoing)				X		X MPO, Providers, Municipalities Public Health
2	Work with State and regional partners to sustain and expand inter-city rail and bus transportation options, including ensuring adequate capacity at Park and Ride facilities. (Timeframe: Ongoing)						X MPO, State, Carriers, Municipalities Economic Vitality
3	Develop a stand-alone bicycle and pedestrian plan for the RPC region addressing infrastructure as well as education, enforcement and policy needs to enhance active transportation in the region. (Timeframe: 1-5 years)				X		MPO Safety
4	Expand data collection on bicycle and pedestrian volumes and routes to provide a better basis for evaluating bicycle and pedestrian project needs. (Timeframe: 1-5 Years)				X		MPO, Municipalities Safety
5	Work with communities and NHDOT to improve safety on key regional bicycle and pedestrian routes. (Timeframe: 1-10 Years)				X	X	MPO, Municipalities, NHDOT Safety
6	Develop an assessment of likely implications of autonomous vehicle integration for the region, and local and regional actions needed to prepare for this. (Timeframe: 1-5 Years)				X		MPO Mobility

Goal 3 - System Preservation & Modernization		Timeframe				Responsible	Cross-Reference
		S	M	L	ONG	Parties	
1	Continue to dedicate resources to reduce the number of Red List bridges in the region. (Timeframe: Ongoing)				X	Legislature, NHDOT, MPO	Mobility, Safety
2	Continue to work with NHDOT to ensure that bridge designs use materials promoting long lifespans and incorporate consideration for bicycle and pedestrian needs, minimize the impacts of natural hazards on the structures, as well as the potential impacts of climate change. (Timeframe: Ongoing)				X	NHDOT, MPO	Resiliency, Safety
3	Continue to encourage the state and communities to provide adequate resources for bridge and culvert maintenance. (Timeframe: Ongoing)				X	MPO, Legislature, Municipalities	Resource Availability
4	Encourage communities to adopt and maintain pavement management systems to track roadway conditions and plan for future maintenance and preservation needs. (Timeframe: 1-5 Years and Ongoing)	X			X	Municipalities, MPO	Resource Availability
5	Continue to encourage the expansion of resources available to maintain all modal elements of the transportation system to keep up with identified needs. (Timeframe: Ongoing)				X	MPO, Legislature, Municipalities	All
6	Prioritize resources to assist transit agencies in maintaining their fleets in a state of good repair. (Timeframe: Ongoing)				X	MPO	Resource Availability

Goal 4 - Safety		Timeframe				Responsible	Cross-Reference
		S	M	L	ONG	Parties	
1	Continue to work with NHDOT on Road Safety Audits, corridor studies, crash data accuracy, and other analyses to develop improvements for crash locations with fatalities and serious injuries. (Timeframe: Ongoing)				X	MPO, NHDOT	Public Health
2	Support the implementation by NHDOT and NHDOS of strategies identified in the Strategic Highway Safety Plan. (Timeframe: 1-5 Years)	X				NHDOT, NHDOS, MPO	
3	Ensure that transit stop locations have adequate and safe pedestrian access to adjacent land uses. (Timeframe: Ongoing)				X	Municipalities, NHDOT, MPO	Accessibility
4	Work with state and regional partners on education and enforcement efforts to reduce distracted driving and otherwise improve safety for all road users. (Timeframe: 1-10 Years)	X	X			NHDOS, Municipal PDs, MPO, Partners	Accessibility
5	Work to ensure that the movement of hazardous materials through communities on rail and roadway is conducted in as safe a manner as possible. (Timeframe: Ongoing)				X	Municipalities, Railroad, Regulators	Economy
6	Implement a Complete Streets policy for the region and corresponding approach for all federally funded transportation projects to ensure safety for all users of the transportation system. (Timeframe: 1-5 Years)	X				MPO	Accessibility

		Timeframe				Responsible Parties	Cross-Reference
		S	M	L	ONG		
1	Promote compact, mixed use development, including Transit Oriented Design (TOD) where appropriate. (Timeframe: Ongoing)				X	Municipalities	
2	Prioritize transportation investment towards the region's already developed areas through project selection criteria. (Timeframe: Ongoing)				X	MPO	Process
3	Promote the use of Access Management and design standards for state highways and other corridors, and provide assistance to communities and NHDOT in developing Access Management agreements to guide project permitting. (Timeframe: 1-10 Years)	X	X			MPO, NHDOT, Municipalities	
4	Encourage communities to conduct rigorous traffic impact analysis as part of development site review. (Timeframe: 1-5 Years, Ongoing)	X			X	Municipalities	
5	Encourage expanded use of the Developments of Regional Impact process to address concerns regarding the impacts of development beyond community boundaries. (Timeframe: 1-5 Years, Ongoing)	X			X	MPO, Municipalities	Process

		Timeframe				Responsible Parties	Cross-Reference
		S	M	L	ONG		
1	Expand natural and cultural resource inventory data to guide project planning and mitigation efforts. (Timeframe: Ongoing)				X	MPO, Resource Agencies, Municipalities, NHDOT	
2	Participate in project development to provide information to minimize resource impacts as well as shape mitigation efforts. (Timeframe: Ongoing)				X	MPO, NHDOT, Municipalities	Process
3	Continue to track NAAQS criteria pollutant levels in the region and prioritize projects that improve air quality. (Timeframe: Ongoing)				X	MPO	Process
4	Incorporate greenhouse gas emissions into regional performance based planning efforts. (Timeframe: 1-5 Years)	X				MPOs, NHDOT	Process
5	Promote transportation projects in the region that reduce total Vehicle Miles Traveled. (Timeframe: Ongoing)				X	MPO	Process
6	Expand use of electric, natural gas and other alternative fuel vehicles, including development of infrastructure these technologies. (Timeframe: 1-10 Years)	X	X			MPO, NHDOT, NHDES, Fleet Owners	Mobility, Process

	Timeframe				Responsible Parties	Cross-Reference				
	S	M	L	ONG						
Goal 7 Resiliency										
1	Incorporate impacts from sea-level rise and coastal storm surge flooding identified in the Tides to Storms Vulnerability Assessment, Climate Risk in the Seacoast Vulnerability Assessment, and Regional Stream Crossing Assessment into infrastructure management and improvement plans and other local and state policies, plans and regulations. (Timeframe: 1-5 Years)				X	MPO, Municipalities, NHDOT, Other Agencies	Mobility, Safety, Environment			
2	Implement regulatory standards and/or enact enabling legislation to ensure that the best available climate science and flood risk information are used for the siting and design of new, reconstructed, and rehabilitated state or federally funded structures and facilities. (Timeframe: 1-5 Years)				X	MPO, Municipalities, State Agencies	Environment			
3	Incorporate transportation network planning into the current work with FEMA and local communities to develop hazard mitigation plans. (Timeframe: 5-10 Years)					X	MPO, Municipalities, FEMA, State Agencies	Safety		
4	Analyze the transportation system for capacity and safety deficiencies that impact security and disaster planning concerns. (Timeframe: 5-10 Years)				X	X		MPO	Safety, Mobility	
5	Prioritize projects designed to increase the resiliency of the transportation system to anticipated impacts of climate change. (Timeframe: Ongoing)				X			X	MPO	Process

	Timeframe				Responsible Parties	Cross-Reference				
	S	M	L	ONG						
Goal 8 - Economic Vitality										
1	Prioritize projects for funding that are identified as regional infrastructure priorities in the Comprehensive Economic Development Strategy (CEDS). (Timeframe: Ongoing)						X	MPO	Process	
2	Participate in the development of the New Hampshire State Freight Plan and integrate its recommendations into the Long Range Transportation Plan (Timeframe: 1-5 Years)				X				MPO, NHDOT	Safety
3	Implement recommendations from recently completed Scenic Byway Corridor Management Plans to improve wayfinding, visitor information and safety for all road users. (Timeframe: 1-10 Years)				X	X			MPO, Municipalities	Safety
4	Undertake a study of tourism-based travel in the region and the transportation improvements necessary to support and enhance this economic mainstay in the region. (Timeframe: 1-5 Years)				X				MPO, Partners	Mobility, Safety
5	Work with commuteSMARTSeacoast, transit agencies and others to expand employment transportation options in the region and encourage alternative commutes. (Timeframe: 1-5 Years and Ongoing)				X			X	MPO, TMA, Municipalities, Transit Agencies	Accessibility
6	Work with regional partners to improve rail, the Port of New Hampshire, and connecting transportation infrastructure. (Timeframe: 1-5 Years, Ongoing)				X			X	MPO	Process

		Timeframe				Responsible	
		S	M	L	ONG	Parties	Cross-Reference
Goal 9 - Public Health							
1	Facilitate development of volunteer driver program capacity or other transit service to provide access to medical care and other basic life needs in underserved communities. (Timeframe: 1-5 Years)	X			X	MPO, Partner Agencies, Municipalities	Transit
2	Facilitate development of local Safe Routes to School programs to enable children to walk/bike to school safely and encourage active transportation. (Timeframe: 1-10 Years, ongoing)	X	X		X	Municipalities, MPO	Safety, Accessibility
3	Encourage communities to implement compact, mixed-use development patterns that facilitate active transportation. (Timeframe: 1-10 Years, Ongoing)	X			X	Municipalities, MPO	Land-Use
4	Assist in planning and implementation of a regional network of multi-use trails as traffic-separated transportation and recreation facilities supporting physical activity. (Timeframe: 1-5 Years, Ongoing)	X			X	MPO, Municipalities	Accessibility
5	Continue to prioritize projects that improve air quality. (Timeframe: Ongoing)				X	MPO, NHDES	Environment, Process

		Timeframe				Responsible	
		S	M	L	ONG	Parties	Cross-Reference
Goal 10 - Planning Process							
1	Develop a more refined Long Range Plan project selection process and work with NHDOT to ensure that Ten Year Plan project selection criteria are regularly updated to reflect evolving local and regional priorities. (Timeframe: 1-2 Years)	X			X	MPO, NHDOT	
2	Refine the project development process through early data collection and scoping to better enable the project selection process with more complete information regarding project proposals. (Timeframe: 1-2 Years)	X				MPO, Municipalities	
3	Enhance the project solicitation process to better identify the transportation needs of communities, transit providers, and NHDOT over the short and long-term within the region, and assist communities in project development. (Timeframe: 1-2 Years - cyclical)	X			X	MPO, Municipalities	
4	Expand the MPO's initial list of federally mandated and identified supplemental performance measures to address regional needs and ensure measures addressing each MPO Goal (Timeframe: 1-5 Years)	X				MPOs, NHDOT	
5	Maintain and expand participation by communities, particularly those lacking planning staff, and other stakeholders in MPO process (Timeframe: Ongoing)	X				MPO	

		Timeframe				Responsible Parties	Cross-Reference
		S	M	L	ONG		
Goal 11 - Funding Availability							
1	Work with federal, state and regional partners to increase the amount of Federal and State funding available in the region to address system preservation and modernization needs. In particular, work to establish a dedicated state funding stream for public transportation. (Timeframe: Immediate and ongoing)	X			X	MPO, Partners	Accessibility
2	Work directly with communities to expand the options available for local financing of transportation system maintenance, preservation, and improvement. (Timeframe: Immediate and ongoing)	X			X	MPO, Municipalities, Commissioners	
3	Promote the use of public/private partnerships to spur investment in the transportation system where private development goals facilitate achievement of public priorities. (Timeframe: Immediate and Ongoing)	X			X	MPO, Municipalities, REDC	
4	Assist communities with the development of policies and regulations that aid in securing private development funding appropriate to the level of impact expected on adjacent transportation facilities. (Timeframe: 1-10 Years)	X	X			MPO, Municipalities, REDC	
5	Work with NH DOT to identify projects that may benefit from non-traditional contracting mechanisms such as design-build to expedite implementation. (Timeframe: 1-5 Years, Ongoing)	X			X	MPO, NHDOT	

**Rockingham Planning Commission
MPO Commission Meeting**

**September 13, 2017
Plaistow Public Library, Plaistow NH**

Members Present: P. Wilson, Chairman, (North Hampton); M. Turell, R. Clark (Atkinson); A. Davis, S. Hastings (Hampstead); A. Carnaby, M. Edgar, B. Kravitz (Hampton); P. Britz (Portsmouth); J. Foley (Epping); M. Rabideau, D. Hawkins (Seabrook); K. Woolhouse (Exeter); A. Welch, C. McCarthy (Raymond); G. English (Exeter); R. McDermott (Hampton Falls); S. Gerrato (Greenland); C. Cross (Newington); R. Barham (Fremont); L. Cushman (Stratham); J. Kiszka, T. Moore (Plaistow); G. Coppelman (Kingston)

Guests: S. Kravitz (Hampton); E. Strachan (NH Dept Env. Svcs); L. Wilson (No. Hampton Cons. Comm)

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

MPO Meeting

1. Call to Order-Special MPO Meeting-Policy Committee

Chairman Wilson convened the meeting of the MPO at 7 p.m.; He thanked the Town of Plaistow and Moore for hosting the meeting.

2. Updated Ten Year Plan Project Recommendations, D. Walker & S. Bogle

Walker explained that the public hearing process has begun for the projects that were solicited last winter for inclusion in the 2019-2028 State Ten Year Plan. The weighted scoring process was decided by the TAC and Policy Committees in May. He referred to Table 1 Project Priorities on Attachment 1. He explained that RPC staff met with NH Dept of Transportation on August 15th to discuss the priorities that had been submitted in May and staff and NHDOT discussed adding our region's number one and number two priorities to the Ten Year Plan. Later, NHDOT informed staff that adding both #1 and #2 would be too costly so they were only adding #2. NHDOT suggested the MPO could put forward an alternative package of projects if they wished to. Staff then put together a list of five projects to be recommended for funding from the existing top ten priorities identified in May's submittal to NHDOT. Staff looked closely at including projects that encompassed different scales, varied modes of travel, and that are geographically distributed around our region. They also considered two large projects that are already underway in Hampton as being higher priority for the RPC and the town than the reconfiguration of the NH 101/US 1

interchange. The TAC committee ultimately approved a list of projects that includes priorities #1, #3, #5, #8, and #10 as seen in Scenario 2 of the Attachment. It was an unanimous vote by the TAC to support funding these multiple smaller projects that total \$7.2 million over one large project as suggested by NHDOT for \$7.6 million.

Walker stated that the Policy Committee needs to vote on the TAC recommendation. Discussion followed.

McDermott moved to approve Projects #1, #3, #5, #8 and #10 from Table 1 Prioritized Additions to the State Ten Year Plan and request that NHDOT substitute them for Priority #2 as listed in the Draft Ten Year Plan document; Turell seconded.
SO VOTED.

3. Other/Adjourn: Chairman Wilson adjourned the MPO meeting at 7:15 p.m.

ATTACHMENT 3

Memorandum

DATE: October 5, 2017
TO: MPO Policy Committee
FROM: David Walker
RE: Revisiting Ten Year Plan Priorities

On September 13th, the MPO Policy Committee approved five projects (Priorities #1,3,5,8, and 10 in the attached table) as the region's recommended additions to the State Ten Year Plan to replace the Hampton NH 101/US 1 Interchange Project (Priority #2 in the attached table) that is currently included in the draft. Following the Policy meeting, NHDOT's Highway Design Bureau provided RPC staff with updated cost assumptions for several of these projects that are based on costs of similar projects in recent years. These new cost assumptions increased the total cost of the five recommended projects to \$18,718,021, when inflation to a 2028 construction year and indirect costs are accounted for, a value well beyond our budget "target" of \$6,643,663. The bullets below indicate the reasoning behind the cost changes for each of the projects in the table:

- ***New Castle-Rye NH 1A/1B shoulders/sidewalks- Priority #1:*** Cost indicated for the New Castle-Rye was deemed a reasonable assumption by NHDOT Highway Design and no change was recommended.
- ***Hampton NH 101/US 1 Interchange - Priority #2:*** Cost indicated for the Hampton NH 101/US 1 Interchange was deemed reasonable as well and no change was recommended.
- ***North Hampton US 1/Atlantic Avenue Intersection - Priority #3:*** The need to add a southbound through lane, shoulders, and sidewalks combined with limited right-of-way increased the cost of the North Hampton project substantially. NHDOT recommends utilizing an estimated cost of approximately \$3,400,000 when inflation and indirect costs are accounted for.
- ***Seabrook US 1 Capacity Expansion - Priority #5:*** NHDOT is recommending a 5-lane cross section in this location to deal with expected traffic volumes which comes at a higher cost than was originally anticipated. The cost shown initially for the Seabrook project reflects the less expensive (town recommended) 4-lane cross section, and subtracts out the portion of the cost that Seabrook has indicated would be paid for using private funds from developer exactions (\$1,000,000-\$1,500,000). This was an error on my part as the full cost of the project should have been shown no matter the source of those funds. When a 5-lane cross section is combined with adjustments for inflation and indirect costs, the project now totals \$8,843,605.

- **Stratham NH 108/Bunker Hill Avenue Intersection - Priority #8:** The initial cost estimates for the Stratham project were both extremely outdated and did not reflect current understanding of the scope required to provide the expected improvements.
- **Hampstead NH 121/Depot Rd/Derry Road intersection - Priority #10:** The cost estimate that I included for the Hampstead project should not have been utilized as it is very old, and no meaningful improvement to the intersection could be made for that limited amount of funding. NHDOT indicates that the installation of a signal or a roundabout at that location would likely require approximately \$2,400,000 once inflation and indirect charges are accounted for.

Needs must be reassessed to provide a revised recommendation for MPO project priorities. **After a lengthy discussion at the September 28th meeting, the TAC is recommending this revised set of project priorities for the Ten Year Plan:**

1. **New Castle-Rye NH 1A/1B (Initial Rank #1)** – Shoulders on NH 1A in Rye from Seavey Creek Bridge to the south end of Odiorne Point State Park & NH 1B from NH1A to the Bridge. Sidewalks on NH1B From Wild Rose Lane to Beach Hill Road, & shoulders Wild Rose Lane to USCG Station. Total inflated cost = **\$2,799,532**
2. **Stratham NH 108/Bunker Hill Avenue (Initial Rank #8)** – Signalization and turn lanes and intersection realignment. Total inflated cost = **\$1,273,479**
3. **Hampstead NH 121/Depot Rd/Derry Rd (Initial Rank #10)** – Improve [signalize] the intersection of NH 121/ Derry Rd/ Depot Rd in Hampstead, Total inflated cost = **\$2,405,461**
4. **Seabrook US 1 between New Zealand Rd and the Hampton Falls town line (Initial Rank #5):** Capacity improvements on US 1 between New Zealand Road and the Hampton Falls Town Line. Total inflated cost = **\$5,235,414 - \$8,843,605** depending on four or five lane cross-section.
5. **North Hampton US 1/Atlantic Avenue (Initial Rank #3)** – Capacity and safety improvements at the intersection of US 1 and Atlantic Avenue. Total Inflated Cost = **\$3,395,944**

This recommendation drops the Seabrook project to fourth below Stratham and Hampstead and moves the North Hampton project to fifth. While initially ranked higher than some of the other projects under consideration, the North Hampton US 1/NH 111 project is not as critical (or longstanding) a need as some of the projects further down the list. The much larger revised cost of the Seabrook Route 1 project puts the MPO in the same position as in the current draft Ten Year Plan, where a single project is greater in cost (assuming a five lane alternative) than the budget that is available for the region. In addition, there is some divergence between NHDOT and Seabrook regarding the ultimate scope of that project (4-lanes vs 5-lanes). On the other hand, Seabrook has an estimated \$1-1.5 million in developer exactions to contribute, and they have historically been successful at leveraging that funding to quickly advance projects, which could possibly put the project cost closer to the budget constraints. Staff and TAC recommend that this project be a fourth priority given its benefits to traffic in Seabrook and the seacoast, and the potential for outside funding to cover a portion of the costs.

This prioritized list provides a geographically diverse set of projects that addresses bike and pedestrian needs, traffic safety, as well as two long-standing projects from the MPO Long Range Plan. The total cost of the top three projects is just under \$6,500,000 and within the budget target. Staff and TAC are also recommending that the Seabrook project be listed with the priorities presented to GACIT as well given the benefits of the project, the potential to reduce costs, and to highlight the current difficulty in funding projects of this scale.

In addition to the recommended projects to add to the Ten Year Plan, there are other project specific and policy based comments and recommendations that the MPO should provide to NHDOT and GACIT.

Project Specific Comments

- ***Newfields-Newmarket 28393 (NH 108 over B&M RR) bridge rehabilitations:*** Narrow shoulders on the bridge approaches were one of the primary problems that a now cancelled CMAQ project was intended to fix. We want to ensure that this bridge rehabilitation project includes shoulder widening in its scope to address the immediate safety problem for cyclists and to enable a continuous bicycle shoulder to be completed on NH 108 in the future.
- ***Epping 29608 (NH 125 from NH 27 to NH 87) & 40643 (Signal Coordination on NH 125):*** These two projects are being constructed sequentially and they overlap to some extent. These projects should be consolidated into a single project as a way of reducing project management costs and eliminating any duplicative pavement work that would be part of both.
- ***Epping 29608 (NH 125 from NH 27 to NH 87):*** The scope of this project was always intended to address the bottleneck on NH 125 just to the south of the Route 27 Intersection as well as some capacity and safety improvements at the intersection of NH 125 with NH 87. This is not reflected in the project scope as listed in the Ten Year Plan.
- ***General Sullivan Bridge (Newington-Dover 11238S):*** The draft Ten Year Plan shows a slight decrease in the cost programmed for this project (\$31.5 million vs \$33.6 million) compared to the current TIP/STIP. The MPO recognizes the historic significance of the bridge, but the projected cost of the rehabilitation and ongoing maintenance has increased from the estimate in the EIS to the extent that it may no longer be financially prudent. The MPO continues to support NHDOT examining cost effective solutions to maintaining this critical bicycle and pedestrian connection across the bay. The project scope in the Ten Year Plan continues to reflect a rehabilitation of the structure but there is little detail to indicate whether an ultimate decision has been reached regarding rehabilitation, replacement, or some combination of the two that all were under consideration in the recent General Sullivan Bridge Alternatives Study.
- ***Portsmouth 40644 Maplewood Avenue Railroad Crossing upgrade:*** During the 2017-2026 Ten Year Plan process the City of Portsmouth and the RPC requested that the Maplewood Avenue Railroad Crossing upgrade project be replaced in the draft Ten Year Plan with an upgrade of the Market Street Railroad Crossing instead. This change was implemented by NHDOT, and project 40644 appears in the approved 2017-2026 Ten Year Plan as occurring on Market Street with a scope that reads "Railroad crossing upgrade north of Russell St." The current draft 2019-2028 Ten Year Plan reverts the project to its original scope and location on Woodbury Avenue and this should be corrected to show the Market Street location and scope instead.
- ***Corridor Studies:*** In addition to soliciting projects from communities within the region, one of the primary source for identifying system improvement needs is through the use of corridor studies that take a comprehensive look at the current and future needs of state highways. The financial resources required to conduct these types of studies is beyond the capacity of the planning commissions, and NHDOT has essentially ceased to undertake this type of work in recent years. In the RPC region alone, comprehensive corridor studies are needed on ***NH 111 between Kingston and Salem, NH 108/33 between Exeter and Portsmouth, NH 125 between Kingston and Epping, and NH 101.*** The last two iterations of the Ten Year Plan have seen the addition of a few "study" projects that look at a particular location in detail before dedicating any construction funding to a particular

set of improvements. The RPC would like to see this practice extended to include the addition of corridor studies as well.

Funding Policies & Priorities in the Plan

- **Overall Funding Levels:** The RPC continues to believe that transportation infrastructure is underfunded in our state. We have been on record for many Ten Year Plan cycles supporting development of additional revenue for the transportation system - for roads and bridges, but also for transit and for safer facilities for people walking or riding bicycles. The \$0.042 cent gas tax increase in 2014 was a positive step, but is insufficient to meet the identified needs for maintenance and improvement of the system. Part of the “New Hampshire way” is to take the responsibility to pay for what we use, and that should include our transportation system. The Yankee frugality that is our tradition in New Hampshire is not just about efficient use of resource, but about being smart and investing well. Failing to fund our current and foreseeable future transportation needs is shortsighted and potentially costly. Without adequate maintenance and preservation today, we are compounding those costs in the future. Without adequate investment into future transportation needs we may find ourselves uncompetitive and unresponsive to both residents and employers. As many have pointed out in previous debates, New Hampshire motorists pay a gas tax that is, in real terms, a little more than half of what it was in 1992 to support our current transportation system. We don’t believe this is sustainable.
 - **HSIP/CMAQ/TAP Funding:** We recognize that the Department of Transportation has the difficult challenge of maintaining the state’s existing transportation system with inadequate resources, and we appreciate the Department’s commitment to maintaining the popular and valuable set asides for the Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Program (CMAQ) and Transportation Alternatives Program (TAP) at full funding levels.
 - **CMAQ Set-aside for Commuter/Intercity Bus Fleet Replacement (40284):** The draft Ten Year Plan sets aside \$6 million of CMAQ funding for replacement of State-owned motor coaches used on commuter service in the I-95, I-93 and Everett Turnpike Services by C&J and Boston Express. The MPO agrees that it is important to sustain these highly successful services. That said, these capital replacement needs are more appropriately funded through New Hampshire’s share of FTA Section 5307 funds from the Boston Urbanized Area (UZA). New Hampshire’s share of Boston UZA funds has grown from \$900K/year to over \$2.7M/year in just a few years due to state subsidized intercity commuter bus services (C&J, Boston Express) beginning to report revenue miles to the National Transit Database. It seems appropriate then, that the increase in these funds support the capital needs of that service and in so doing free up CMAQ funds for other uses.
 - **Supporting the Downeaster Train Service:** The Downeaster train service from Portland, ME to Boston, MA has proven itself a valuable alternative for transportation to and through southeast New Hampshire, and carries over 500,000 passengers a year between its 12 stations in three states with 40% of the total system ridership to and from New Hampshire. During this time, New Hampshire’s investment and state support for the service has been minimal, consisting of the construction of the three stations in the state and a rail siding. The annual insurance and station maintenance costs are paid by the communities of Dover, Durham, and Exeter, and the service operating subsidy is paid by the State of Maine through their CMAQ program. The MPO urges the state of New Hampshire to provide funding through the CMAQ program or other appropriate means for future Downeaster capital projects to help offset service expenses.
 - **A Balanced Approach to Improving the Transportation System:** Looking back over the last several iterations of the Ten Year Plan, there has been a necessary shift away from large (scope and cost)
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capacity improvement projects towards a list of projects that is almost entirely focused on addressing years of deferred preservation and maintenance issues. The only new projects that are focused on mobility and accessibility needs are those proposed by the Regional Planning Commissions, and due to the constraints of the budget targets established by NHDOT for each of those agencies, many of these are small in scope and cost, and deal with more localized transportation issues. What is being left out, are the mid-to-large sized (scope and cost) projects that provide regional or inter-regional transportation benefits. The Rockingham Planning Commission recommends that NHDOT and GACIT balance the Ten Year Plan by including additional resources for larger-scale improvement projects than the RPC budget targets will support.

Adapting the Transportation System to Future Needs

- ***Population Demographics, Changing Transportation Needs, & More Complete Needs Assessment:*** It is widely recognized that the rapid growth in the size of the oldest segments of our populations, together with the preference and economic need to allow for aging in place, will have profound implications in defining our future transportation system needs. Current 2040 population projections show that over 32% of Rockingham County population will be over 65, compared to 12.5% in 2010 - a 250% increase. More importantly to transportation concerns, is that about one quarter of people over 65 do not drive. That means we can expect an additional 12,000-15,000 non-driving seniors in the RPC region alone by 2040. These residents will need other options – whether transit, ‘friends and family transport,’ or other mode if they are to be able to age in place. A more robust system of alternative transportation – transit, coordinated community transportation, volunteer driver programs, etc. will be needed to meet this demand. In addition, a number of speakers at the 2015 GACIT hearings were younger adults and spoke pointedly to their interest in a more balanced transportation system that provided other transportation options besides driving. If we are as concerned about retaining young people to contribute to our economy as we say we are, then as a state and region we should be doing more to develop these transportation options. Unfortunately, they are not well represented in this Plan. The RPC recognizes that it is difficult to focus on these future transportation needs when scrambling to address unmet needs in the present, but we believe it is important that the Department’s analysis of unmet needs addresses not just pavement and bridge conditions but also unmet safety and mobility needs across all modes.
- ***A Complete Streets Approach:*** Federal DOT policy calls for the incorporation of safe and convenient walking and bicycling facilities into transportation projects and charges all transportation agencies with the responsibility to improve conditions for pedestrians and cyclists. The RPC is currently developing a “complete streets” policy to ensure that the transportation network in the region is designed and operated with all users in mind. All projects proposed by the RPC will strive to accommodate all appropriate users including motor vehicles, cyclists, pedestrians, and transit riders. Adoption of a similar policy for NHDOT and the routine incorporation of a complete streets approach into design and implementation of state projects is supported by the RPC.
- ***Account for Increased Risk from Coastal Flooding in Project Design:*** The RPC encourages NHDOT to take into account future coastal flood scenarios from storm surge and sea level rise in the design of projects in vulnerable areas, especially in light of the damage caused by storm surge and flooding from Hurricanes Harvey and Irma in Texas and Florida. This applies directly to several projects in the Ten Year Plan from this region. Our agency recently completed work on a preliminary assessment of transportation and other infrastructure that may be vulnerable to coastal flooding under certain storm surge and sea level rise scenarios. We looked at projects currently in the MPO Long Range Transportation Plan and the State Ten Year Plan and found that there are 7 projects that might be effected under the lowest sea level rise scenario in the year and 9 under the highest (1.7 feet and

6.3 feet respectively), while all 13 listed are potentially impacted when storm surge is also considered (*see attached table*). The New Hampshire Coastal Risks and Hazards Commission developed recommended approaches for developing infrastructure design standards and the RPC urges NHDOT to consider these recommendations in future project designs despite the revocation of Executive Order 13690 that established a Federal Flood Risk Management Standard, and changes to Executive Order 11988, Floodplain Management.

Recommended Action:

- ***Approve the projects below as the MPO priorities for funding in the State 2019-2028 Ten Year Plan, and request that NHDOT substitute them for the Hampton NH 101/US 1 Interchange project currently listed in the draft Ten Year Plan document.***
 1. ***New Castle-Rye NH 1A/1B.*** Total inflated cost = ***\$2,799,532***
 2. ***Stratham NH 108/Bunker Hill Avenue.*** Total inflated cost = ***\$1,273,479***
 3. ***Hampstead NH 121/Depot Rd/Derry Rd.*** Total inflated cost = ***\$2,405,461***
 4. ***Seabrook US 1 between New Zealand Rd and the Hampton Falls town.*** Total inflated cost = ***\$5,235,414 - \$8,843,605.***
- ***Recommend the above set of project specific, policy, and transportation planning comments to be submitted to NHDOT and GACIT along with the project priority additions to the Ten Year Plan.***

Once finalized, this recommendation will be relayed to Councilor Prescott and NHDOT at the October 12th (Newmarket), October 16th (Hampton), October 17th (Portsmouth), and October 25th (Salem), GACIT hearings as well as via a formal letter commenting on the draft Ten Year Plan.

Projects Being Considered for the Ten Year Plan

Rank	Project #	CityTown	Roads	Scope of Work		Estimated Total Cost	Inflated 2028 Cost
1	6001023	New Castle-Rye	NH 1A/1B	Shoulders on NH 1A in Rye from Seavey Creek Bridge to the south end of Odiorne Point State Park & NH 1B from NH1A to the Bridge. Sidewalks on NH1B From Wild Rose Lane to Beach Hill Road, & shoulders Wild Rose Lane to USCG Station. Assumes working within existing ROW. NHDOT Highway Design indicates cost assumptions are reasonable.	PE	\$ 508,500	
					ROW	\$ 57,500	
					CON	\$ 1,412,500	
					Total	\$ 1,978,500	\$ 2,799,532
2	6197005	Hampton	NH 101/ US 1	NH 101/ US 1 interchange reconfiguration as per the outcome of the feasibility study. Costs based on McFarland-Johnson estimates from 2013 feasibility study. NHDOT Highway Design indicates cost assumptons are reasonable.	PE	\$ 500,000	
					ROW	\$ 1,000,000	
					CON	\$ 3,900,000	
					Total	\$ 5,400,000	\$ 7,640,875
3	6345011	North Hampton	US 1	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access. Assumes addition of SB through lane, shoulders, and sidewalks. New signal required. Costs shown provided by NHDOT Highway Design Bureau and are based on recent bids for projects with similar scopes.	PE	\$ 400,000	
					ROW	\$ 500,000	
					CON	\$ 1,500,000	
					Total	\$ 2,400,000	\$ 3,395,944
5	6409004	Seabrook	US 1	Capacity improvements on US 1 between New Zealand Road and the Hampton Falls Town Line. Cost of a 5-lane cross section (recommended by NHDOT) is shown. Cost is based on bids for project Seabrook 16444 (Widening from NH 107 to Railroad Ave). Seabrook has an estimated \$1,000,000 in matching funds for project from developer exactions.	PE	\$ 750,000	
					ROW	\$ 500,000	
					CON	\$ 5,000,000	
					Total	\$ 6,250,000	\$ 8,843,605
8	6431003	Stratham	NH 108	NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection Realignment. Assumes added lane on Bunker Hill Avenue and right-turn lane on NH 108. . Potential historic property adjacent to intersection may limit expansion of roadway. NHDOT Highway Design Bureau provided updated cost estimates based on similar projects.	PE	\$ 200,000	
					ROW	\$ 100,000	
					CON	\$ 600,000	
					Total	\$ 900,000	\$ 1,273,479
10	6195001	Hampstead	NH 121	Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead. Possible signal or roundabout at this location. NHDOT provided updated cost estimates based on similar projects.	PE	\$ 300,000	
					ROW	\$ 200,000	
					CON	\$ 1,200,000	
					Total	\$ 1,700,000	\$ 2,405,461
Total Costs						\$ 18,628,500	\$ 26,358,896