

MEMORANDUM

TO: RPC Policy Committee
FROM: David Walker
RE: Project Selection Process
DATE: October 4, 2018

The MPO is beginning the process of prioritizing projects to provide NHDOT a list of candidates for the next iteration of the State Ten Year Plan (2021-2030). To facilitate that process, the MPO has coordinated with NHDOT and the other New Hampshire RPCs to establish a basic course of work and a set of 10 selection criteria that are used statewide to prioritize project proposals. NHDOT has developed a basic outline of the Project Selection process for the Ten Year Plan and that is attached along with the definitions of the project selection criteria.

Overall, the project selection process will be similar to those used for the previous 4-5 cycles with a few significant changes. Staff is working with the TAC establishing the exact methodology the MPO will use, project selection criteria weights, and what milestones need to be met. In general, the MPO needs to accomplish the following tasks between now and the next spring:

Solicitation for Projects (July-September, 2018)

This component has been completed with no new projects being received to date. The starting point will be the **169 projects** included in the currently approved Long Range Transportation Plan. After removing projects that have been completed or are already in the Ten Year Plan or Transportation Improvement Program, this leaves approximately **117 candidates** for prioritization.

Project Development and Classification (August-October, 2018)

Staff will be focusing on detailing the scope of projects in the Long Range Transportation Plan and updating the cost estimates where feasible. This includes establishing a “short-list” of projects that will be ranked for the Ten Year Plan. A first cut at this by staff has identified 39 projects that either are not ready to move forward (no defined scope/cost, etc) or are not needed at this time. At this point, this would leave **78 projects** for scoring and prioritizing for the Ten Year Plan.

Criteria Setting & Draft Priorities (October-December, 2018)

A new project selection criterion has been added that addresses project benefits towards establishing a transportation system that is resilient in the face of natural and other hazards and staff is working on how exactly projects will be measured against this. Staff is working with the TAC to establish the relative

criteria weights with the goal of having these set at the October 25th, 2018 meeting. Staff has proposed taking a somewhat different approach to the project selection this iteration and this was endorsed by the TAC at the September meeting. For the ranking process, the MPO will break projects into three groups and will prioritize within each group. The top projects from each group will be sent to NHDOT for engineering and cost review up to the regional budget plus two additional projects. This ensures that at least one project from each group is represented in the candidates list sent to NHDOT. The proposed project groups are established around the scale of the projects:

- Local – Project is focused on safety, access, and multimodal connections within a community (pool of 35 projects)
- Regional – Project is focused on multimodal connections between communities and regional activity centers (pool of 22 projects)
- Inter-Regional – Project is focused in improving mobility and intermodal connections to the rest of New Hampshire and New England (pool of 21 projects).

The three groups will each require a set of weighted project selection criteria with the expectation that the different focus areas will result in weight distributions that vary between them with some criteria being more or less important at each scale. For instance, at the local scale projects are focused on safety and improving accessibility, while on the Inter-Regional scale, safety remains important, but mobility becomes a more critical factor as well.

A candidate projects list will be set by the MPO based on the outcomes of the project scoring. This list will be endorsed by the TAC at the December 6th, 2018 meeting and brought to the January 10th, 2019 MPO Policy Committee meeting for approval. Once approved, this list will be forwarded to NHDOT for engineering and cost review.

NHDOT Engineering/Cost review (January-March, 2019)

A new addition to the process this round, NHDOT engineering and cost review is intended to identify projects with infeasible scopes or wildly inaccurate cost estimates prior to setting a finalized list of priorities from the regions. This will help avoid the multiple revisions that were made last time and ensure that what is proposed in the end is consistent with the budget target.

Finalize list of Ten Year Plan Priorities (March-April, 2019)

Once NHDOT has reviewed the candidate projects the results of that review will be returned to the MPO to finalize the projects that will be proposed for the Ten Year Plan. NHDOT has committed to incorporating MPO priority projects as presented into the draft Ten Year Plan up to the budget target amount of funding. Projects will still need to go through the remainder of the approval process and may be removed by GACIT, the legislature, or the Governor however.

Action

The MPO TAC endorsed the procedures outlined above at the September 27th meeting, and approval or endorsement of the MPO Policy Committee will formally establish the project selection process for 2019.

2021-2030 NH Ten Year Plan Regional Planning Commission Process

4 September 2018

AUGUST-SEPTEMBER 2018:

RPC review/questions/comments on 2021-2030 TYP criteria, process & schedule.

SEPTEMBER 2018 – DECEMBER 2018:

RPCs work to confirm existing project listings in their respective regional TIPs – or make revisions. Prepare individual project information sheets for each project proposed for inclusion in the 2021-2030 NH Ten Year Plan.

To avoid multiple votes of the TAC/TTAC/Policy Committee, NHDOT recommends that the initial submittal be submitted as a draft candidate list and not the ‘final’ list of projects from the RPC to NHDOT for review and comment. Project list = initial list of projects estimated to be within the regional allocation + 2 additional priority projects.

PLEASE NOTE: All Ten Year Plan project candidates must have been vetted by licensed professional engineering staff prior to submittal to NHDOT for Ten Year Plan consideration. NHDOT will make professional engineering staff available to assist with engineering reviews, provided that submittals are made by the identified deadlines.

OPTION A – DECEMBER 3, 2018

RPCs intending to use NHDOT’s professional engineering staff to review candidate projects will submit their initial list of candidates by December 3. NHDOT will provide reviews of the proposed TYP candidates via the Estimate Review Committee. NHDOT will follow-up with individual RPCs regarding proposed TYP candidate projects.

OPTION B – JANUARY 4, 2019

RPCs submitting engineer reviewed candidate projects to NHDOT for scope/estimate review will submit them to NHDOT by January 4.

NHDOT project/estimate review committee reviews proposed projects for:

- Completeness of project scope
- Accuracy of proposed project cost estimate
- Other NHDOT comments on proposals for RPC consideration (potential programmatic, to be addressed by another NHDOT, identification of potential project overlaps, etc.)

FEBRUARY - MARCH 2019:

Individual RPC meetings with NHDOT scheduled to discuss:

- Results of NHDOT review of proposed projects
- NHDOT strategy re: development of the draft 2021-2030 NH TYP
- RPC questions regarding the 2021-2030 TYP efforts
- Proposed approach to the GACIT process for the 2021-2030 TYP

APRIL 2019:

RPCs finalize (TAC/TTAC/Policy Committee) their formal 2021-2030 TYP submittals to NHDOT.

MAY 1, 2019:

Final prioritized listing of projects due from RPCs. Meetings to discuss any outstanding issues/questions as necessary.

JUNE 2019:

NHDOT finalizes work on draft 2021-2030 NH Ten Year Transportation Plan

JULY 2019:

GACIT Kick-off meeting – start of NH statewide transportation consultation process.

2021-2030 NH Ten Year Plan Project Ranking Criteria		
Criteria Name	Description	Performance Targets
Mobility	Definition: Mobility is the potential to get from one place to another and is generally evaluated based on the numbers of trips, travel speeds, and total travel distance and time. Accessibility is the ability of people to reach desired employment, goods, services, and other destinations.	Travel Time Reliability/ Peak Hour Travel Delay/Non-SOV travel(CMAQ)
Reduce Congestion	Definition: The extent to which the project is intended to impact traveler delay upon completion.	
Freight Mobility	Definition: The degree to which the project impacts movement of goods.	
Alternative Modes	Definition: The extent to which the project impacts accommodations for alternative modes of travel including bicycle, pedestrian and transit, where so desired.	Non-SOV travel(CMAQ)/Safety
Network Significance	Definition: The extent to which the project is important to network connectivity based on current traffic volume, Tiers, functional system, and importance to the regional system, and availability of alternative routes.	
Traffic Volume	Definition: A measure of motor vehicle volume based on the NHDOT traffic data management system (eg. Average Annual Daily Traffic AADT).	
Facility Importance	Definition: The extent to which the facility moves people and goods between major locations. Considerations, Tiers	
Safety	Definition: The degree to which a project impacts traveler safety in relation to safety performance and the project's safety measures.	Safety
Safety Measures	Definition: The degree to which the scope of the project focuses on measures that increase safety (proposed improvements). Examples of safety measures include:- Improved guardrail, barrier, rumble strips, signing, striping- Improved sight distance, signalization, roundabouts- Protective measures for bicyclists and pedestrian Natural hazard mitigation measures..	
Safety Performance	Definition: A composite measure of 5-year average safety performance (e.g., History of crash rate, crash severity, etc.)	
State of Repair	Definition: The extent to which the project impacts the service life of the asset and the extent to which the project is required based on current asset condition.	Pavement & Bridge Conditions
Roadway Surface Life	Definition: This criterion has two components reflecting the different approach to the management of roadways and bridges based around the facility condition and tier: Roadway Service Life: The extent to which the project impacts asset condition/service life of the facility (generally measured in years). For existing roadway facilities the measure applies to service life or asset condition. For new roadway facilities it applies to the total expected service life. "Keep Good Roads Good".	
Bridge Asset Condition	Definition: This criterion has two components reflecting the different approach to the management of roadways and bridges based around the facility condition:Bridge Asset Condition: The degree to which the project's assets require work based on existing asset conditions, as determined by management system ratings including Pontus (bridges), etc. Fix the "Worst First"	
Support	Definition: The degree to which a project has support by the RPC or Local, and feasibility of construction.	
Resiliency	Definition: Will the proposed project help address natural hazard mitigation measures?	

Projected Regional Allocations for New Projects in the 2021-2030 NH TYP

RPC	FAE Lane Miles	%	Population	%	50% By FAE Lane Miles	50% Population	Total available for 2030-2031 Projects
NCC	1,536	18%	82,350	6%	\$ 4,530,229.37	\$ 1,575,857	\$ 6,106,086
UVLSRPC	721	9%	85,867	7%	\$ 2,127,026.04	\$ 1,643,159	\$ 3,770,185
LRPC	956	11%	119,725	9%	\$ 2,818,612.00	\$ 2,291,068	\$ 5,109,680
SWRPC	808	10%	99,566	8%	\$ 2,383,931.58	\$ 1,905,304	\$ 4,289,235
CNHRPC	764	9%	113,248	9%	\$ 2,252,871.89	\$ 2,167,124	\$ 4,419,996
SNHPC	1,173	14%	266,278	20%	\$ 3,458,115.57	\$ 5,095,520	\$ 8,553,635
NRPC	759	9%	205,765	16%	\$ 2,238,359.83	\$ 3,937,538	\$ 6,175,897
RPC	1,040	12%	188,521	14%	\$ 3,066,281.25	\$ 3,607,555	\$ 6,673,836
SRPC	720	8%	145,112	11%	\$ 2,124,572.47	\$ 2,776,876	\$ 4,901,449
Totals	8,477	100%	1,306,432	100%	\$ 25,000,000	\$ 25,000,000	\$ 50,000,000