Infrastructure Condition (PM2) & Travel Time Reliability (PM3)

Performance Targets

Rule Making

- Map-21 mandated FHWA to develop a rule for Pavement and Bridge Conditions (PM2) as well as Travel Time Reliability (PM3)
- Nine Performance Measures and targets covering three areas
- NHDOT PM2 & PM3 targets by May 20th, 2018
- MPO targets by November 16, 2018 (within 180 days)
- MPO Has option to support state targets or develop their own

- First full State Performance Report was due to FHWA by 10/1/2018
- MPO Performance Report to be included with TIP when updated next spring

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Nine Measures in Three Areas

Area	Measure
Pavement Condition	% of Interstate pavements in Good condition
	% of Interstate pavements in Poor condition
	% of non-Interstate NHS pavements in Good condition
	% of non-Interstate NHS pavements in Poor condition
Bridge Condition	% of NHS bridges by deck area classified as in Good Condition
	% of NHS bridges by deck area classified as in Poor Condition
Travel Time Reliability	Level of Travel Time Reliability (LOTTR) on the Interstate System
	Level of Travel Time Reliability (LOTTR) on the Non-Interstate NHS
	Truck Travel Time Reliability (TTTR) Index on the Interstate System

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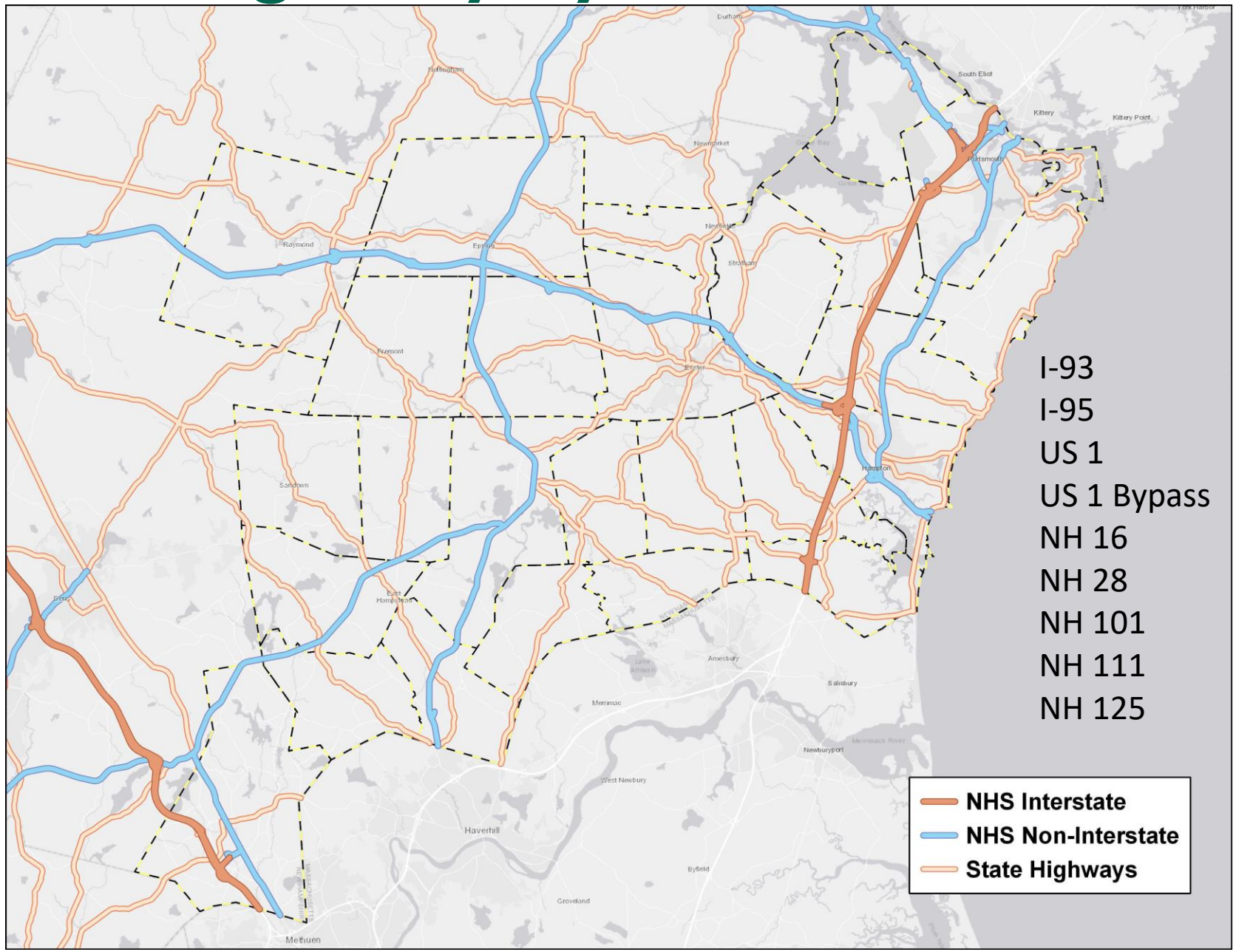
National Highway System



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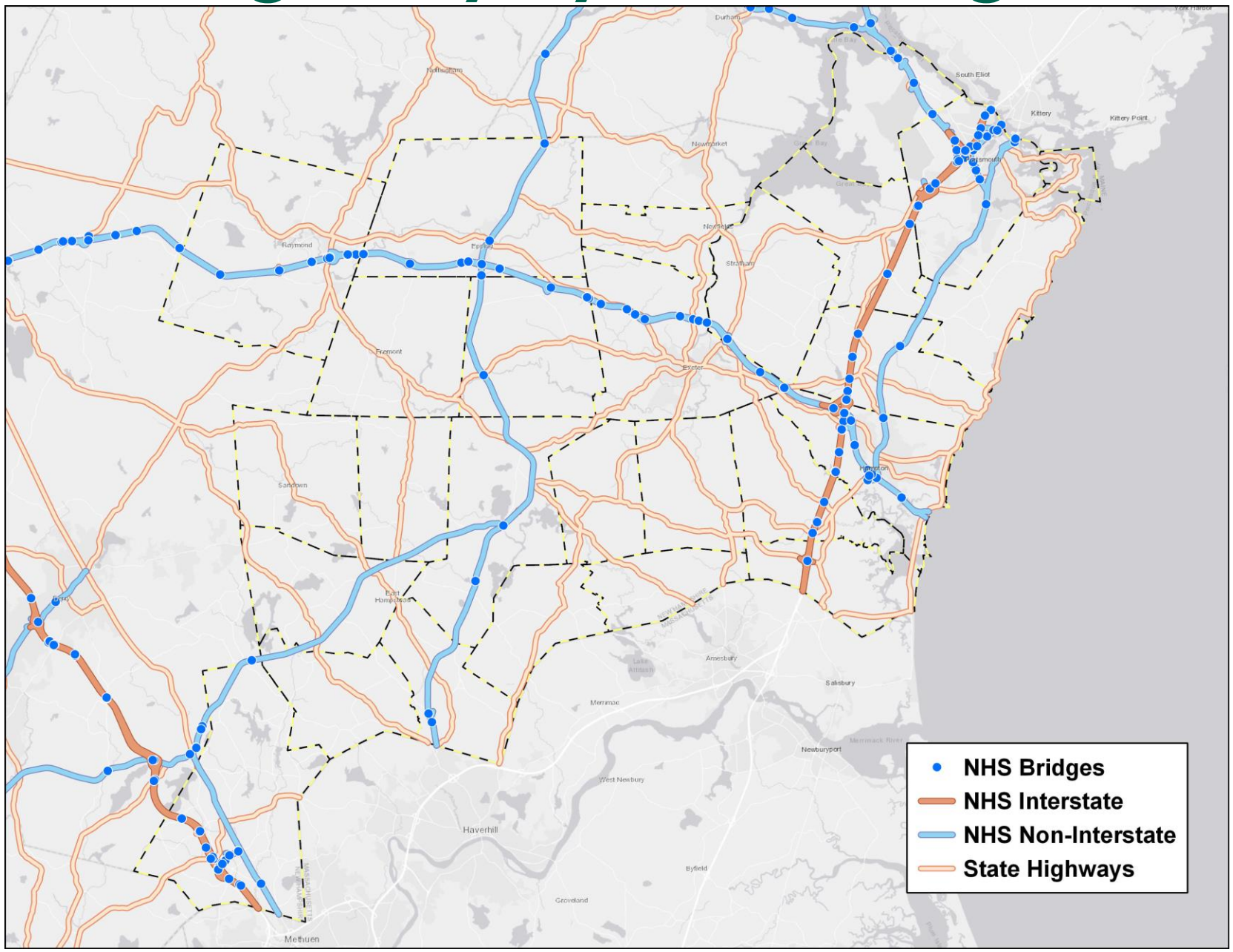
National Highway System Bridges



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Target Setting Process

- Four Year "Performance Periods" Established by rules
- NHDOT Must set 2 and 4-Year Targets
  - There are exceptions in this first iteration
  - "Mid-Performance Period" progress report at 2-year mark
  - Opportunity to adjust targets at mid-point
- Must coordinate with MPOs to establish required statewide targets and have the option to develop metropolitan area targets
  - NHDOT has opted not to establish metropolitan area targets
- MPOs only required to set 4-Year Targets

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Target Setting Process

- **Coordination With NHDOT**
  - **Multiple meetings and discussion of data and process**
- **MPO Working group used to manage data and data sharing**
- **Identified work tasks and timeline for adoption**
- **State Targets established in May, 2018 started 180 day clock**

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Pavement Condition

- DOT must set 2 & 4-Year Targets (2-Year targets are optional for this first time only)
- MPO must set 4-Year Targets
- Initial requirement is to utilize International Roughness Index (IRI)

Score	Condition
<95	Good
>= 95 and <= 170	Fair
>170	Poor

- Transition to "Full Distress" metrics that incorporate measures of rutting, cracking as well as special processes utilized for roadways with speed limits less than 40 MPH.
- The next set of conditions and targets will be drastically different

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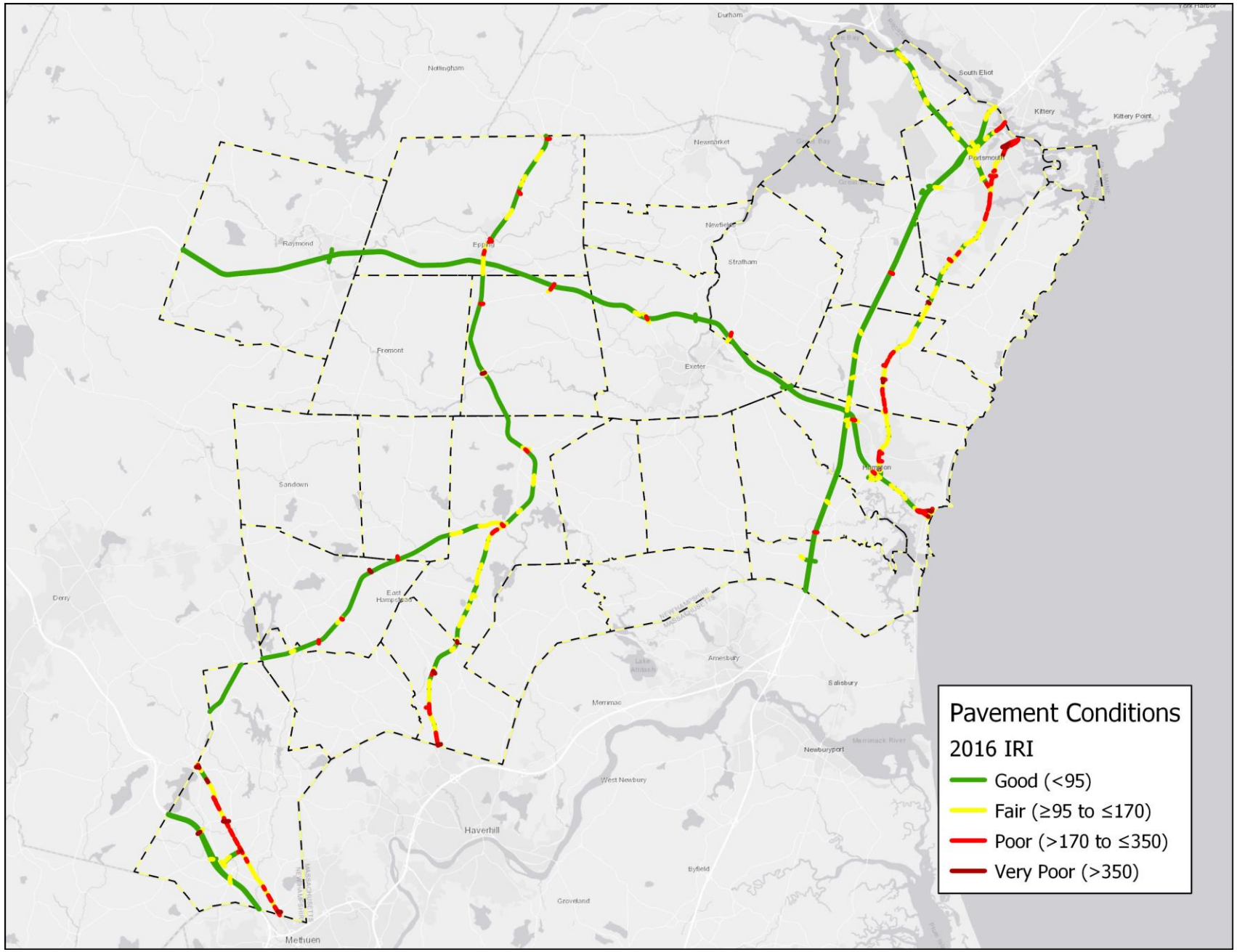
Pavement Condition Data



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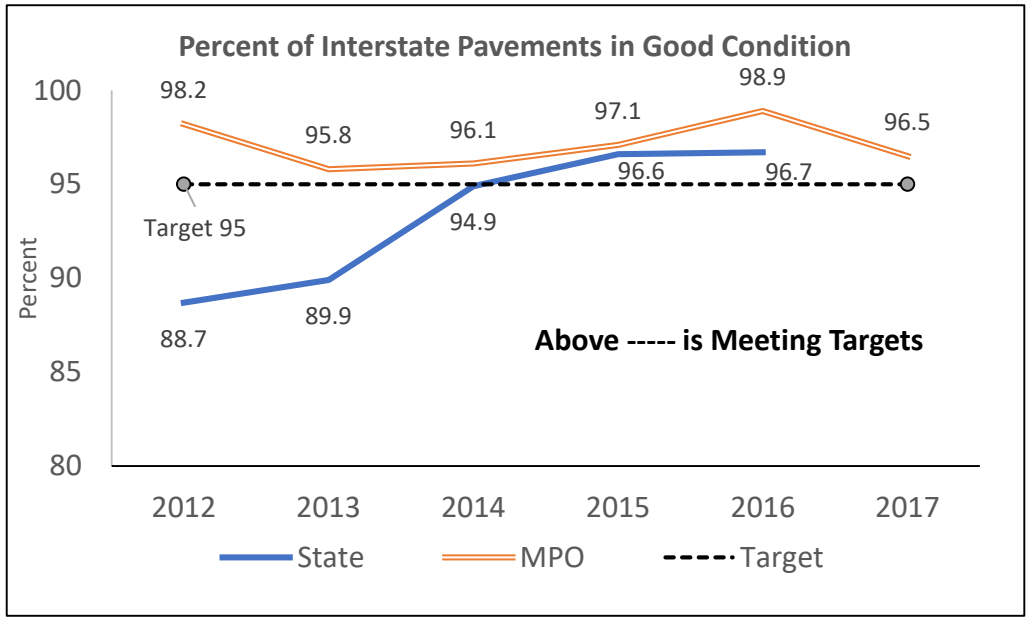
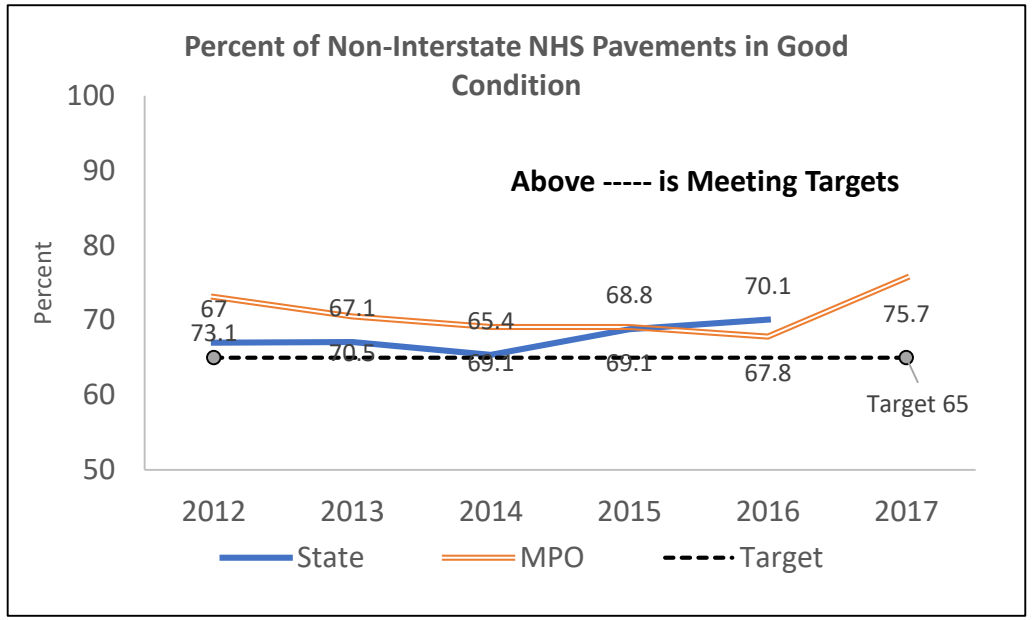
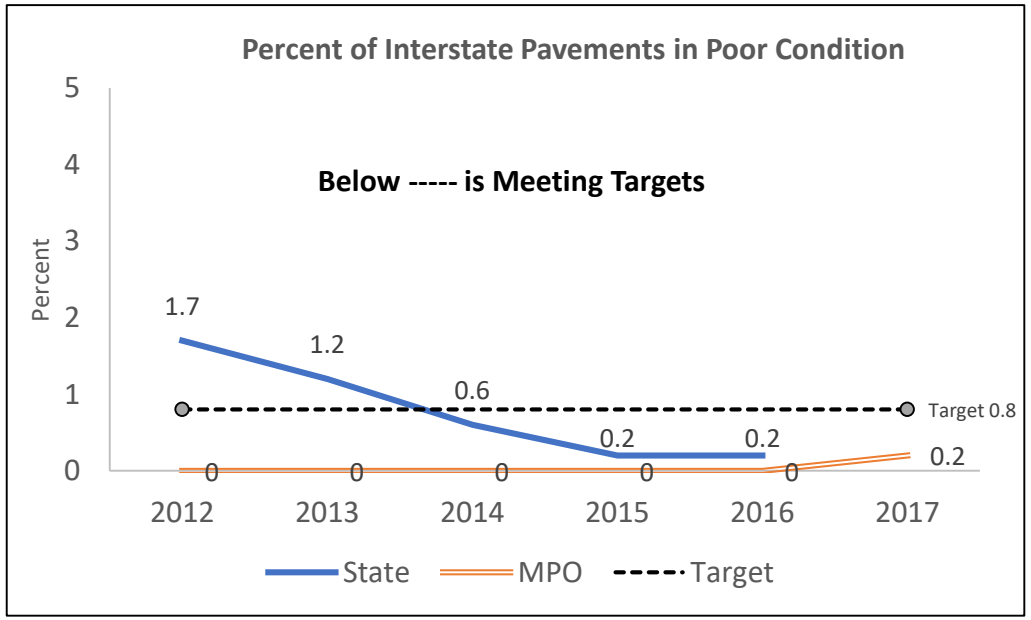
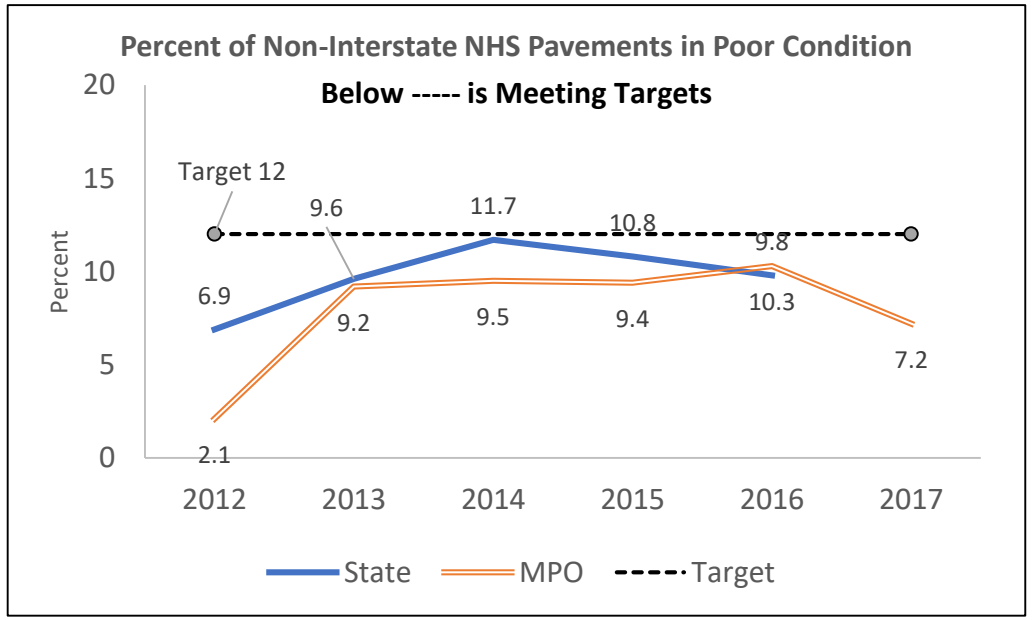
Current Pavement Conditions









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NHS Bridge Conditions

- Data collected through NHDOT regular bridge inspections
- Conditions reported in square feet of deck area
- DOT must establish 2 & 4-Year Targets
- MPO must establish 4-Year Targets
- Based on condition of deck, superstructure, and substructure, or culvert
- Lowest rated component provides overall rating for structure

Score	Condition
>= 7	Good
> 4 and < 7	Fair
<= 4	Poor

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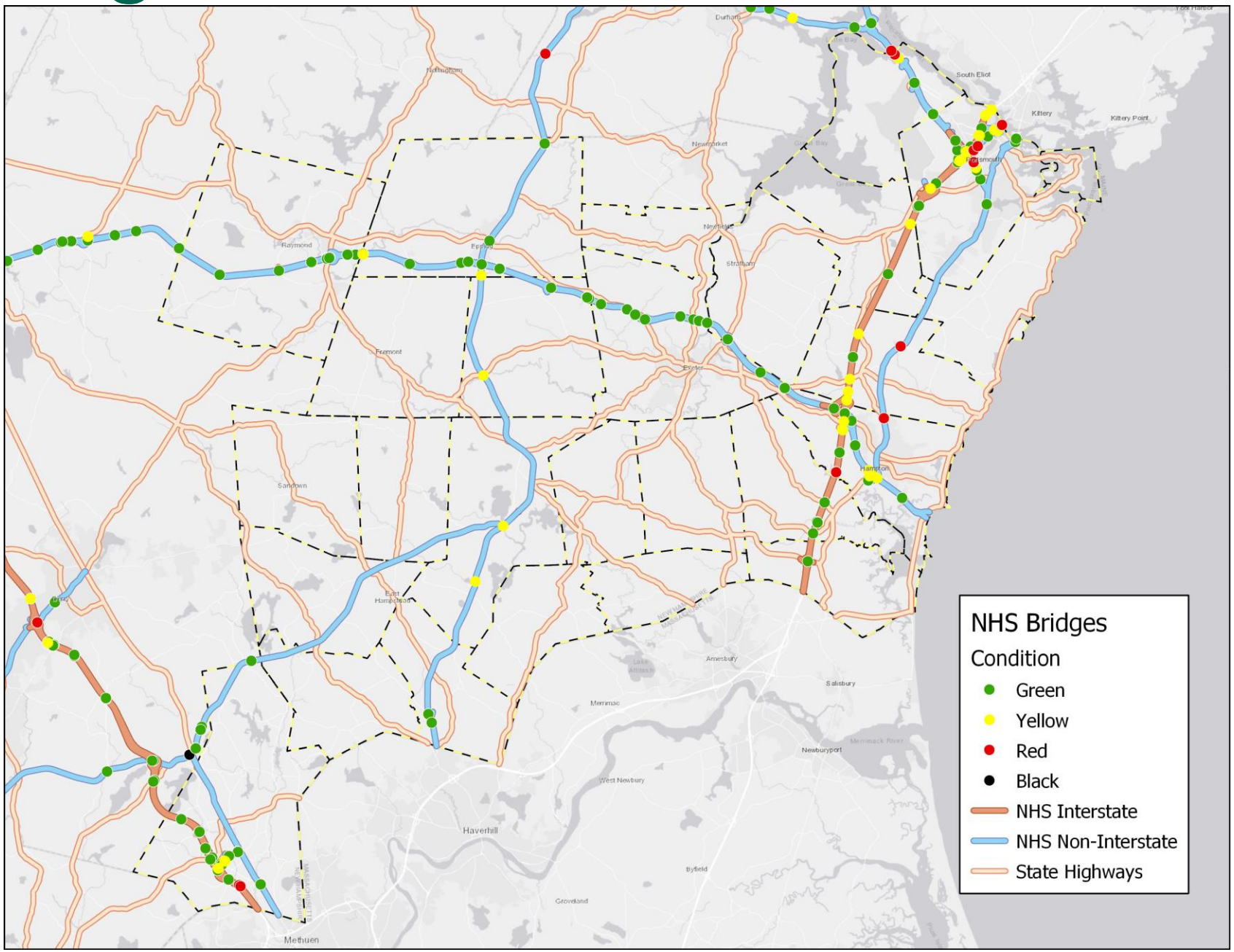
NHS Bridge Condition Data



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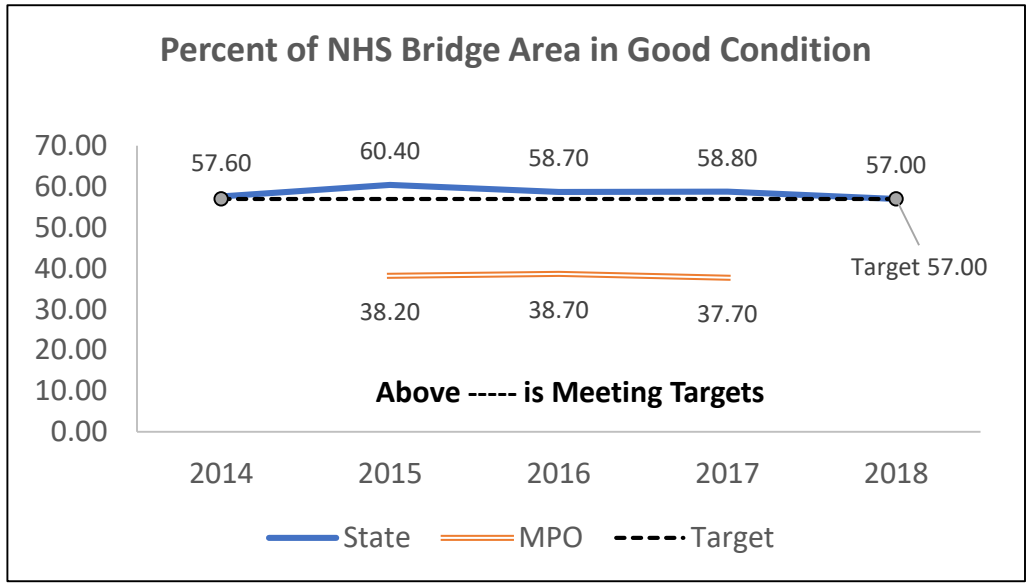
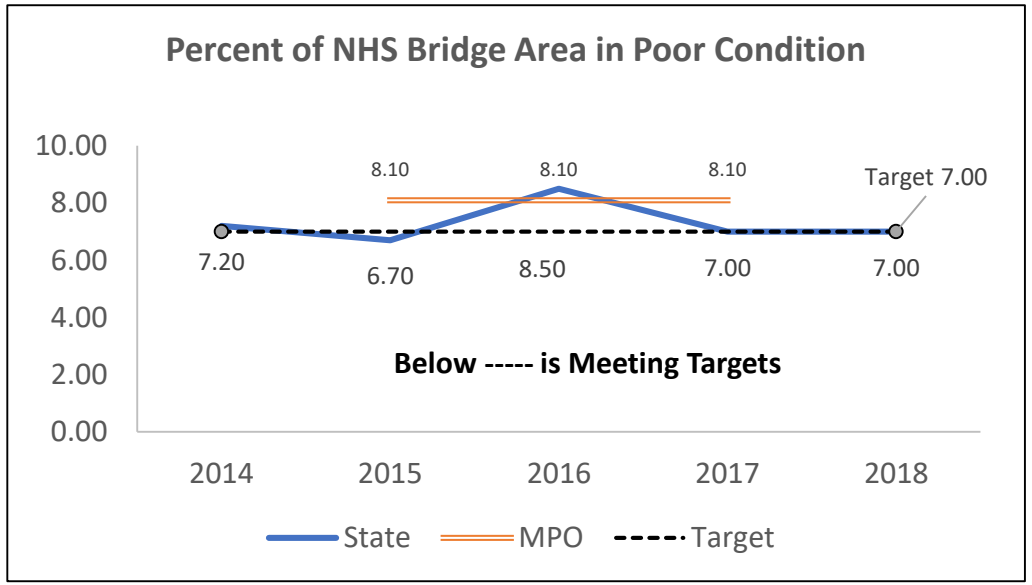
Current NHS Bridge Conditions

- Percentages of total square feet in “Good” and “Poor” Condition





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Travel Time Reliability

- Collected from vehicle probe data nationally
  - Cell phone GPS
  - Truck transponders/GPS
- Collected in 15 minute increments for the NHS roadways for each segment for each day of the year
- Calculate Ratio for each Segment:
  - 80th Percentile Travel Time/50th Percentile Travel time
- For each time period, segments that have a ratio of less than 1.5 are considered "reliable"
- Total Reliable time periods/Total Periods = % Reliable

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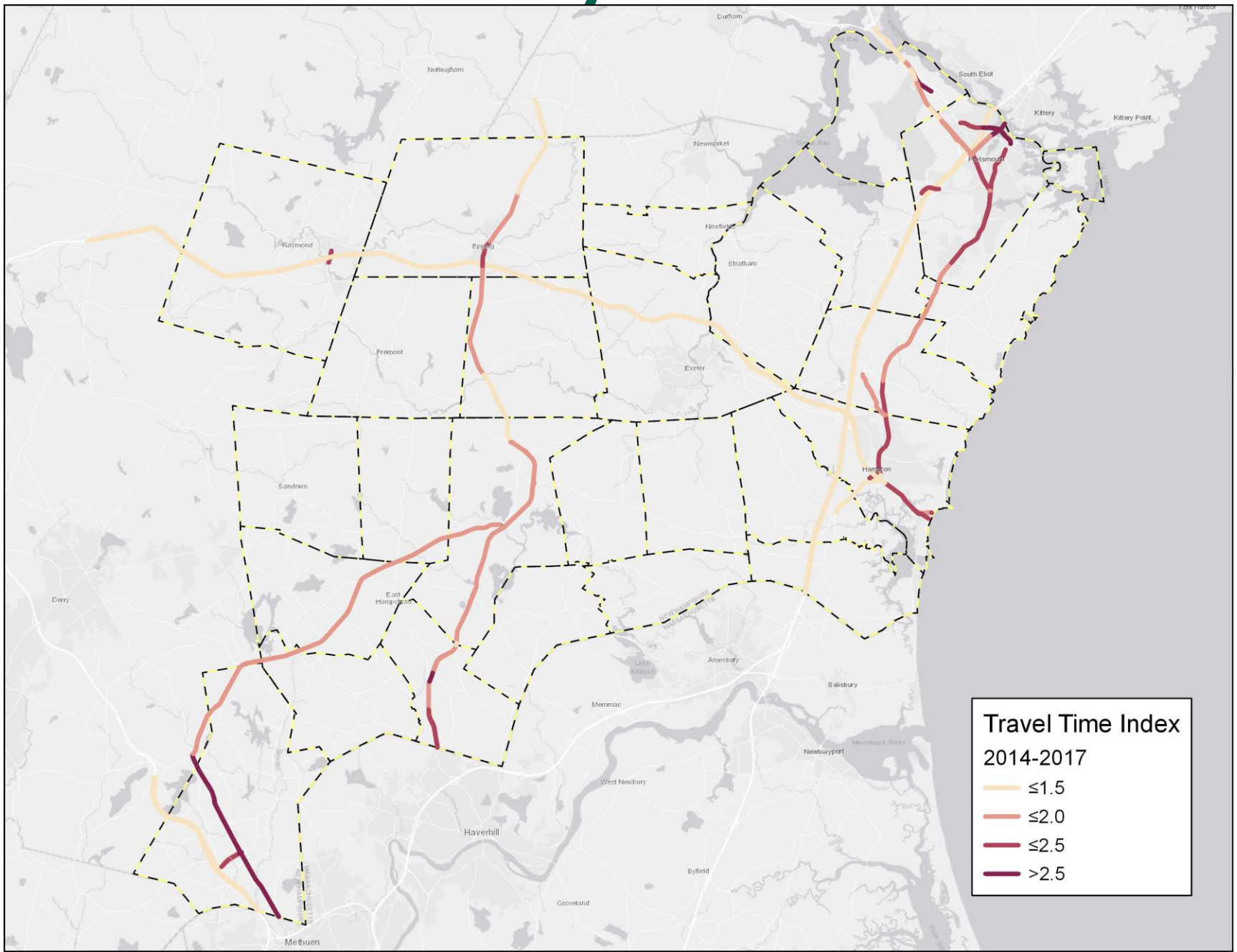
Travel Time Reliability Data



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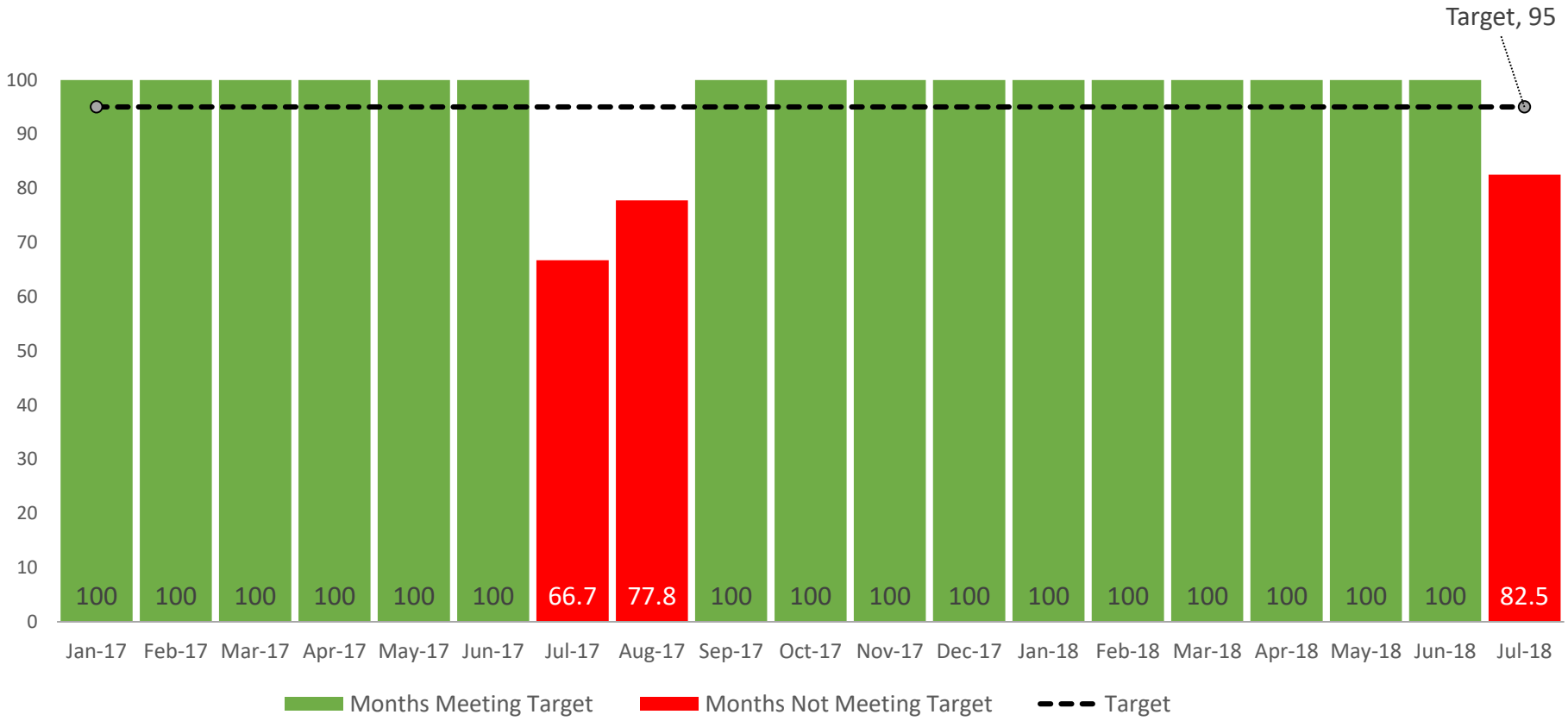
Interstate Travel Time Reliability

- Target: At least 95% of the Interstate System should have a LOTTR of less than 1.5

RPC Interstate 2017 TTR: **100.0%**
RPC Interstate 2018 TTR: **100.0%**



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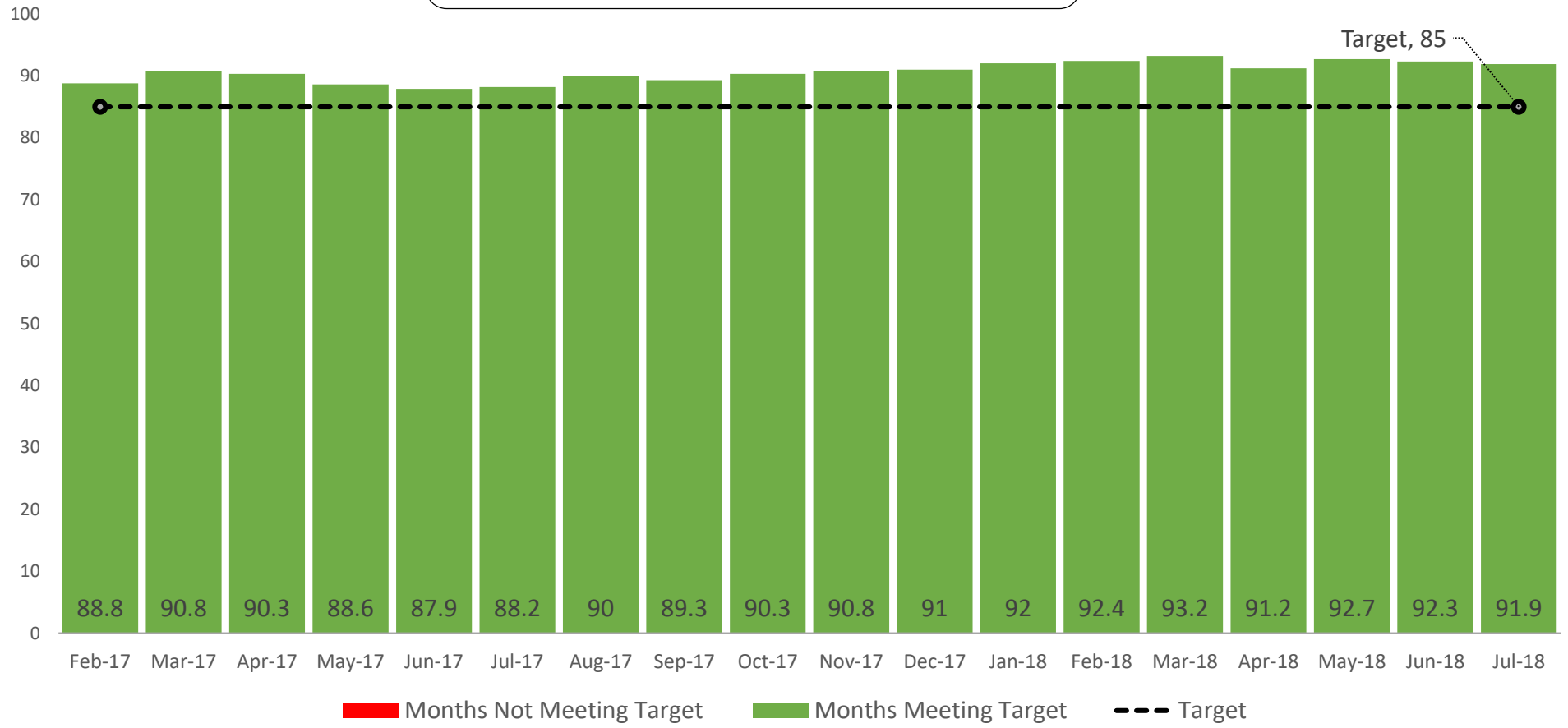
Non-Interstate NHS Travel Time Reliability

- Target: At least 85% of the system should have a LOTTR of less than 1.5

RPC Non-Interstate NHS 2017 TTR: **89.8%**
RPC Non-Interstate NHS 2018 TTR: **92.4%**



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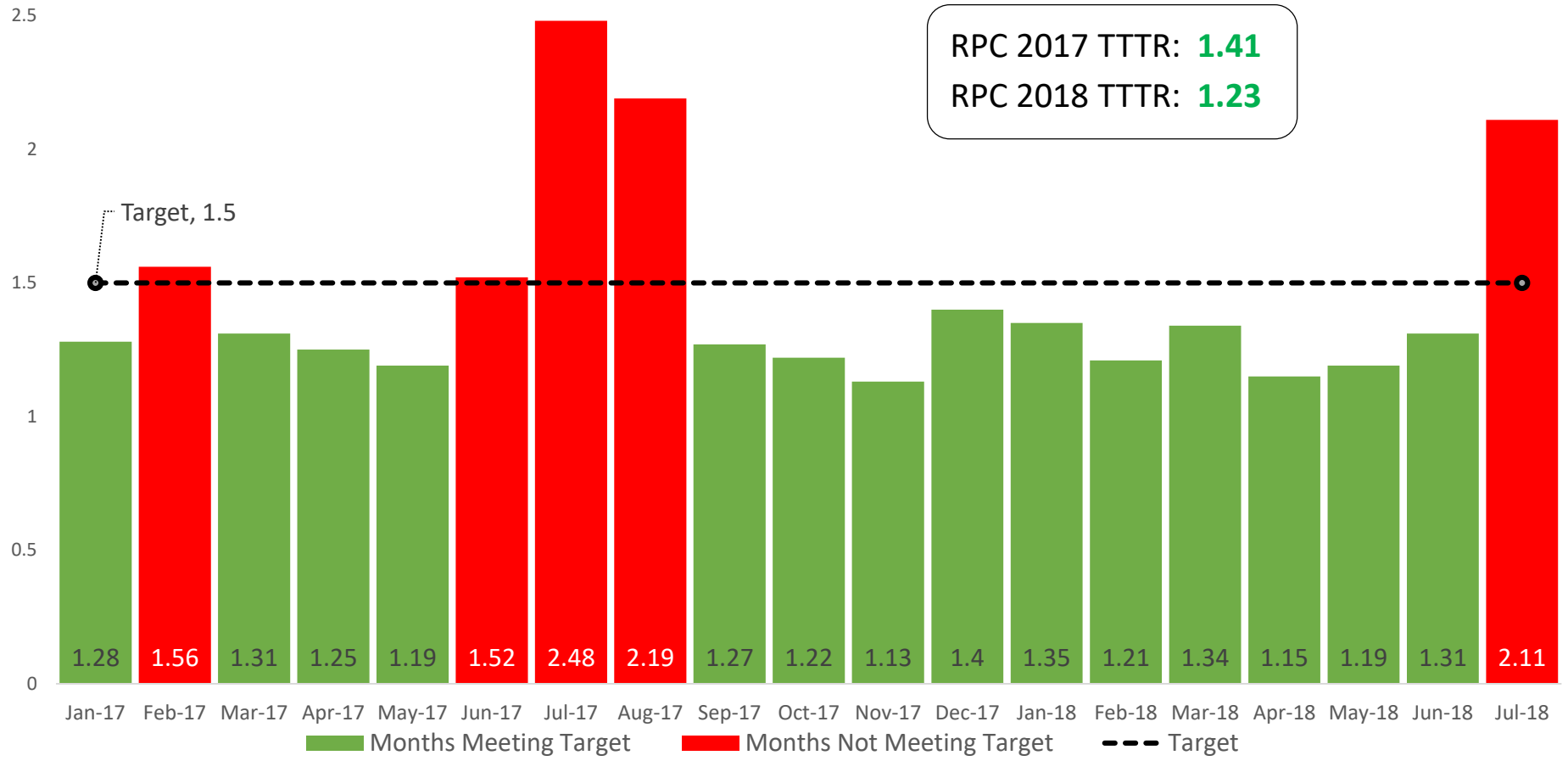
Truck Travel Time Reliability

- Target: The Interstate System should have a TTTR of less than 1.5 (Below ---- is meeting target)



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Baseline Estimates & Targets

		NHDOT			MPO			
Area	System & Measure	Baseline Estimate[1]	2-Year Target	4-Year Target	Baseline Estimate[1]	*4-Year Target*		
Pavement Condition	Interstate: Good Condition	96.7%	N/A	95.0%	96.5%	*95.0%*		*1.6% above target*
	Interstate: Poor Condition	0.2%	N/A	0.8%	0.2%	*0.8%*		*75% above target*
	Non-Interstate NHS: Good	70.1%	65.0%	65.0%	75.7%	*65%*		*16.5% above target*
	Non-Interstate NHS: Poor	9.8%	12.0%	12.0%	7.2%	*12%*		*40% above target*
Bridge Condition	NHS: Good Condition	57.0%	57.0%	57.0%	37.7%	*57.0*		*34% under target*
	NHS: Poor Condition	7.0%	7.0%	7.0%	8.1%	*7.0*		*15.7% under target*
Travel Time Reliability	Interstate: Person Miles	99.4%	95.0%	95.0%	100%	*95%*		*5.3% above target*
	Non-Interstate NHS: Person Miles	87.8%	85.0%	85.0%	89.8%	*85%*		*5.6% above target*
	Interstate: TTTR	1.35	1.50	1.50	1.41	*1.50*		*6% above target*

[1]NHDOT utilizes 2016 as the base year for Pavement and Bridge Condition while RPC utilizes 2017 values for baseline estimates. Both RPC and NHDOT utilize 2017 values as the baseline for Travel Time Reliability measures.

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Comments and Action

- **Comments/Questions?**

- **TAC Endorsed targets and recommended approval to MPO Policy Committee**
- **MPO needs to approve PM2 & PM3 targets and relay those targets to NHDOT**

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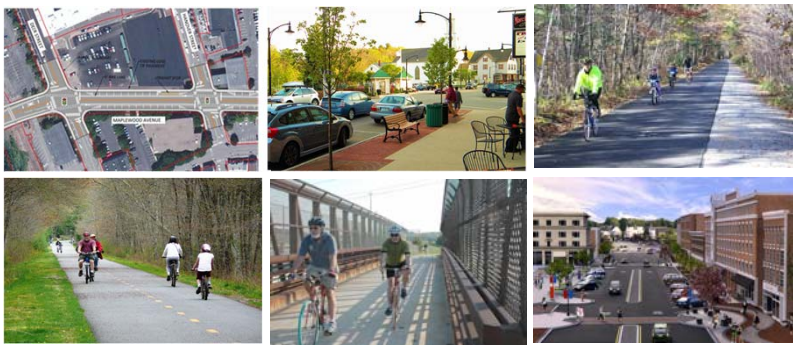
Transportation Alternatives Program (TAP) Round 3 - Regional Project Ranking



MPO Policy Committee
October 10, 2018

ROCKINGHAM PLANNING COMMISSION

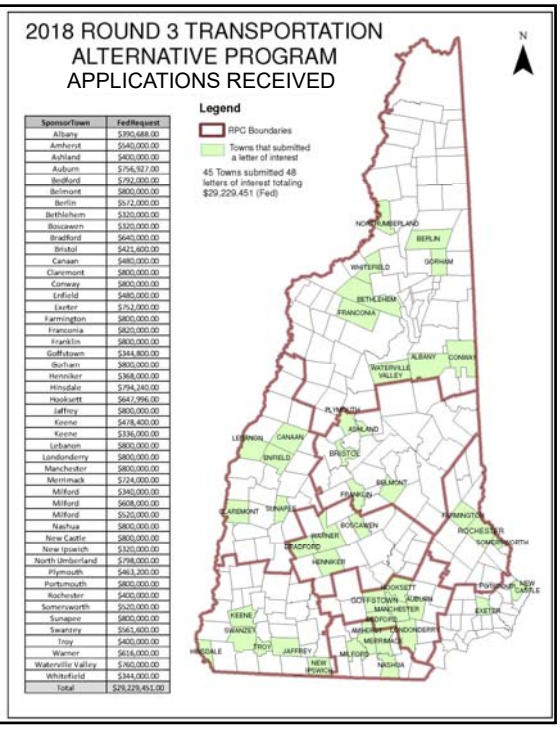
TAP Full Applications
Funds Available vs. Requested

Statewide

- FY19-20 Funding Pool: $5.3M
- Applications Received: 38
- Fed Funds Requested: $22.6M

RPC Region

- Applications Submitted: 3
- Portsmouth, New Castle, Exeter
- Fed Funds Requested: $1.87M



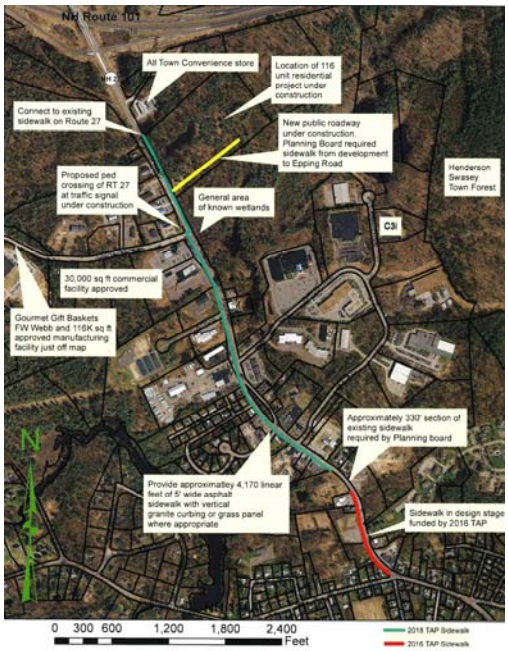
SponsorTown	FedRequest
Albany	$390,688.00
Amherst	$540,000.00
Ashland	$400,000.00
Auburn	$756,927.00
Bedford	$792,000.00
Belmont	$800,000.00
Berlin	$572,000.00
Bethlehem	$320,000.00
Boscawen	$320,000.00
Bradford	$640,000.00
Bristol	$421,600.00
Canaan	$480,000.00
Claremont	$800,000.00
Conway	$800,000.00
Enfield	$480,000.00
Exeter	$752,000.00
Farmington	$800,000.00
Franconia	$820,000.00
Franklin	$800,000.00
Goffstown	$344,800.00
Gorham	$800,000.00
Henniker	$368,000.00
Hinsdale	$794,240.00
Hooksett	$647,996.00
Jaffrey	$800,000.00
Keene	$478,400.00
Keene	$336,000.00
Lebanon	$800,000.00
Londonderry	$800,000.00
Manchester	$800,000.00
Merrimack	$724,000.00
Milford	$340,000.00
Milford	$608,000.00
Milford	$520,000.00
Nashua	$800,000.00
New Castle	$800,000.00
New Ipswich	$320,000.00
North Umberland	$798,000.00
Plymouth	$463,200.00
Portsmouth	$800,000.00
Rochester	$400,000.00
Somersworth	$520,000.00
Sunapee	$800,000.00
Swanzey	$561,600.00
Troy	$400,000.00
Warner	$616,000.00
Waterville Valley	$760,000.00
Whitefield	$344,000.00
Total	$29,229,451.00

Exeter:
Epping Road Sidewalks

Total Project Cost: $940,000
TAP Request: $752,000

- 4,170’ of sidewalk
- Completes sidewalk to NH101
- Connects existing and upcoming residential and commercial development

- Identified in Town Master Plan, CIP, Epping Road Access Management Study



New Castle:
NH1B Shoulders & Sidewalk SafePath Phase 4

Total Project Cost: $403,000
TAP Request: $322,400

- 670’ of shoulder bicycle route and sidewalk from Beach Hill Road to Pit Lane
- Segment of SafePath, USBR1, NH Coastal Byway, East Coast Greenway

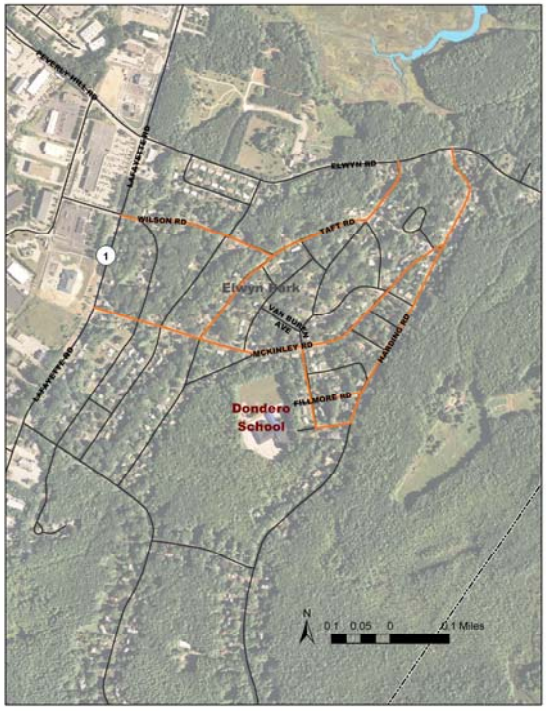
- Identified in SafePath Plan, NH Coastal Byway CMP, NHSG Conceptual Design Study, MPO LRTP

Portsmouth:
Elwyn Park Neighborhood Sidewalks

Total Project Cost: $1,200,000
TAP Request: $800,000

- 11,200’ of sidewalk
- McKinley Road, Harding Road, Van Buren Road, Wilson Road, Filmore Road, Taft Road
- Connections to Dondero Elementary School, shopping and recreation

- Identified in Portsmouth Bike/Ped Master Plan, Safe Routes to School Action Plan, 2019-2024 CIP



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Round 2 Evaluation Criteria

Category		Criterion	Weight
Potential for Success	37%	Project Readiness	13%
		Financial Readiness	17%
		Feasibility	7%
Safety	27%	Stress Analysis	13%
		Improve Safety Conditions	14%
Project Connectivity	18%	Project Connectivity	18%
Socioeconomic Benefits	12%	School lunch participation	12%
RPC/MPO Rankings	6%	RPC/MPO Rankings	6%

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Review Committee & TAC Rankings

Criterion	Value	Exeter	New Castle	Portsmouth
Project Support	13 pts	12.2	12.6	12.2
Financial Readiness	17 pts	13.4	14	15.4
Feasibility	7 pts	5.8	5.8	6,2
Safety – Stress Analysis	13 pts	11	11.4	8.8
Safety – Improve Conditions	14 pts	13	13.2	10
Project Connectivity	18 pts	15	17	15
Socio-Econ Benefits	12 pts	5.4	5.8	5.8
RPC/MPO Rank	6 pts	2.6	3.2	2.6
Total	**100 pts**	**78.4**	**83**	**76**

Review Committee included 2 RPC staff and 3 TAC members from non-applicant communities

Timeline

Jul 13	*Letters of Interest Due*
Late Jul-Aug	*Mandatory Pre-Application Workshop (dates TBD)*
Sep 7	*Full Applications Due to NHDOT*
Oct 25	NHDOT LPA Training
Nov 9	RPC Regional Rankings Due to NHDOT
Nov 12-30	Statewide Ranking
Dec 3	Final Rankings to Commissioner
Dec 21	Final Rankings Approved by Commissioner
Feb-Mar	Contracts to G&C for Approval

Requested Action

That the MPO Policy Committee review the TAC recommendations and adopt a final regional prioritization of TAP project from the RPC region.

ROCKINGHAM PLANNING COMMISSION

Project Solicitation and Prioritization

State Ten year plan

MPO Long Range Transportation Plan

OVERVIEW

- Interaction of the MPO LRTP, the Ten Year Plan, and the TIP
- MPO Project Selection Process
- MPO Project Selection Criteria
- Discussion

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PLANNING PROCESS IN NH

MPO Long Range Transportation Plan (LRTP)

20+ Year Horizon

- Long & Short Term Actions
- Regional Policies and Goals
- Regionally Significant Projects
- Fiscally Constrained
- Projects priorities for 10 Year Plan
- Major updates every 4-5 years

State Ten Year Plan

10 Year Queue of Identified Needs

- Fiscally Constrained
- Statewide Project list
- State commitment to a project
- Regional funding "targets"
- Projects advance to TIP when ready
- Updated every 2 years

MPO Transportation Improvement Program(TIP)

4 Year short-range project list

- Near-term implementation
- Federally Funded or Regionally Significant
- Dedicated Funding for listed projects
- Fiscally Constrained
- Regional TIPs together create State TIP
- Updated every 2 years

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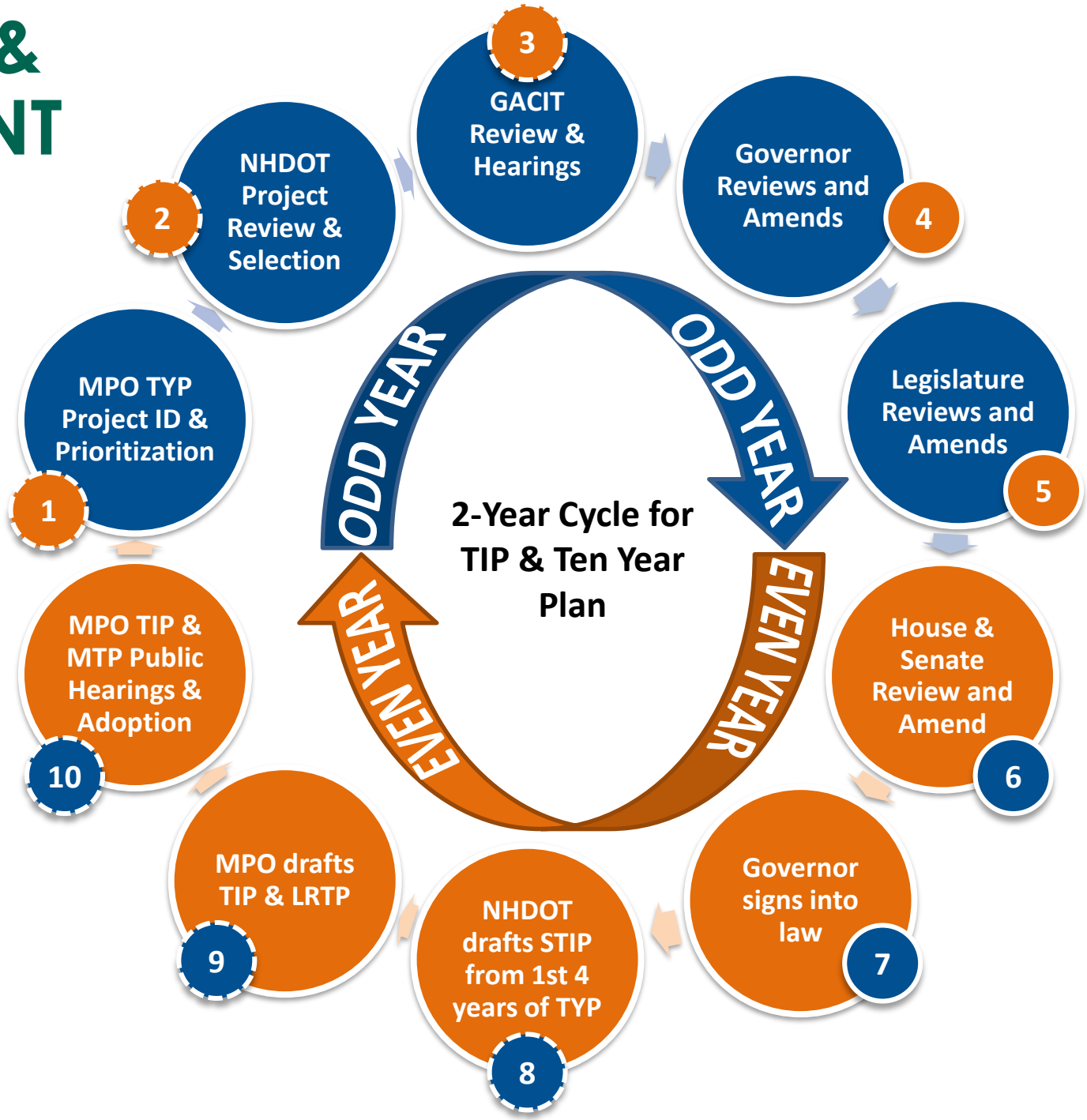
TEN YEAR PLAN & TIP DEVELOPMENT CYCLE



MPO Primary involvement

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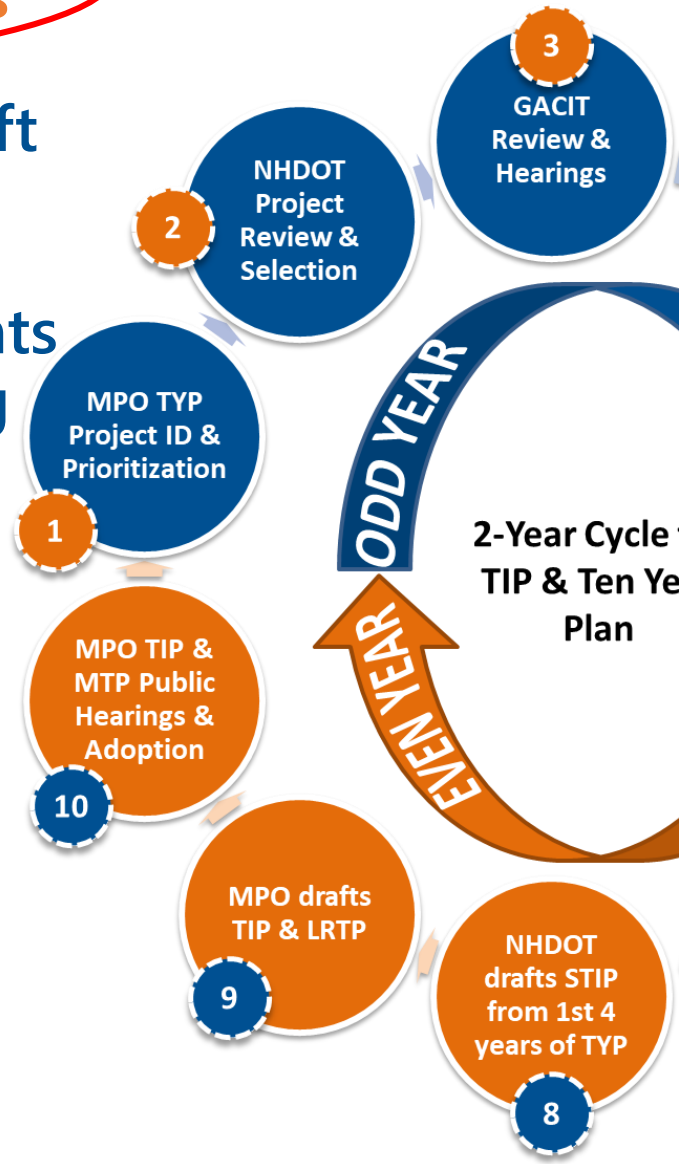
MPO ROLE IN THE STATE TEN YEAR PLAN

1. Identify regional transportation project priorities
2. MPO provides feedback to NHDOT on initial draft of Ten Year Plan
3. Provide Input to GACIT (District 3) on the contents of the draft Ten Year Plan. Present MPO Planning Process and Priorities at public hearings.

8. Review draft STIP and provide feedback to NHDOT regarding projects included (or not)
9. Draft Regional TIP and update Long Range Plan project listing based on approved TYP contents
10. Approve new 4-year TIP and updated LRTP



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TEN YEAR PLAN GUIDANCE FROM NH DOT

- Adding projects to the last two years of the Ten Year Plan
- Target funding for the region is $6,674,000
- Project Estimates must include 2.55% per year inflation and 10% indirect costs
- All RPCs and DOT will use a common set of project selection criteria
- Projects must undergo engineering/cost review prior to being added to Ten Year Plan
- MPOs prioritized projects will be added to the draft Ten Year Plan as presented
    - Projects must still go through GACIT process

ROCKINGHAM PLANNING COMMISSION

TIMELINE

	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Solicit For Projects												
Project Dev & Classification												
Set Project Selection Process				TAC	POL							
Discussions w/ NHDOT												
Establish Criteria Weights					TAC							
Draft Candidate Project List							TAC	POL				
Draft to NHDOT for Eng. Review												
Finalize list of Priorities										TAC	POL	
Finalize List to NHDOT												

- Candidate Projects due to NHDOT December 4th, 2018 for engineering/estimate review. (TAC meeting is 12/6)
- Finalized prioritized list to NHDOT Due by May 1, 2019
- DOT Required by statute to produce a draft plan by July 1st, 2019

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PROJECT DEVELOPMENT & CLASSIFICATION

- Evaluate Existing Projects
  - Keep in LRTP?
  - Move to “Illustrative”?
- Ensure data is as complete as possible
  - Detail project descriptions/scopes
- Check/update cost estimates & scopes
  - Looking for obviously under-estimated projects
  - Will use standardized costs as a basis where available
- Classify Projects
  - Is it a fit for the 10 Year Plan as a stand-alone project?
  - If not, what Statewide Program could the project fit into?

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PROJECT SELECTION PROCESS

1. Project is feasible
   - Project addresses a clearly defined transportation need.
   - Proposal is a reasonable approach in scope and cost given existing resources.
   - Project is likely to receive required Resource Agency permits and approvals.
2. Project is supported
   - Project has demonstrated local support and matching funds if necessary.
   - Project conforms to regulations and plans for affected areas.
   - Required fields on project application form are complete.
3. Project is eligible for federal funding programs
4. Apply Project Selection Criteria

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2019 SELECTION CRITERIA CATEGORIES

Category	Definition
Mobility	Mobility is the potential to get from one place to another and is generally evaluated based on the numbers of trips, travel speeds/times, and to travel distance and time. Accessibility is the ability of people to reach desired employment, goods, services, and other destinations.
Alternative Modes	The extent to which the project impacts accommodations for alternative modes of travel including pedestrian, bicycle, and public transportation.
Network Significance	The extent to which the project is to network connectivity based on current traffic volume, roadway tiers, functional system, and importance to the regional system, and availability of alternate routes.
Safety	The degree to which the project impacts traveler safety in relation to safety performance and the project's expected safety benefits.
State of Repair	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.
Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction
Resiliency	**The degree to which the proposed project will address natural hazard mitigation measures.**

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2019 PROJECT SELECTION CRITERIA

Category	Criterion	Definition
Mobility	Congestion	The Extent to which the project is intended to impact traveler delay upon completion
	Freight Mobility	The degree to which the project impacts the movement of goods
Alternative Modes	Alternative Modes	The extent to which the project impacts accommodations for alternative modes of travel
Network Significance	Traffic Volume	Motor Vehicle Volume (AADT)
	Facility Importance	The extent to which the facility moves people and goods between major locations (Tier/Functional Class)
Safety	Safety Measures	The degree to which proposed improvements impact safety
	Safety Performance	5 Year Average safety performance (crash rate/severity)
State of Repair	Service Life	Extent to which the project impacts the service life of the pavement (keep good roads good)
	Bridge Condition	The degree to which the current asset requires work (fix worst first)
Support	Regional Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction
Resiliency	Resiliency	The degree to which the proposed project will address natural hazard mitigation measures.

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2019 PROJECT SELECTION CRITERIA

Criterion	How Projects are Assessed
Congestion	The level of impact from “Strong Positive” to “Negative”
Freight Mobility	The level of impact from “Strong Positive” to “Negative”
Alternative Modes	The level of impact from “Strong Positive” to “Negative”
Traffic Volume	Motor Vehicle Volume (AADT) scaled from highest to lowest
Facility Importance	Assigned value based on Tier/Functional Class. Highest Tiers/Class get highest scores, lowest get lowest scores
Safety Measures	Level of focus on Safety Improvements from “Very Significant” to “No Focus”
Safety Performance	5 Year Average safety performance (crash rate/severity composite)
Service Life	“Poor”, “Fair”, or “Good” assessment from NHDOT on current condition (keep good roads good).
Bridge Condition	“Poor”, “Fair”, or “Good” assessment from NHDOT on current condition (fix worst first)
Regional Support	10% Local Priority 20% Economic Impact 10% Inclusion in Planning documents 40% Regional Priority 20% Support for Regional Vision, Goals, and Objectives
Resiliency	The degree to which the proposed project will address natural hazard mitigation measures.

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WEIGHTING PROCESS

Weight criteria differently based on project scale to compare projects with similar areas of impact

- Local – Connections within communities
- Regional – Connections between communities
- Interregional – Connections between this region and others

- Suggest Top Priorities from each list be considered for regional priorities until target budget is utilized + two projects
- Ensures at least one from each category

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THREE PROJECT SCALES

	Local	Regional	Inter-Regional
Focus	Safety, access, and multimodal connections within communities	Multimodal connections between communities and regional activity centers	Mobility & intermodal improvements to ensure that the region is well connected to the rest of New England
Project Types	• Smaller scale bike/ped and transit projects • Highway projects on "main street" state highways and some local roads • Multimodal access to services for all users • Complete Streets and context sensitive design	• Projects primarily on State Highways • Regional Transit • Regional scale bike/ped • Improve Regional Mobility	• Project Related to National Highway System • Delay Reduction on critical roadways • Freight mobility and travel time
Important Criterion	• Alternative Modes • Safety • State of Repair	• Safety • Mobility • Alternative Modes	• Mobility • State of repair • Safety

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TEN YEAR PLAN PROJECT EXAMPLES

LOCAL SCALE PROJECTS

NUMBER	ROUTE	PROJECT NAME	Funding
23793	Martin Rd	Martin Rd Bridge Replacement	$560,803
41436	Pond Rd	Replace Pond Street Bridge	$1,081,631
40641	NH 121A	Main Street traffic calming	$900,000
23117	Westville Road	Westville Road Bridge	$1,119,329
40644	Market Street	Market St. RR Crossing upgrade	$920,474
40642	Maplewood Ave	Maplewood Ave Complete Streets	$754,800

REGIONAL SCALE PROJECTS

NUMBER	ROUTE	PROJECT NAME	Funding
41717	NH 121	NH 121 Depot Road Intersection Capacity Expansion	$2,400,000
40797	Ocean Blvd	Ocean Blvd Reconstruction	$8,056,344
26485	East Coast Greenway	Hampton Branch ROW Purchase	$4,522,000
16127	NH 1B	NH 1B Bridge Rehabilitation New Castle-Rye	$12,132,505
29617	NH 108	Newton Rowe's Corner Improvements	$1,633,427
12334	NH 28	Salem Depot intersection reconstruction	$3,340,000

INTER-REGIONAL SCALE PROJECTS

NUMBER	ROUTE	PROJECT NAME	Funding
16189	I-95	Rehabilitate I-95 Bridge over Piscataqua River	$25,508,025
29640	US 1	US 1 Capacity Expansion from Constitution Ave to White Cedar Blvd	$8,580,000
10044E	NH 125	NH 125 Old County Road to Hunt Rd/Newton Junction Road	$20,393,922
40643	NH 125	NH 125 Signal Coordination – Epping	$882,180

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CRITERIA WEIGHTING PROCESS

- Criteria Weighting at October TAC
- Looking into survey tool to facilitate the process before the October meeting
  - TAC members would prioritize criteria before meeting
  - Initial criteria weights tallied by staff based on survey response
  - Discussion and tweaking by TAC
  - Round weights to whole percentages

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WHAT PROJECTS WILL BE SCORED

	Local	Regional	Inter-Regional	Total
Existing LRTP	69	56	44	169
Removed Completed Projects	12	7	2	21
Removed Projects In TIP/Ten Year Plan	12	10	9	31
Eligible for Scoring	**45**	**39**	**33**	**117**
Removed Infeasible Projects	10	17	12	39
Projects to be scored	**35**	**22**	**21**	**78**

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SUMMARY AND ACTION

- Questions/Comments on Timeframe?
- Questions/Comments on Project Selection process?
- Questions/Comments on the Selection Criteria weighting?

- TAC endorsed the process to finalize for MPO Policy Committee Approval
- Is the Policy Committee comfortable with TAC establishing criteria weights and candidate projects list?

ROCKINGHAM PLANNING COMMISSION

ROCKINGHAM PLANNING COMMISSION

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MEMORANDUM

TO: **RPC MPO Policy Committee**

FROM: **RPC/MPO Staff**

DATE: **October 10, 2018**

RE: **Project Updates**

FHWA Grant Project – Measuring Multimodal Connectivity: In August RPC was awarded a $99,988 grant under the Federal Highway Administration (FHWA) Measuring Multimodal Connectivity Pilot Grant Program. The goal of the proposed pilot project is to improve bicycle network planning for New Hampshire's Metropolitan Planning Organizations (MPOs) through further development and refinement of a shared model for evaluating Bicycle Level of Traffic Stress (LTS); collection and compilation of supplemental road attribute data in five planning regions; development of one or more shared transportation system performance measures based on LTS; and incorporation of that measure/those measures in project development and project prioritization. RPC is partnering with the state's three other MPOs plus Central NH Planning Commission and Plymouth State University (PSU) on the project. We are currently working on contract development with NHDOT and anticipate a January 2019 start and September 2019 completion of the project. *(Scott Bogle – sbogle@rpc-nh.org)*

State Freight Plan: NHDOT is nearing completion of the State Freight Plan that will define a short and long-term vision for the freight transportation system in New Hampshire. The Freight Plan will be multi-modal and will identify strategies to guide future freight policies, investments and partnerships. A Freight Summit was held in Newington this summer where an overview of the plan was provided along with updates on national trends in freight transportation, and information on the Port of New Hampshire, and a presentation on the future of autonomous trucks and goods movement. The last Freight Advisory Committee meeting was held on September 19th and members provided input on priority freight routes and projects. More information can be found on NHDOT's website: https://www.nh.gov/dot/org/projectdevelopment/planning/freight-plan/index.htm. (*Dave Walker – dwalker@rpc-nh.org*)

Alliance for Community Transportation (ACT) – Staff are working with COAST and ACT to put together a forum on non-emergency medical transportation on October 30th. The forum is intended to bring together providers of transportation services and schedulers and administrators from medical facilities to improve understanding of transportation services that exist in the region, and discuss nuts and bolts of how trip scheduling and medical appointment scheduling are handled and how agencies can work together better to ensure patients needing transportation make it to their medical appointments. The forum is being co-sponsored by the Alliance for Healthy Aging, a statewide organization focused on senior services and preparing New Hampshire for a growing senior population.

Stratham Safe Routes to School Initiative: Data collection has been the main focus of work on the Stratham Safe Routes to School Action Plan during September. Staff have met with administrators at Stratham Memorial School and the Cooperative Middle School; and worked with engineers from TEC and SRTS Committee members on site visits at both school to observe traffic flow during morning arrival and afternoon departure periods. RPC GIS staff have mapped student address data to identify concentrations of potential walk/bike commuters in neighborhoods near the school zones. Given the town's extensive trail system and the proximity of SMS to Stratham Hill Park, GIS staff have also mapped trails and land ownership on undeveloped land surrounding both schools to look at potential for off-road paths connecting the schools to adjacent neighborhoods. TEC engineers are under contract with the town to develop conceptual designs and first order cost estimates for a limited number of school zone infrastructure improvements as prioritized by the town's SRTS Committee. *(Scott Bogle – sbogle@rpc-nh.org)*

NHDOT Research Proposal – Estimating Economic Impact of Interstate Rail Trail Development in New Hampshire: Staff in September worked with UNH Cooperative Extension to develop and submit a proposal for NHDOT's Research program to study the potential economic impact of two major multi-state rail trails crossing New Hampshire – the New Hampshire Seacoast Greenway and the Granite State Rail Trail. Similar studies have been conducted for many rail trails around the country and have been a useful tool for demonstrating trail benefits and in turn generating municipal and private sector funding for trail development. Such funds are key in filling the gap between resources needed to complete trails and limited state and federal funding. If funded all work on the project will be conducted by Cooperative Extension, but the product will be valuable for regional trail development efforts around the state. *(Scott Bogle – sbogle@rpc-nh.org)*

Public-Private Partnership (P3) Infrastructure Oversight Commission: The New Hampshire Legislature passed Senate Bill 549 in 2016 establishing a Public-Private Partnership Oversight Commission to consider and recommend to the Commissioner of Transportation projects that may be suitable for delivery using design-build-finance-operate-maintain or design-build-operate-maintain services. The Commission will also act as an advisory board during the execution of a public-private partnership project. The Commission recently completed a process to solicit letters of interest from parties identifying potential projects in the state that could be implemented via a public-private partnership and responses were received relating to privatizing rest areas on the interstates, privatizing intercity transit terminals and related parking, as well as other proposals. The Commission met on March 23rd, 2018 to hear from the groups submitting letters of interest and any other feedback on proposals. Until April 20th, the Commission is in a public comment period and is accepting written comments on any of the letters of interest received. While the Commission gave some indication of areas that they were and were not interested in pursuing, they will meet on April 20th to review any additional comments received and begin formulating the next steps to move forward in the areas where private and public interests align. The information about the Commission and the letters of interest can be seen on NHDOT's website here: https://www.nh.gov/dot/programs/public-private-partnership/index.htm. (*Dave Walker – dwalker@rpc-nh.org*)

Seabrook-Hampton Neil Underwood Bridge Rehabilitation/Replacement: The NHDOT is continuing the work to determine the best path forward for the NH 1A bridge between Seabrook and Hampton. A Public Information Session was held on September 26th, 2018 at the Marston School in Hampton. Turnout was heavy and people had many questions about the process that NHDOT is undertaking in determining whether to rehabilitate the existing bascule bridge or replace it with a new structure. There are substantial environmental and cultural resources surrounding the site as well as houses and businesses and the impacts to all of these considered over the next year as an Environmental Assessment for the project is developed. The Environmental Assessment for this project is moving forward quickly as this effort has been tied to the New Castle-Rye bridge project as these two bridges represent the only remaining Bascule lift bridges in New Hampshire. The proposed replacement of the New Castle Rye Bridge is on hold pending the outcome of this Environmental Assessment (*Dave Walker – dwalker@rpc-nh.org*)

Road Surface Management Systems Data Collection: RPC is working with NHDOT and the UNH Technology Transfer center to conduct Road Surface Management Systems (RSMS) data for interested communities to help them manage and time road surface improvements. RSMS has been progressing very well this collection season. We have finished the data collection in Fremont and Epping and work will begin this fall in Newington. Repair forecasting for the two completed towns has begun and is expected to conclude in late fall/early winter. Next collection season we will be collecting data for Hampstead and potentially other towns dependent upon the resources available. If interested in learning more or signing up for a future collection season, please contact Christian Matthews (cmatthews@rpc-nh.org).