

MINUTES
Rockingham Planning Commission
Metropolitan Planning Organization
October 9, 2019

Epping Town Hall, Epping NH

Commissioners/MPO Reps Present: R. McDermott, Vice Chair, A. Brubaker (Hampton Falls); P. Coffin (Kingston); P. Britz (Portsmouth); G. Davison (NHDOT); E. Strachan (NHDES); A. Davis (Hampstead); M. McAndrew (New Castle); J. Foley (Epping); J. Doggett (Newton); M. Rabideau (Seabrook); J. VanBokkelen (South Hampton); T. Moore, J. Kiszka (Plaistow); G. Gott (Raymond); P. Wilson (North Hampton); B. Donahue (Salem)

Guests: R. Nichols (COAST); L. Wilson (North Hampton)

Staff: D. Walker (Assistant Director/Transportation Manager); S. Bogle (Sr Transportation Planner); A. Pettengill (Business Manager)

- 1. Call to Order: Vice Chair McDermott convened the meeting at 7:08 p.m.**
- 2. Minutes July 10, 2019**

*Coppelman moved to approve the Minutes of July 10, 2019 as presented; Coffin seconded. **SO VOTED.***

- 3. COAST Comprehensive Operations Analysis – Rad Nichols, Executive Director, COAST**

Nichols provided insight into the Mission of COAST which is to provide customer focused public transportation with a commitment to excellence in safety and service. He reviewed how the agency is analyzing its system to meet the challenges and needs of the public and the route changes that are being made to create a more efficient network. He reviewed how ridership numbers have increased and highlighted a new App that gives customers real time bus location. He also noted that COAST received an award of \$4.9 million in federal funds to assist COAST in its transition to a new overall service designed for better cost efficiencies while improving customer service. Nichols stated how excited he is because this has enabled COAST to move forward with a new conceptual service plan and gives a small window to solve the challenge of securing adequate funding to sustain operations in the future. Discussion followed.

4. Ten Year Plan Process Update – D. Walker, Assistant Director, RPC

Walker noted that 3 of 4 GACIT Hearings have taken place and there is one more in Kingston on October 28th – he encouraged everyone to attend as it's a great way to connect with your legislative reps and be heard. He also reviewed the Draft 10 Year Plan released by NHDOT which includes six priority projects recommended by the MPO and noted there is a virtual public input survey that NHDOT is using to help them with the priority ranking of projects www.nh.gov/dot Bogle explained the project selection process and discussion followed.

5. CMAQ Update – S. Bogle, Sr. Transportation Planner, RPC

Bogle stated that CMAQ letters of interest were received and included statewide and RPC region projects for a total of \$2.36 mill in federal funds requested. He listed the proposals for the RPC region and explained the next step is NHDOT reviews the projects for eligibility, scope & budget.

6. NH Seacoast Greenway Update – S. Bogle, Sr. Transportation Planner, RPC

Bogle was happy to report that there is a Governor & Council approved contract with PanAm Hampton-Portsmouth Branch Rail Corridor & NH Seacoast Greenway. The design and construction phase is starting and opportunities and/or constraints are being reviewed, such as standing water, fencing needed, etc. Discussion followed.

7. Other Business

Walker noted a flyer for three Drinking Water Protection Workshops being put on by the RPC in Stratham, Hampstead and Raymond and the Legislative Forum will be the next meeting on November 13th.

Meeting adjourned at 9:03 p.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Assistant Director
Date: 02/06/2020
RE: **2019 TIP Amendment #3**

Attached is a report that lists the changes that Amendment #3 proposes to make to the 2019 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region covering fiscal years 2019-2022. The full STIP revision report is also available on the RPC website (www.rpc-nh.org) for those interested in the proposed changes to projects from other parts of the state. Overall, there are 4 Regional and 14 Statewide project changes (18 total) proposed that the RPC needs to address in the TIP, and these take the form of five project additions, eleven adjustments to statewide programs, one scope change, and one project removal. At the same time, the Long Range Transportation Plan (LRTP) is also being updated to maintain consistency between the project lists in the two documents. The MPO is conducting a 15 day public comment period on Amendment #3 that began on January 28, 2020 and will conclude on February 11, 2020. A final opportunity for comments will be during the public hearing at the **February 12, 2020 RPC Commission Meeting at 7:00 PM at the Kingston Community Library**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of changes to 4 regional projects, 12 statewide programs, and 2 statewide projects and results in a net increase in cost during the TIP years of \$10.864 million and \$36.8 million total including years beyond the 2022. The increase in funding comes from the adjustments to the two Federal Transit Administration programs (FTA5310 and FTA5339) and the addition of the projects approved in the last CMAQ round. The CMAQ related changes include the addition of a project to catalogue the transfer of CMAQ funds to the Federal Transit Administration (CMAQ-FTA). Project 40284 which provides replacement coaches for state owned buses used by commuter and intercity bus services is being removed from the TIP. The funding has been rolled into an existing statewide program and so the project does not need to be listed individually.

This project listing is different from the one presented to and discussed by the MPO TAC on January 23, 2020. After that meeting, NHDOT requested the addition of nine statewide programs (designated with ** after the project number in the table below) to the amendment. The revisions to these nine programs does not change the cost or timing of the projects but simply adjusts the source of some of the funding within the federal program.

Table 1 on the following page provides a brief overview of the changes to each project, as well as the general reasoning for that change. There are two cost columns included. The first shows the net change in funding during the TIP years (2019-2022) while the second shows how the total project cost has changed, including years before and after the current TIP. Attached is the full report that provides the cost and schedule details of each project within the TIP time frame and compares the existing status with the changes proposed in Amendment #3. The report also includes statewide fiscal constraint documentation for the revision.

Recommendation

Based on the information provided regarding the movement of projects in time, and changes in scope and cost, staff concludes that:

- The MPO TAC met on January 23, 2020, discussed the proposed amendment, and recommended that the MPO Policy Committee approve the requested changes. The project listing presented to the TAC included fewer projects than the version that went to public comment however the changes added are administrative in nature and do not impact the costs or schedules of the programs.
- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation that (attached) and included in the informational packet on the MPO Website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason, no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

Proposed Motion:

Motion to recommend that the MPO approve TIP Amendment #3.

Table 1: Summary of Amendment #3 Revisions

	Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
Statewide Program Adjustments	BRDG-HIB-M&P**	Statewide Various	Maintenance and preservation efforts for High Investment Bridges	\$0	\$0	Funding source change from STP-Flex to NHS and STP-5to200K
	CRDR**	Statewide Various	Culvert Replacement/Rehabilitation & Drainage Repairs (Annual Project)	\$0	\$0	Funding source change from STP-Flex to NHS and STP-OSB
	FTA5310	Statewide Various	Capital, Mobility Mgmt, and Operating for Seniors & individuals w/ Disabilities – FTA 5310 Program	\$3,485,467	\$11,517,551	Updated information regarding formula funds available for the project
	FTA5339	Statewide Various	Capital bus and bus facilities. FTA 5339 Program for statewide public transportation	\$3,556,598	\$1,861,832	Updated funds based on apportionment and carryover
	BRDG-T1/2-M&P**	Statewide Various	Maintenance & preservation of tier 1 & 2 bridges.	\$0	\$0	Funding source change from STP-Flex to NHS, STP-Rural, and STP-5to200K
	GRR**	Statewide Various	Guardrail Replacement [Federal Aid Guardrail Improvement Program] (Annual Project)	\$0	\$0	Funding source change from STP-Flex to NHS
	PAVE-T1-RESURF**	Statewide Various	Resurface Tier 1 Highways	\$0	\$0	Funding source change from STP-Flex to NHS
	PAVE-T2-REHAB**	Statewide Various	Rehab of Tier 2 roads.	\$0	\$0	Funding source change from STP-Flex to NHS
	PVMRK**	Statewide Various	Statewide Pavement Marking Annual Project	\$0	\$0	Funding source change from STP-Flex to NHS
	TSMO**	Statewide Various	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	\$0	\$0	Funding source change from STP-Flex to NHS
	USSS**	Statewide Various	Project to update signing on state system	\$0	\$0	Funding source change from STP-Flex to NHS

	Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
Scope Change	28393	Newfields-Newmarket	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	\$0	\$0	Scope of project changed from a rehabilitation to a replacement. No change in cost at this time.


	Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
Removed Projects	40284	Various	Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.	(\$1,126,362)	(\$1,126,362)	Removing Project. Project transferred funds from CMAQ to a programmatic program, will not show in STIP now.

	Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
Newly Added Projects & Programs	42874	Portsmouth	Purchase and install four electric charging stations for electric vehicles (Pease Tradeport)	\$51,260	\$51,260	New CMAQ Project from 2019 round
	42879	Portsmouth	Construct right turn lane on the northbound direction of New Hampshire Ave Intersection with Arboretum Drive and Pease Blvd (Pease Tradeport)	\$40,000	\$420,442	New CMAQ Project from 2019 round
	CMAQ-FTA	Statewide	Funds transferred from CMAQ to FTA	\$4,400,000	\$22,000,000	New Statewide Program
	42884	Salem	Improve signal operations at 28 intersections to identify hardware and software upgrades needed	\$200,000	\$1,573,819	New CMAQ Project from 2019 round
	42878	Statewide Various	Upgrades to 10 locations statewide that may include flashing yellow arrow & optimized signal timing	\$565,400	\$565,400	New CMAQ Project from 2019 round

Total Net Change \$10,864,033 \$36,863,943

Reading the TIP Revision Report

1. Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
2. Description of Revision
3. Approval Date
4. Project Location – Will list “Program”, “Statewide”, or the community name(s)
5. State Project Number
6. Project Route/Location – specific roadway or facility where the project is occurring
7. Project Scope – Short description of project
8. Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
9. Total Project Cost. Includes costs for years before and after TIP years.
10. Currently approved version of project
11. Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
12. Cost and phase breakout by TIP year
13. Cost and phase breakout by general source of funds
14. TIP Total – Total funding for project in the TIP by phase
15. Funding Programs – Specific Federal, state, and other funding programs used
16. Regionally Significant – Is project considered “Regionally Significant”
17. CAA Code – Clean Air Act Exemption Code



Revision: A03 **1**
 Docket Detail: 2019 TIP Amendment 3 **2**
 Approval Date: 2/12/2020 **3**

4 **COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **5** **APPROVED**

Project Route/Location: **Various** **6**

7 **Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			14	15
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
8 OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N		CAA Code: E-30					9 Total Project Cost:	\$14,542,336

COMMUTER/INTERCITY BUS REPLACEMENT (40284) **PENDING**

Project Route/Location: **Various**

Scope: Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$0		\$0			\$0	FTA5307
			\$0		\$0			\$0	
Regionally Significant:	16 N		17 CAA Code: F-30					Total Project Cost:	\$13,415,974

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Revision: A03
 Docket Detail: 2019 TIP Amendment 3
 Approval Date: 2/12/2020

COMMUTER/INTERCITY BUS REPLACEMENT (40284)

APPROVED

Project Route/Location: **Various**

Scope: Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$14,542,336

COMMUTER/INTERCITY BUS REPLACEMENT (40284)

PENDING

Project Route/Location: **Various**

Scope: Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER		\$0			\$0			\$0	FTA5307
		\$0			\$0			\$0	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$13,415,974

NEWFIELDS - NEWMARKET (28393)

APPROVED

Project Route/Location: **NH 108**

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$220,000	\$220,000	\$56,540	\$0	\$496,540	\$0	\$0	\$496,540	STP-5to200K, Toll Credit, Equity Bonus, STP-State Flex
CON	\$0	\$0	\$0	\$5,812,312	\$5,812,312	\$0	\$0	\$5,812,312	STP-State Flex, Toll Credit
	\$220,000	\$220,000	\$56,540	\$5,812,312	\$6,308,852	\$0	\$0	\$6,308,852	
Regionally Significant:	N	CAA Code: E-19						Total Project Cost:	\$6,429,852

NEWFIELDS - NEWMARKET (28393)

PENDING

Project Route/Location: **NH 108**

Scope: Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$220,000	\$220,000	\$56,540		\$496,540			\$496,540	STP-5to200K, Toll Credit, Equity Bonus, STP-State Flex
CON				\$5,812,312	\$5,812,312			\$5,812,312	STP-State Flex, Toll Credit
	\$220,000	\$220,000	\$56,540	\$5,812,312	\$6,308,852			\$6,308,852	
Regionally Significant:	N	CAA Code: E-19						Total Project Cost:	\$6,429,852

PORTSMOUTH (42874)**PENDING**Project Route/Location: **VARIOUS****New Project****Scope:** Purchase and install four electric charging stations for electric vehicles.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE			\$5,000		\$4,000		\$1,000	\$5,000	CMAQ, Towns
CON				\$46,260	\$37,008		\$9,252	\$46,260	CMAQ, Towns
			\$5,000	\$46,260	\$41,008		\$10,252	\$51,260	
Regionally Significant:	N	CAA Code:	ATT					Total Project Cost:	\$51,260

PORTSMOUTH (42879)**PENDING**Project Route/Location: **New Hampshire Ave/Arboretum Dr/Pease Blvd****New Project****Scope:** Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE			\$40,000		\$32,000		\$8,000	\$40,000	CMAQ, Towns
			\$40,000		\$32,000		\$8,000	\$40,000	
Regionally Significant:	N	CAA Code:	E-51					Total Project Cost:	\$420,442

PROGRAM (BRDG-HIB-M&P)**APPROVED**Project Route/Location: **Various****Scope:** Maintenance and preservation efforts for High Investment Bridges

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$558,000	\$100,000	\$100,000	\$100,000	\$858,000	\$0	\$0	\$858,000	STP-State Flex, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$0	\$0	\$80,000	STP-State Flex, Toll Credit
CON	\$0	\$2,800,000	\$2,800,000	\$2,800,000	\$8,400,000	\$0	\$0	\$8,400,000	STP-State Flex, Toll Credit
	\$578,000	\$2,920,000	\$2,920,000	\$2,920,000	\$9,338,000	\$0	\$0	\$9,338,000	

Regionally Significant: N

CAA Code: ALL

Total Project Cost: \$43,133,360

PROGRAM (BRDG-HIB-M&P)**PENDING**Project Route/Location: **Various****Scope:** Maintenance and preservation efforts for High Investment Bridges

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$558,000	\$100,000	\$100,000	\$100,000	\$858,000			\$858,000	STP-State Flex, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000			\$80,000	STP-State Flex, Toll Credit
CON		\$2,800,000	\$2,800,000	\$2,800,000	\$8,400,000			\$8,400,000	STP-State Flex, Toll Credit, NHS, STP-5to200K
	\$578,000	\$2,920,000	\$2,920,000	\$2,920,000	\$9,338,000			\$9,338,000	

Regionally Significant: N

CAA Code: ALL

Total Project Cost: \$43,133,360

PROGRAM (BRDG-T1/2-M&P)**APPROVED**Project Route/Location: **Tier 1-2 Bridges****Scope:** Maintenance & preservation of tier 1 & 2 bridges.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$1,145,000	\$700,000	\$200,000	\$200,000	\$2,245,000	\$0	\$0	\$2,245,000	STP-State Flex, Toll Credit
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$0	\$0	\$100,000	STP-State Flex, Toll Credit
CON	\$10,000,000	\$8,000,000	\$7,600,000	\$7,600,000	\$33,200,000	\$0	\$0	\$33,200,000	STP-State Flex, Toll Credit
	\$11,170,000	\$8,725,000	\$7,825,000	\$7,825,000	\$35,545,000	\$0	\$0	\$35,545,000	

Regionally Significant: N

CAA Code: ALL

Total Project Cost: \$132,220,000

PROGRAM (BRDG-T1/2-M&P)**PENDING**Project Route/Location: **Tier 1-2 Bridges****Scope:** Maintenance & preservation of tier 1 & 2 bridges.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$1,145,000	\$700,000	\$200,000	\$200,000	\$2,245,000			\$2,245,000	STP-State Flex, Toll Credit, NHS
ROW	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000			\$100,000	STP-State Flex, Toll Credit, NHS
CON	\$10,000,000	\$8,000,000	\$7,600,000	\$7,600,000	\$32,040,000	\$1,160,000		\$33,200,000	STP-State Flex, Toll Credit, General Fund, NHS, STP-5to200K, STP-Rural
	\$11,170,000	\$8,725,000	\$7,825,000	\$7,825,000	\$34,385,000	\$1,160,000		\$35,545,000	

Regionally Significant: N

CAA Code: ALL

Total Project Cost: \$132,220,000

PROGRAM (CMAQ-FTA)

Project Route/Location: **Various**

**PENDING
New Project**

Scope: Funds transferred from CMAQ to FTA.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER			\$2,200,000	\$2,200,000	\$4,400,000			\$4,400,000	CMAQ, Toll Credit
			\$2,200,000	\$2,200,000	\$4,400,000			\$4,400,000	
Regionally Significant:	N	CAA Code:	E-0					Total Project Cost:	\$22,000,000

PROGRAM (CRDR)**APPROVED**Project Route/Location: **Various****Scope:** CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$530,000	\$580,000	\$100,000	\$100,000	\$1,310,000	\$0	\$0	\$1,310,000	STP-State Flex, Toll Credit, STP-OSB
ROW	\$16,500	\$25,000	\$25,000	\$25,000	\$91,500	\$0	\$0	\$91,500	STP-State Flex, Toll Credit
CON	\$1,870,000	\$1,390,000	\$1,740,000	\$1,870,000	\$6,870,000	\$0	\$0	\$6,870,000	STP-State Flex, Toll Credit
OTHER	\$0	\$5,000	\$5,000	\$5,000	\$15,000	\$0	\$0	\$15,000	STP-State Flex, Toll Credit
	\$2,416,500	\$2,000,000	\$1,870,000	\$2,000,000	\$8,286,500	\$0	\$0	\$8,286,500	

Regionally Significant: N

CAA Code: ALL

Total Project Cost: \$46,782,470

PROGRAM (CRDR)**PENDING**Project Route/Location: **Various****Scope:** CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$530,000	\$580,000	\$100,000	\$100,000	\$1,310,000			\$1,310,000	STP-State Flex, Toll Credit, NHS, STP-OSB
ROW	\$16,500	\$25,000	\$25,000	\$25,000	\$91,500			\$91,500	STP-State Flex, Toll Credit, NHS
CON	\$1,870,000	\$1,390,000	\$1,740,000	\$1,870,000	\$6,870,000			\$6,870,000	STP-State Flex, Toll Credit, NHS
OTHER		\$5,000	\$5,000	\$5,000	\$15,000			\$15,000	STP-State Flex, Toll Credit, NHS
	\$2,416,500	\$2,000,000	\$1,870,000	\$2,000,000	\$8,286,500			\$8,286,500	

Regionally Significant: N

CAA Code: ALL

Total Project Cost: \$46,782,470

PROGRAM (FTA5310)**APPROVED**Project Route/Location: **Various****Scope:** Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$2,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,334,618	\$0	\$1,333,654	\$6,668,272	FTA5310, Other, STP-State Flex
	\$2,468,532	\$1,352,549	\$1,399,600	\$1,447,592	\$5,334,618	\$0	\$1,333,654	\$6,668,272	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$36,761,698

PROGRAM (FTA5310)**PENDING**Project Route/Location: **Various****Scope:** Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$2,468,532	\$2,514,668	\$2,561,424	\$2,609,115	\$8,122,991		\$2,030,748	\$10,153,739	FTA5310, Other, STP-State Flex
	\$2,468,532	\$2,514,668	\$2,561,424	\$2,609,115	\$8,122,991		\$2,030,748	\$10,153,739	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$48,279,249

PROGRAM (FTA5339)**APPROVED**Project Route/Location: **Various****Scope:** Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$17,684,221	\$0	\$4,421,055	\$22,105,277	FTA5339, Other, NH
	\$5,463,560	\$5,437,759	\$5,546,514	\$5,657,444	\$17,684,221	\$0	\$4,421,055	\$22,105,277	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$90,525,692

PROGRAM (FTA5339)**PENDING**Project Route/Location: **Various****Scope:** Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$5,463,560	\$6,627,037	\$6,732,071	\$6,839,206	\$20,529,499		\$5,132,375	\$25,661,874	FTA5339, Other, NH
	\$5,463,560	\$6,627,037	\$6,732,071	\$6,839,206	\$20,529,499		\$5,132,375	\$25,661,874	
Regionally Significant:	N	CAA Code: E-30						Total Project Cost:	\$92,387,523

PROGRAM (GRR)**APPROVED**Project Route/Location: **Various****Scope:** GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$101,200	\$198,800	\$150,000	\$150,000	\$600,000	\$0	\$0	\$600,000	STP-State Flex, Toll Credit
ROW	\$0	\$5,000	\$5,000	\$5,000	\$15,000	\$0	\$0	\$15,000	STP-State Flex, Toll Credit
CON	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$7,520,000	\$0	\$0	\$7,520,000	STP-State Flex, Toll Credit
	\$1,981,200	\$2,083,800	\$2,035,000	\$2,035,000	\$8,135,000	\$0	\$0	\$8,135,000	

Regionally Significant: N

CAA Code: E-9

Total Project Cost: \$29,320,909

PROGRAM (GRR)**PENDING**Project Route/Location: **Various****Scope:** GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$101,200	\$198,800	\$150,000	\$150,000	\$600,000			\$600,000	NHS, STP-State Flex, Toll Credit
ROW		\$5,000	\$5,000	\$5,000	\$15,000			\$15,000	NHS, STP-State Flex, Toll Credit
CON	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$7,520,000			\$7,520,000	NHS, STP-State Flex, Toll Credit
	\$1,981,200	\$2,083,800	\$2,035,000	\$2,035,000	\$8,135,000			\$8,135,000	

Regionally Significant: N

CAA Code: E-9

Total Project Cost: \$29,320,909

PROGRAM (PAVE-T1-RESURF)

APPROVED

Project Route/Location: **Tier 1 Highways**

Scope: Resurface Tier 1 Highways

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$525,000	\$375,000	\$300,000	\$300,000	\$1,500,000	\$0	\$0	\$1,500,000	STP-State Flex, Toll Credit
CON	\$17,000,000	\$12,250,000	\$12,000,000	\$10,000,000	\$51,250,000	\$0	\$0	\$51,250,000	STP-State Flex, Toll Credit
	\$17,525,000	\$12,625,000	\$12,300,000	\$10,300,000	\$52,750,000	\$0	\$0	\$52,750,000	
Regionally Significant:	N	CAA Code: E-10						Total Project Cost:	\$161,050,000

PROGRAM (PAVE-T1-RESURF)

PENDING

Project Route/Location: **Tier 1 Highways**

Scope: Resurface Tier 1 Highways

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$525,000	\$375,000	\$300,000	\$300,000	\$1,500,000			\$1,500,000	STP-State Flex, Toll Credit, NHS
CON	\$17,000,000	\$12,250,000	\$12,000,000	\$10,000,000	\$51,250,000			\$51,250,000	STP-State Flex, Toll Credit, NHS
	\$17,525,000	\$12,625,000	\$12,300,000	\$10,300,000	\$52,750,000			\$52,750,000	
Regionally Significant:	N	CAA Code: E-10						Total Project Cost:	\$161,050,000

PROGRAM (PAVE-T2-REHAB)**APPROVED**Project Route/Location: **Tier 2 Highways****Scope:** Rehab of Tier 2 roads.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$125,000	\$125,000	\$125,000	\$375,000	\$0	\$0	\$375,000	STP-State Flex, Toll Credit
ROW	\$0	\$30,000	\$30,000	\$30,000	\$90,000	\$0	\$0	\$90,000	STP-State Flex, Toll Credit
CON	\$3,300,000	\$2,345,000	\$2,345,000	\$2,345,000	\$10,335,000	\$0	\$0	\$10,335,000	BET, STP-State Flex, Toll Credit
	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$0	\$0	\$10,800,000	

Regionally Significant: N

CAA Code: E-10

Total Project Cost: \$63,155,179

PROGRAM (PAVE-T2-REHAB)**PENDING**Project Route/Location: **Tier 2 Highways****Scope:** Rehab of Tier 2 roads.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE		\$125,000	\$125,000	\$125,000	\$375,000			\$375,000	STP-State Flex, Toll Credit, NHS
ROW		\$30,000	\$30,000	\$30,000	\$90,000			\$90,000	NHS, STP-State Flex, Toll Credit
CON	\$3,300,000	\$2,345,000	\$2,345,000	\$2,345,000	\$10,335,000			\$10,335,000	BET, STP-State Flex, Toll Credit, NHS
	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000			\$10,800,000	

Regionally Significant: N

CAA Code: E-10

Total Project Cost: \$63,155,179

PROGRAM (PVMRK)**APPROVED**Project Route/Location: **Various****Scope:** Statewide Pavement Marking Annual Project

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000	\$0	\$0	\$20,000	STP-State Flex, Toll Credit
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,095,000	\$12,380,000	\$0	\$0	\$12,380,000	STP-State Flex, Toll Credit
	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$0	\$0	\$12,400,000	
Regionally Significant:	N	CAA Code: E-11						Total Project Cost:	\$58,900,000

PROGRAM (PVMRK)**PENDING**Project Route/Location: **Various****Scope:** Statewide Pavement Marking Annual Project

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000			\$20,000	NHS, STP-State Flex, Toll Credit
CON	\$3,095,000	\$3,095,000	\$3,095,000	\$3,095,000	\$12,380,000			\$12,380,000	NHS, STP-State Flex, Toll Credit
	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000			\$12,400,000	
Regionally Significant:	N	CAA Code: E-11						Total Project Cost:	\$58,900,000

PROGRAM (TSMO)**APPROVED**Project Route/Location: **Transportation Systems Management and Operations****Scope:** Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$0	\$0	\$1,400,000	STP-State Flex, Toll Credit
	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000	\$0	\$0	\$1,400,000	
Regionally Significant:	N	CAA Code: E-7						Total Project Cost:	\$6,675,000

PROGRAM (TSMO)**PENDING**Project Route/Location: **Transportation Systems Management and Operations****Scope:** Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000			\$1,400,000	STP-State Flex, Toll Credit, NHS
	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000			\$1,400,000	
Regionally Significant:	N	CAA Code: E-7						Total Project Cost:	\$6,675,000

PROGRAM (USSS)**APPROVED**Project Route/Location: **Various****Scope:** Project to update signing on state system

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000	\$0	\$0	\$120,000	STP-State Flex, Toll Credit
CON	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flex, Toll Credit
	\$530,000	\$530,000	\$530,000	\$530,000	\$2,120,000	\$0	\$0	\$2,120,000	
Regionally Significant:	N	CAA Code:	E-44					Total Project Cost:	\$8,540,000

PROGRAM (USSS)**PENDING**Project Route/Location: **Various****Scope:** Project to update signing on state system

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000			\$120,000	STP-State Flex, Toll Credit, NHS
CON	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000			\$2,000,000	STP-State Flex, Toll Credit, NHS
	\$530,000	\$530,000	\$530,000	\$530,000	\$2,120,000			\$2,120,000	
Regionally Significant:	N	CAA Code:	E-44					Total Project Cost:	\$8,540,000

SALEM (42884)**PENDING**Project Route/Location: **Various****New Project****Scope:** Improve signal operation at 28 intersections to identify hardware and software upgrades needed.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE			\$200,000		\$160,000		\$40,000	\$200,000	CMAQ, Towns
			\$200,000		\$160,000		\$40,000	\$200,000	
Regionally Significant:	N	CAA Code:	E-52					Total Project Cost:	\$1,573,819

STATEWIDE (42878)**PENDING**Project Route/Location: **Various****New Project****Scope:** Upgrades to 10 locations statewide that may include flashing yellow arrow& optimized signal timing.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE				\$67,848	\$67,848			\$67,848	CMAQ, Toll Credit
CON				\$497,552	\$497,552			\$497,552	CMAQ, Toll Credit
				\$565,400	\$565,400			\$565,400	
Regionally Significant:	N	CAA Code:	E-52						Total Project Cost: \$565,400

DRAFT

Rockingham Planning Commission

2020 Transportation Safety (HSIP) Performance Targets

Rockingham Planning Commission
2-12-2020

2020 Transportation Safety Performance Targets (HSIP)

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation ([23 CFR 490](#)) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation, State Office of Highway Safety, and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report safety improvements in five ways:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

In addition, the MPOs in New Hampshire are tracking additional safety metrics that are not required by the Federal rule. To date, this includes a single measure:

1. **Motorcycle Fatalities:** The number of fatal crashes involving motorcycles.

Target Development

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures however those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs.

This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2008-2018 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2020.

State Targets

Figure 1 below shows the New Hampshire HSIP targets for 2020. The figures in the “Supporting Data and Analysis” section of this document show state and regional data supporting the targets for the five required measures as well as charts showing historic values, 5-year averages, and projected 2020 values for each measure.

Figure 1: State of NH 2020 HSIP Targets

Measure	2018 Value	5-Year Rolling Average		Current Trend	Desired Trend	2020 Target
		Previous	Current			
Number of Fatalities	148	116.6	119.2			118.8
Fatality Rate per 100 Million VMT	1.074	0.882	0.888			0.885
Number of Serious Injuries	478	610.8	554.2			448
Serious Injury Rate per 100 Million VMT	3.470	4.637	4.152			3.269
Non-Motorized Fatalities and Serious Injuries	48	59	62			51.6

MPO Targets



For 2020, the MPO is agreeing to support the State of New Hampshire HSIP Targets in all five mandated areas. In doing so, the MPO is agreeing to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Motorcycle Fatalities

The four New Hampshire MPOs have mutually agreed to track motorcycle fatalities as a performance measure. As the State and MPO are not required to establish targets by FHWA, the state is not establishing targets in this area and so the MPO must establish its own. Based on trends seen in the FARS data (summarized in **Figure 2**), the RPC expects the downward trend of motorcycle fatalities to continue and sets the **2020 target for the 5-year average Motorcycle fatalities at 2.0**. Additional supporting data is included in the “Supporting Data and Analysis” section of this document.

Figure 2: Rockingham Planning Commission Additional 2019 Safety Performance Targets

Measure	2018 Value	5-Year Rolling Average		Current Trend	Desired Trend	2020 Target
		Previous	Current			
Number of Motorcycle Fatalities	4	2.6	2.8			2.0

Supporting Data and Analysis

Data for the establishment of these measures is provided from three sources:

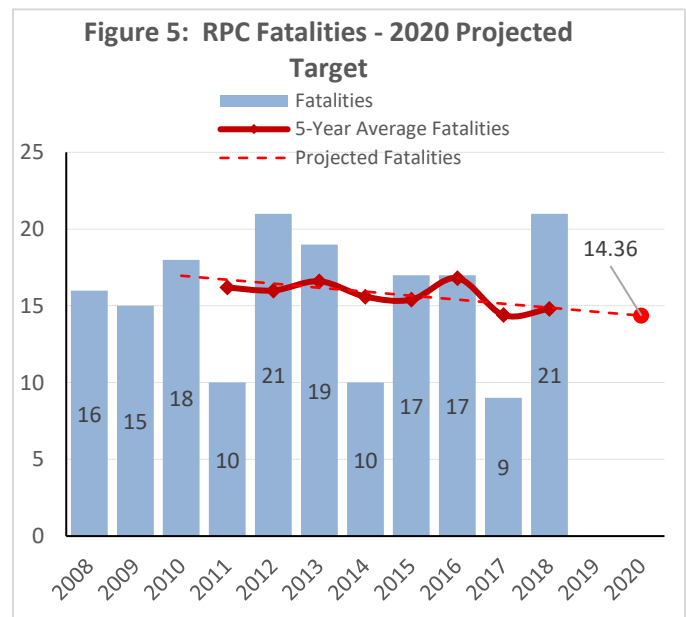
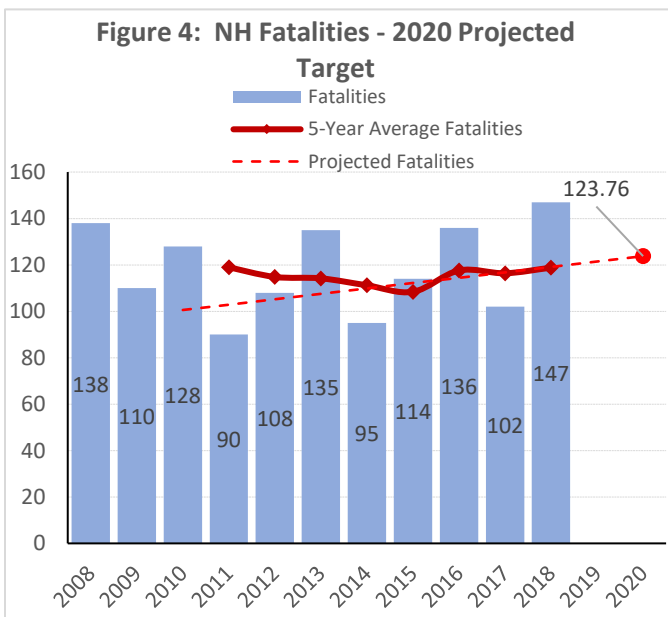
- Fatality Analysis Reporting System (FARS):** FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state and to identify those that have occurred within the MPO region. Five-year rolling averages are computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regressing fatalities to the mean and accounting for their essential random nature in location and time.
- State Motor Vehicle Crash Database:** Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as “Suspected Serious Injury” on the DSMV159, 2018). This includes injuries that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance. This data is necessary to identify the total number of serious injuries from traffic crashes in New Hampshire and the MPO region specifically.
- Highway Performance Monitoring System (HPMS):** State Vehicle Miles of Travel (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. The VMT data is combined with FARS data to calculate rate of fatalities (deaths per 100 million VMT) and with the State Motor Vehicle Crash data to calculate the rate of serious injuries (serious injuries per 100 million VMT).

Number of Fatalities

In 2018 New Hampshire experienced a 45% increase in the number of motor vehicle crash related fatalities making it the deadliest year in the last ten, and the third deadliest since 1990. The number of fatalities in the state has varied substantially from year to year (*Figures 3 & 4*) averaging a change of ± 27 deaths. After showing a decreasing trend until 2015, the five-year rolling average has been increasing showing a return to generally higher numbers of fatalities. Developing a linear trend line based on the five-year averages shows an expected increase in the five-year rolling average number of fatalities from the current 118.8 to 123.8. Fatalities in the RPC region (*Figures 3 & 5*) more than doubled from 9 to 21 between 2017 and 2018, consistent with the increase in traffic deaths seen statewide. After declining to 14.4 deaths last year, the five-year average fatalities saw a slight upturn to 14.8 as well. The overall trend is still expected to result in declining fatalities over time with a five-year average for the 2016-2020 period expected to be at 14.4 deaths.

Figure 3: Fatalities

Year	Annual Crash Fatalities		5-Year Rolling Average Crash Fatalities		
	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2008	138	16			
2009	110	15			
2010	128	18			
2011	90	10			
2012	108	21	2008-2012	114.8	16.0
2013	135	19	2009-2013	114.2	16.6
2014	95	10	2010-2014	111.2	15.6
2015	114	17	2011-2015	108.4	15.4
2016	136	17	2012-2016	117.6	16.8
2017	102	9	2013-2017	116.4	14.4
2018	147	21	2014-2018	118.8	14.8

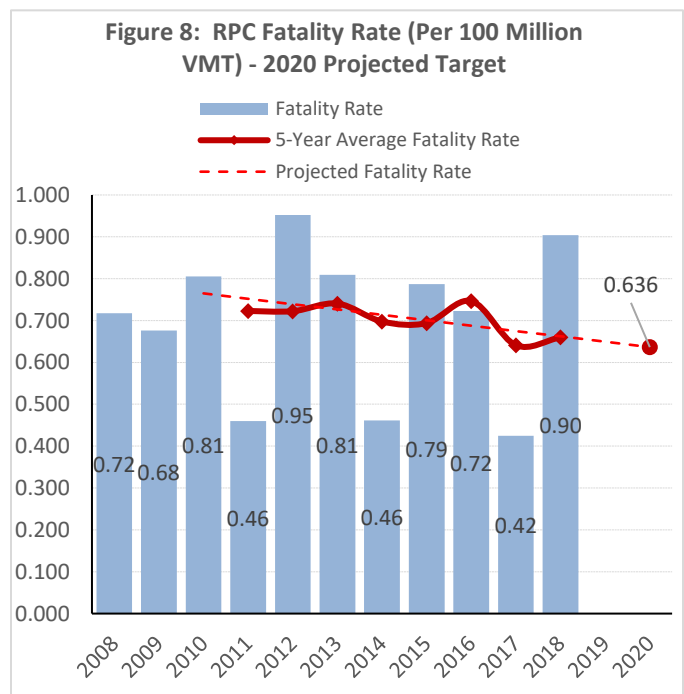
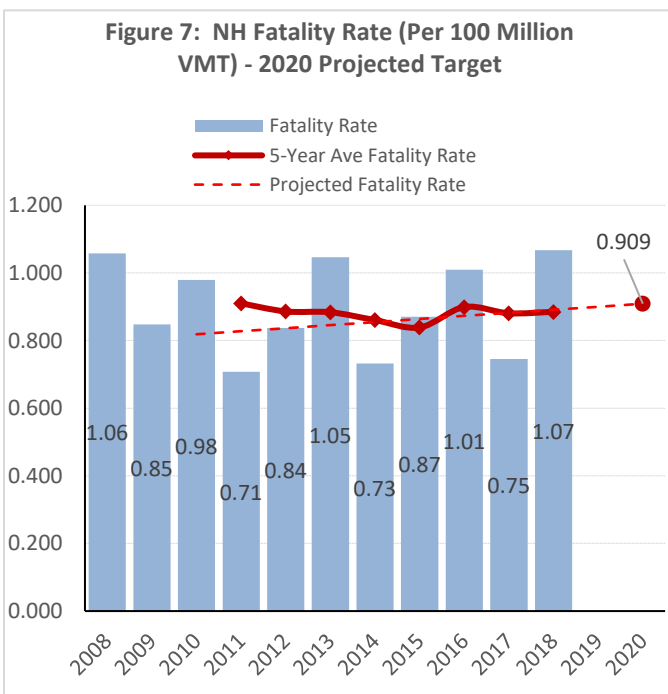


Rate of Fatalities

At the state level, the five-year average rate declined slightly between 2011 and 2015 and then began to increase (**Figures 6 & 7**). The current trend shows a slight increase over time and the projected fatality rate for the 2016-2020 timeframe is higher than the current 2014-2018 average. While the MPO five-year average fatality rates (**Figures 6 & 8**) are lower than the Statewide rate, both have remained relatively steady for each of the last five periods. Similar to the number of fatalities in the region, the rate of fatalities per 100 million Vehicle Miles of Travel (VMT) decreased substantially from 2016 to 2017 but increased in 2018 to 0.905. The five-year average rate increased as well, however the projected rate for the 2016-2020 timeframe of 0.636 deaths per 100 million VMT is expected to be slightly lower than the current rate of 0.660 deaths.

Figure 6: Fatality Rates

Year	100 Million Vehicle Miles of Travel (VMT)		Fatality Rate per 100 Million VMT		5-Year Period	5-Year Average Fatality Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2008	130.40	22.29	1.066	0.762			
2009	129.75	22.18	0.848	0.676			
2010	130.65	22.34	0.980	0.806			
2011	127.20	21.75	0.715	0.506			
2012	128.94	22.05	0.838	0.952	2008-2012	0.889	0.740
2013	129.03	23.48	1.046	0.809	2009-2013	0.885	0.750
2014	129.70	21.65	0.732	0.462	2010-2014	0.862	0.707
2015	130.94	21.61	0.871	0.787	2011-2015	0.840	0.703
2016	134.76	23.53	1.009	0.723	2012-2016	0.899	0.747
2017	136.81	21.18	0.753	0.472	2013-2017	0.882	0.650
2018	137.76	23.24	1.074	0.947	2014-2018	0.888	0.678

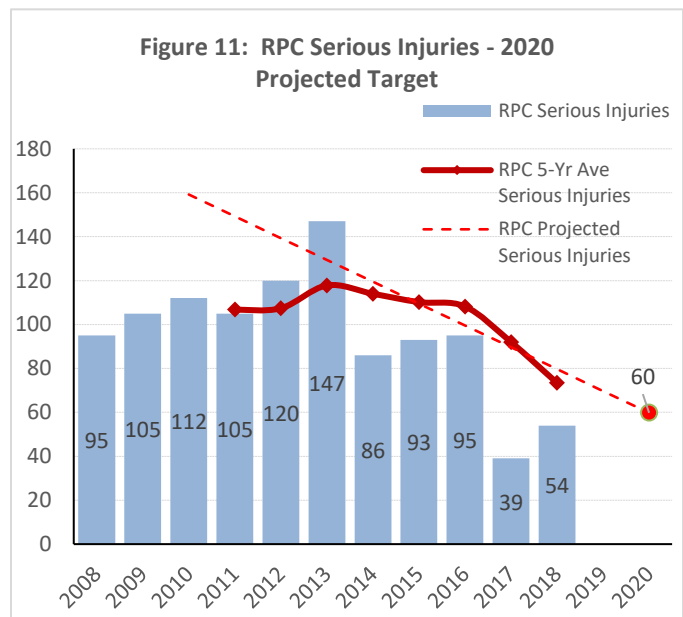
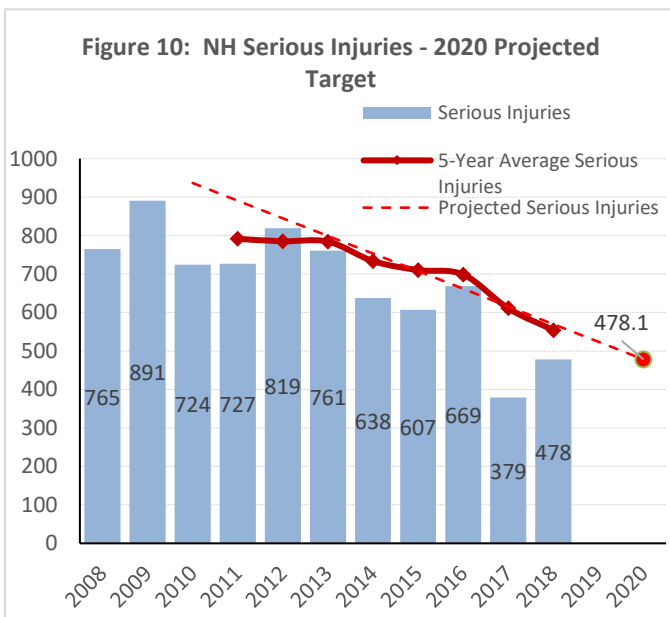


Serious Injuries

The state injury data shows some variation from year to year but indicates overall declines in serious injuries from motor vehicle crashes at both the State (*Figures 9 & 10*) and MPO level (*Figures 9 & 11*). 2018 shows an up-tick in injuries but numbers are still far below those of 2015 and earlier. Some of this decrease is due to a change in the definition of a “Serious Injury” to better identify them in comparison to less serious injuries, more consistent application of the label by police, and safer motor vehicles. The five-year averages show this trend as well and have a sharp declining trend over time and the projected five-year average is expected to continue to decline from 554.2 in the 2014-2018 period to 478.1 for the 2016-2020 period. For the RPC region, the number of serious injuries from motor vehicle crashes increased 38% in 2018 from the low of 39 experienced in 2017. Overall however, the trend of declining numbers of serious injury crashes and injuries remains intact with the five-year average dropping from 92 for the 2013-2017 period to 73.4 for the 2014-2018 period. This trend is expected to continue into the future with the projected 2016-2020 average further declining to 60 serious injuries.

Figure 9: Serious Injuries

Year	New Hampshire	MPO Region	5-Year Rolling Average Serious Injuries		
	Serious Injuries	Serious Injuries	5-Year Period	New Hampshire	MPO Region
2008	765	95			
2009	891	105			
2010	724	112			
2011	727	105			
2012	819	120	2008-2012	785.2	107.4
2013	761	147	2009-2013	784.4	117.8
2014	638	86	2010-2014	733.8	114.0
2015	607	93	2011-2015	710.4	110.2
2016	669	95	2012-2016	698.8	108.2
2017	379	39	2013-2017	610.8	92.0
2018	478	54	2014-2018	554.2	73.4

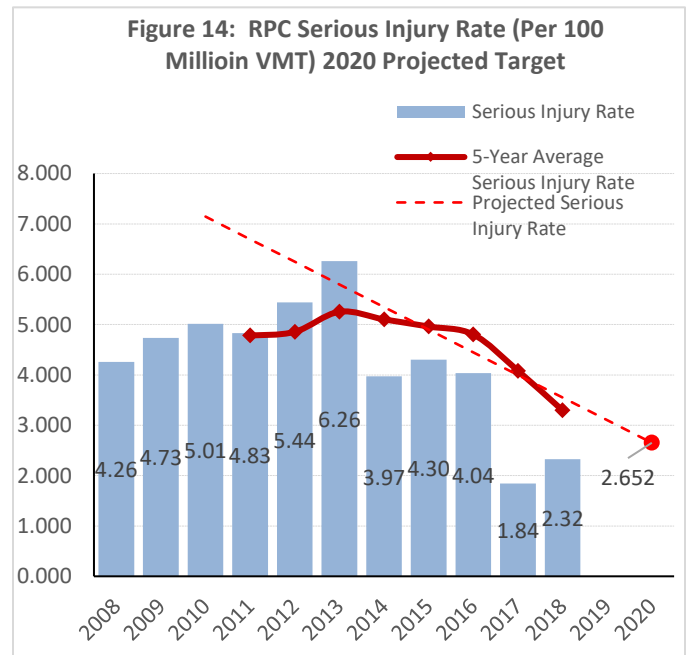
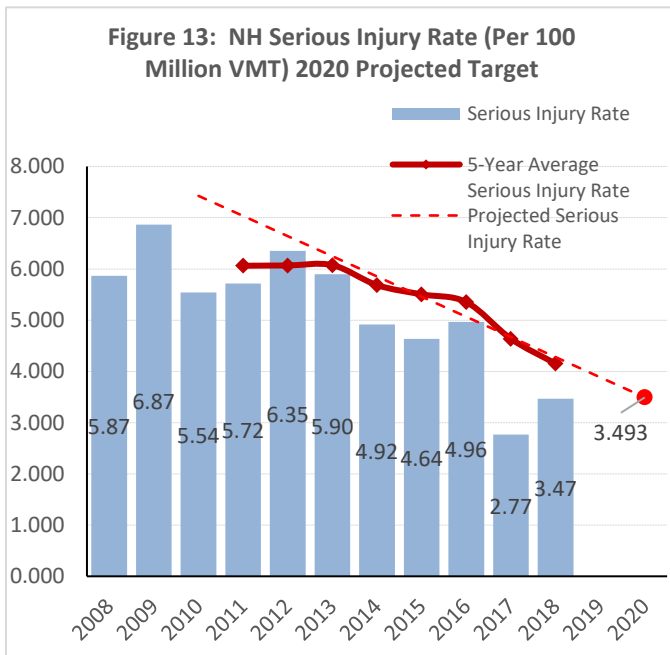


Rate of Serious Injuries

Similar to the numbers of serious injuries, the rate of serious injuries has shown a declining trend over the last ten years and for each of the last five five-year average periods at both the state (**Figures 12 & 13**) and regional level (**Figures 12 & 14**) and that is expected to continue with a predicted average rate of 3.493 serious injuries per 100 million VMT for the 2016-2020 period. For the RPC region, 2018 rate of serious injuries from motor vehicle crashes increased from the decade-low 2017 value of 1.8 per 100 million VMT to 2.3 per 100 million VMT. Despite the short term increase, the five-year average rate of serious injuries continued to decline dropping from about 4.1 per 100 million VMT in the 2013-2017 period to 3.3 per 100 million VMT for the 2014-2018 timeframe. The five-year average rate is expected to continue the overall downward trajectory that has been in evidence since 2013 and a projected rate of 2.65 serious injuries per 100 million VMT is expected for the 2016-2020 period.

Figure 12: Serious Injury Rate

Year	100 Million Vehicle Miles of Travel (VMT)		Serious Injury Rate per 100 Million VMT		5-Year Period	5-Year Average Fatality Rates per 100 Million VMT	
	New Hampshire	MPO Region	New Hampshire	MPO Region		New Hampshire	MPO Region
2008	130.40	22.29	5.867	4.260			
2009	129.75	22.18	6.867	4.732			
2010	130.65	22.34	5.542	5.013			
2011	127.20	21.75	5.715	4.827			
2012	128.94	22.05	6.352	5.442	2008-2012	6.068	4.855
2013	129.03	23.48	5.898	6.260	2009-2013	6.075	5.255
2014	129.70	21.65	4.919	3.970	2010-2014	5.685	5.103
2015	130.94	21.61	4.636	4.305	2011-2015	5.504	4.961
2016	134.76	23.53	4.964	4.038	2012-2016	5.354	4.803
2017	136.81	21.18	2.770	1.842	2013-2017	4.637	4.083
2018	137.76	23.24	3.470	2.324	2014-2018	4.152	3.296

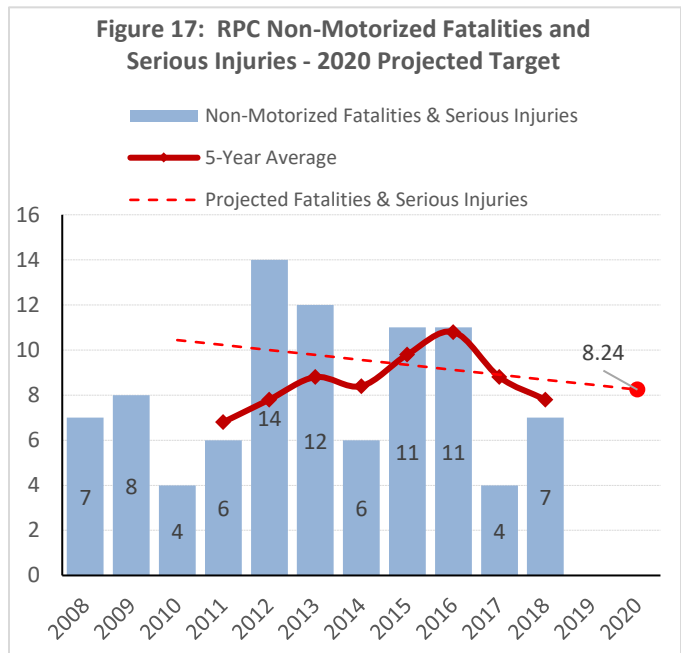
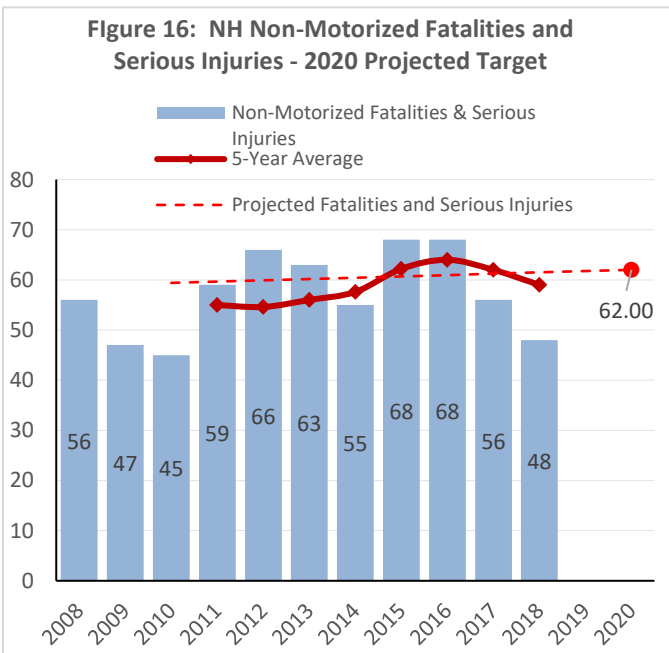


Non-motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA’s FARS database and the State Crash Records Database. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level. Rates are not established for non-motorized crashes as the overall volume of bicycle and pedestrian travel is unknown. Statewide, non-motorized fatalities and serious injuries (**Figures 15 & 16**) continued to decrease from the peaks seen in 2015 and 2016. Regionally, non-motorized fatalities and serious injuries (**Figures 15 & 17**) increased from 2017 to 2018 from 4 to 7 (75%). The five-year average continues to show a decline however, decreasing from 8.8 non-motorized fatalities and serious injuries for the 2013-2017 period to 7.8 for the 2014-2018 period. The projected five-year average for the 2016-2020 period is expected to increase slightly up to 8.24 non-motorized fatalities and serious injuries per year.

Figure 15: Non-Motorized Fatalities & Serious Injuries

Year	New Hampshire Non-Motorized Crashes			MPO Region Non-Motorized Crashes			5-Year Rolling Average Non-Motorized Fatalities & Serious Injuries		
	Fatalities	Serious Injuries	Total	Fatalities	Serious Injuries	Total	5-Year Period	New Hampshire	MPO Region
2008	12	44	56	0	7	7			
2009	10	37	47	1	7	8			
2010	9	36	45	0	4	4			
2011	10	49	59	1	6	6			
2012	10	56	66	3	11	14	2008-2012	54.6	7.8
2013	20	43	63	5	7	12	2009-2013	56.0	8.8
2014	16	39	55	0	6	6	2010-2014	57.6	8.4
2015	14	54	68	2	9	11	2011-2015	62.2	9.8
2016	21	47	68	1	10	11	2012-2016	64.0	10.8
2017	15	41	56	0	4	4	2013-2017	62.0	8.8
2018	14	34	48	5	2	7	2014-2018	59.0	7.8

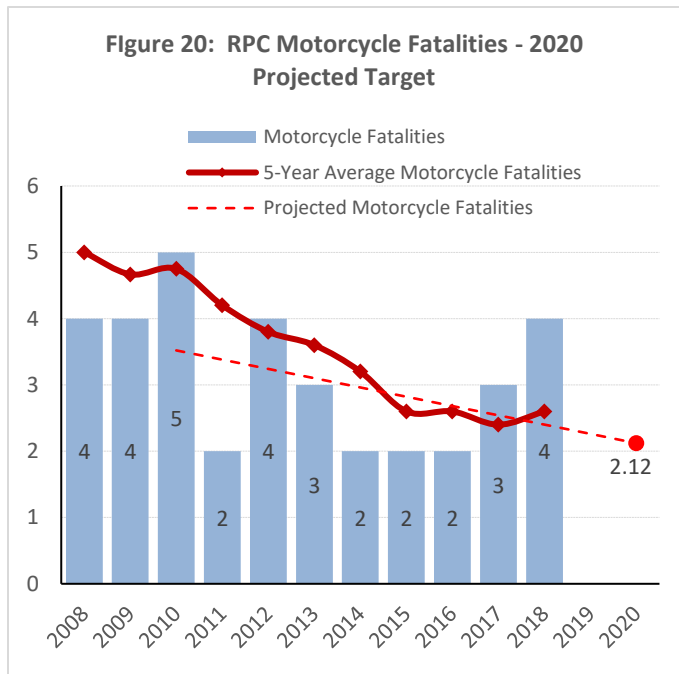
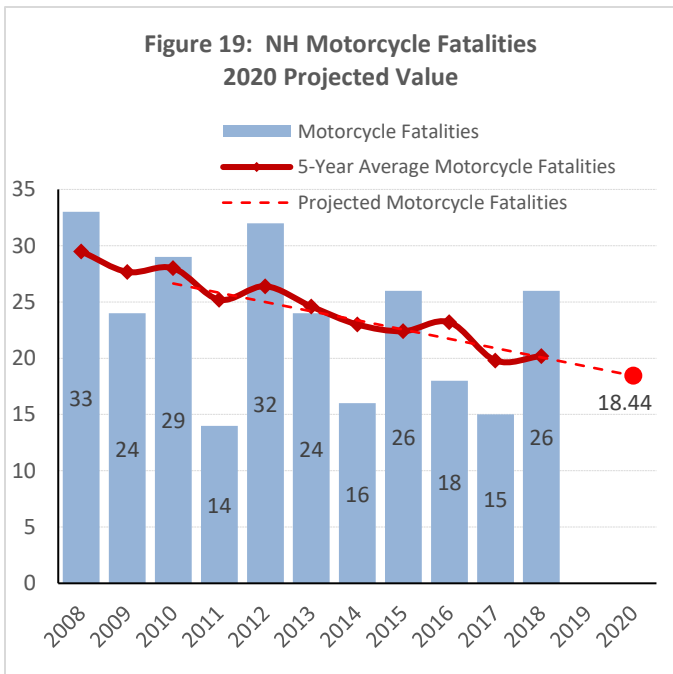


Motorcycle Fatalities

The Federal Fatal Analysis Reporting System (FARS) provides the data necessary for identifying the total number of motorcycle crash fatalities in New Hampshire (*Figures 18 & 19*) and for the MPO region (*Figures 18 & 20*). No fatalities rates are set as information on motorcycle vehicle miles of travel is not available. The State is not setting performance targets for motorcycle fatalities and so information is included for context only. Overall, motorcycle fatalities have been generally declining in New Hampshire and have been 4 or less within the MPO region for 9 of the last 10 years. This is reflected in the five-year average number of fatalities which has steadily declined at both the statewide and regional scale except for the most recent period which is impacted by a relatively high number of fatalities in 2018 and has trended upward reflecting that high year. The projected value for 2020 continues the anticipated declining trend in fatalities with an expected 2.12 average for the 2016-2020 timeframe.

Figure 18: Motorcycle Fatalities

Year	Annual Motorcycle Crash Fatalities		5-Year Rolling Average Crash Fatalities		
	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2008	33	4			
2009	24	4			
2010	29	5			
2011	14	2			
2012	32	4	2008-2012	26.40	3.80
2013	24	3	2009-2013	24.60	3.60
2014	16	2	2010-2014	23.00	3.20
2015	26	2	2011-2015	22.40	2.60
2016	18	2	2012-2016	23.20	2.60
2017	15	3	2013-2017	20.00	2.60
2018	26	4	2014-2018	20.40	2.80



MEMORANDUM

To: MPO Policy Committee

From: Scott Bogle, Senior Transportation Planner

Date: 2/6/2020

RE: Age Friendly Communities Proposal to Tufts Health Plan Foundation

In late January Staff submitted a Letter of Interest to the Tufts Health Plan Foundation to support an Age Friendly Communities initiative for the RPC MPO region. The term “Age Friendly” is shorthand to denote communities that enable residents to thrive at every age and every stage of life. The project would focus on four domains of livability identified by the American Association of Retired People (AARP) including: transportation accessibility, housing options, economic opportunities and social and recreational opportunities. AARP in fact defines a broader list of eight domains of livability, though these four are the ones most closely aligned with regional and municipal planning. AARP has extensive information online regarding their Livable Communities and [Age Friendly Communities Network](#).

This initiative is intended to build on work that has been piloted in New Hampshire by the Southern NH Planning Commission in the Greater Manchester area over the past three years with funding from the Tufts Health Plan Foundation. The Southwest Regional Planning Commission (SWRPC) has similarly built on SNHPC’s efforts, securing Tufts funding for Age Friendly Communities work in the Keene and Monadnock region.

The goal is to create awareness of roadblocks and opportunities for becoming Age-Friendly and to assist communities in improving their age friendliness. Beyond focusing solely on the needs of older adults, the project will also look at the needs of young adults as part of ongoing efforts to encourage more Millennials to choose live, work and play in the region.

Objectives

- Organizing a regional steering committee interested in bringing Age-Friendly community concepts to the Rockingham region and dovetailing with existing programs. This committee is envisioned to include membership across the age spectrum from RPC member communities, the senior services sector, housing, transportation, healthcare, chambers of commerce, arts and recreation and the disability community.
- Conducting an Age Friendly Community assessment for interested communities in the RPC region. These assessments include a demographic profile and a community survey asking residents for feedback on how well their town’s housing, transportation, employment, retail and recreation options meet their needs now and how they think they will meet their needs as they

age. Are there opportunities for young workers? Young families? Older adults newly retired or advancing in age?

- Assessing local regulations and state statutes that could be considered barriers as well as opportunities in becoming Age Friendly
- Researching case studies to determine how communities across New Hampshire and elsewhere in the country have made progress in becoming Age Friendly
- Providing communities with action plans including recommendations for removing barriers and seizing opportunities
- Encouraging both public and private sectors to embrace AARP's livability standards
- Working with communities on pilot projects to improve livability with an emphasis on the needs of seniors and millennials

Next Steps

- Confirming Fiscal Agent – The Tufts Health Plan Foundation will only fund 501c3 non-profit organizations. SNHPC has established their own non-profit arm and SWRPC has partnered with Cheshire Medical Center. The Rockingham Nutrition Meals on Wheels Program (RNMOW) offered to serve as fiscal agent for this project, at least for the first step of submitting the Letter of Interest. RPC has worked with RNMOW for many years on expanding senior transportation opportunities in the Seacoast and Derry-Salem regions. Staff will meet with their board for a full discussion of the project on February 14th and to request their support for a full proposal if Tufts invites us to submit a full proposal in March.
 - Identifying Community Interest – If funded, RPC would conduct Community Assessments in 10-12 communities in year one of the grant project. The project will only be effective in communities where there is significant interest and local champions willing to step forward. At the Policy Committee meeting staff would like to get commissioners' initial thoughts on potential interest in their communities. Portsmouth is already an active member of AARP's Age Friendly Communities Network. The Letter of Interest was submitted without a list of candidate towns developed, but a full proposal will be stronger if we have a clearer picture of which communities would be involved.
 - Submitting a Full Proposal – Tufts will notify agencies that submitted Letters of Interest by February 22nd whether they will be invited to submit a full proposal. Full proposals will be due March 20th.
-

New Hampshire Seacoast Transportation Corridor Vulnerability Assessment & Plan

Project Summary

Issue

Coastal storms and flooding already threaten state and local transportation infrastructure in New Hampshire's seacoast. These risks are expected to increase with sea-level rise, causing potential daily inundation of some transportation assets within the next 80 years. Sea-level rise and other climate change impacts will need to be considered as municipalities and NHDOT maintain or replace aging existing transportation assets and design and construct new systems. Effective adaptation to increasing coastal flood risks will depend upon coordination among transportation decision-makers, municipalities, regulators, and other authorities to share information and develop consistent (or complimentary), transparent methods to ensure a safe and functioning NH Seacoast Transportation Corridor (STC).

Area of interest & risk summary

Route 1A, Route 1, and I-95—the primary roadways running from North/South—and Route 101 and Route 286—the primary evacuation routes running East/West along NH's coast—are all vulnerable to sea-level rise and sea-level rise induced groundwater rise in certain areas. Route 1A—a road that runs immediately adjacent to the Atlantic Coast and connects NH's most popular beaches, tourist amenities, and working waterfronts—sustained significant damage in the March 2018 Nor'easters, resulting in a Presidential Disaster Declaration and FEMA Public Assistance. According to the Tides to Storms analysis conducted by the Rockingham Planning Commission in 2015, 43% of the 18 miles that make up Route 1A will be inundated twice daily by 2100 under a high sea-level rise scenario of 6.6 feet. This flooding will significantly impact transportation networks and their derived services, including the 18,000 drivers that use the road every day in peak summer season. Route 1 and I-95 are situated further inland and are fortunately less vulnerable to flooding; however, they are vulnerable to sea-level rise along specific road segments, see higher traffic volumes than Route 1A, and are expected to absorb additional traffic burden in the event parts of Route 1A are closed.

Goal

Enhance regional coordination in New Hampshire for transportation networks vulnerable to sea-level rise and other coastal hazards in order to maximize information sharing, identify opportunities to fill data gaps, and develop shared understanding of options for future transportation planning.

Timeframe

October 2019 to March 2021

Partners

- NHDES Coastal Program | Kirsten Howard, Nathalie Morison, Kevin Lucey
- Rockingham Planning Commission | Tim Roache, Dave Walker, Julie LaBranche, Christian Matthews
- NHDOT | Ann Scholz, Roger Appleton, William Rose
- UNH | Jennifer Jacobs, Jo Daniel
- Seacoast municipalities | Newington, Portsmouth, New Castle, Rye, North Hampton, Hampton Falls, Hampton, Seabrook, Exeter, Stratham (representatives to be designated by municipalities)

Key project activities

Establish a Seacoast Corridor Advisory Committee (CAC) comprised of municipal, regional, and state officials focused on transportation management as well as transportation researchers to improve coordination and share knowledge as we plan, design, construct, and manage for projected coastal flood risks to New Hampshire's STC.

- Meet regularly (approximately quarterly) to discuss issues, review vulnerability assessment results, develop priorities, and finalize a plan.

Complete a Seacoast Transportation Corridor Vulnerability Assessment to establish a long-term adaptation framework that incorporates coastal hazards and prioritizes resilience in state, regional and local transportation planning, design, construction, and maintenance. This activity will:

- Be informed by the [Federal Highway Administration Vulnerability Assessment and Adaptation Framework](#).
- Build on the [New Hampshire Coastal Flood Risk Science and Guidance](#) (UNH, 2019) to identify relative sea-level rise (RSLR) scenarios, RSLR-induced groundwater rise, future coastal storms, and extreme precipitation estimates relevant to the STC.
- Utilize vulnerability assessment results from [Tides to Storms Vulnerability Assessment \(RPC, 2015\)](#) and additional data to quantify vulnerability of transportation assets to future coastal flooding along the STC.
- Conduct a travel demand analysis with the regional travel demand model to understand possible future traffic patterns associated with RSLR scenarios.
- Prioritize transportation assets for further evaluation and develop conceptual prioritized adaptation options for selected sites and assets (including estimated cost information)
- Build on the [NH Coastal Flood Risk Guidance](#) (UNH, 2019) to develop a framework/approach for incorporating future coastal flood risk information in decision-making (maintenance, planning, design, construction).
- Develop a STC Plan that identifies key data/information needs/gaps and recommendations for transportation decision-makers.

Tentative work plan

CAC established and convened for kick-off meeting	March 2020
Transportation, climate, and existing vulnerability information compiled	March 2020
Travel demand model analysis and vulnerability assessment completed	May 2020
Adaptation options identified and prioritized	Sep 2020
Recommendations and resilience criteria for project prioritization developed	Oct 2020
Plan developed for monitoring and reevaluation	Oct 2020
STC Vulnerability Assessment Report and Plan finalized and published	Jan 2021
Two outreach events completed	Mar 2021

Deliverables

- Coordinated Seacoast Transportation Corridor Advisory Committee of relevant stakeholders
- STC travel demand model analysis
- STC final Vulnerability Assessment Report and Plan with Executive Summary and PPT presentation