

RPC Transportation Advisory Committee  
May 26, 2022  
9:00-11:00 AM

**RPC Offices**

**156 Water Street, Exeter, NH**

Location: <https://goo.gl/maps/X9AvHrcfy2SivYDx7>

***Virtual Participation via Zoom***

<https://us02web.zoom.us/j/87132816551?pwd=ZHN5dGx3Z09RalhWYXFndU5yZGF3Zz09>

***The full zoom invitation is on page 2***

1. Introductions
2. Minutes of 1/27/22 Meeting (**Attachment #1a**) — **[Motion Required]** (5 minutes)
  - Notes from 4/28/22 Workshop discussing COAST Operations, the transportation Project Solicitation and Selection Process, and draft LRTP survey instrument (**Attachment #1b**).
3. TIP Amendment #4 (**Attachment #2**) — **[Motion Required]** – Dave Walker (20 Minutes)
4. Transportation Project Selection Criteria & Weighting (**Attachment #3**) – Dave Walker (50 minutes)
5. Long Range Transportation Plan Survey (**Attachment #4**) – Scott Bogle (30 Minutes)
6. Other Project Updates – Dave/Scott (10 Minutes)
7. Open discussion/Comments

**TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)**

January 27	April 28	July 28	October 27
<del>February 24</del>	May 26	August 25	December 8***
<del>March 24</del>	<b>June 23</b>	September 22	

\*\*\*Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: RPC Transportation Advisory Committee Meeting

Time: Dec 2, 2021 09:00 AM Eastern Time (US and Canada)

- Dec 2, 2021 09:00 AM
- Jan 27, 2022 09:00 AM
- Feb 24, 2022 09:00 AM
- Mar 24, 2022 09:00 AM
- Apr 28, 2022 09:00 AM
- May 26, 2022 09:00 AM
- Jun 23, 2022 09:00 AM
- Jul 28, 2022 09:00 AM
- Aug 25, 2022 09:00 AM
- Sep 22, 2022 09:00 AM
- Oct 27, 2022 09:00 AM
- Dec 8, 2022 09:00 AM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: [https://us02web.zoom.us/meeting/tZMsdOugrz0vH9VvWNQsRaYGK-Qy5wPMF\\_h/ics?icsToken=98tyKuGvrzgoEtWTtRyGRpwEBYjCa\\_zzmCFYgvpriijLMhNAUALPEckPA6sqB-j9](https://us02web.zoom.us/meeting/tZMsdOugrz0vH9VvWNQsRaYGK-Qy5wPMF_h/ics?icsToken=98tyKuGvrzgoEtWTtRyGRpwEBYjCa_zzmCFYgvpriijLMhNAUALPEckPA6sqB-j9)

Join Zoom Meeting

<https://us02web.zoom.us/j/87132816551?pwd=ZHN5dGx3Z09RalhWYXFndU5yZGF3Zz09>

Meeting ID: 871 3281 6551

Passcode: 201102

One tap mobile

- +13126266799,,87132816551#,,,,\*201102# US (Chicago)
- +19292056099,,87132816551#,,,,\*201102# US (New York)

Dial by your location

- +1 312 626 6799 US (Chicago)
- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Washington DC)
- +1 346 248 7799 US (Houston)
- +1 669 900 6833 US (San Jose)
- +1 253 215 8782 US (Tacoma)

Meeting ID: 871 3281 6551

Passcode: 201102

Find your local number: <https://us02web.zoom.us/u/kpm67IGdD>

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**MINUTES**  
**Rockingham Planning Commission**  
**MPO Technical Advisory Committee**  
**January 27, 2022**

**RPC Offices**  
**156 Water Street, Exeter**  
**In Person and Virtual participation via Zoom**

**Members Present:** R. McDermott, Chairman (Hampton Falls); R. Nichols (COAST); L. St. John (NHDOT); P. Mahoney (FHWA); P. Coffin (Kingston); T. White (NHDES); D. Seiglie (Rye); J. Hale (Hampton); M. Connors (Stratham)

**Guests:** C. Cross (Newington)

**Staff:** D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr); A. Pettengill (Business Mgr)

- 1. Chairman McDermott welcomed those in attendance and stated that under RSA 91-A:2 III (b) The chair is waiving the requirement of a quorum at the physical location of the meeting. Whereas, in order to ensure an uninterrupted flow of federal transportation funding to the region the RPC must act on Amendment 2 to the Transportation Improvement Program. Whereas, the RPC chair has decided that immediate action is imperative and the physical presence of a quorum is not reasonably practical within the period of time requiring action due to the ongoing pandemic. Therefore, the RPC will invoke this emergency provision and waive requirement of a quorum at the physical location of the meeting.**

*Roll Call Attendance was taken.*

- 2. Minutes of 10/28/21 & 12/2/21 TAC Meetings**

*Coffin moved to approve the Minutes of October 28, 2021 and December 2, 2021 as presented; Nichols seconded. Roll Call Vote was taken. **SO VOTED.***

- 3. TIP Amendment #3 – D. Walker**

Walker gave an overview of the planning process and the TIP amendment process. He reviewed 7 regional projects and 5 statewide project changes contained in this amendment. He noted that fiscal constraint of the TIP is being maintained and a large balance of funds remain due to the recent adoption of 11JA and ARP funding. Air quality conformity requirements are met based on the existing analysis from 2013. *Nichols moved to endorse the*

*TIP Amendment #3 and recommend for approval by the MPO Policy Committee; Connors seconded. Roll Call Vote was taken. SO VOTED.*

**4. Highway Safety Improvement Program (HSIP) 2022 Performance Targets – D. Walker**

Walker stated that FHWA requires five safety related performance targets must be set and published annually by the State DOT's and MPOs. These targets are set with the intention to coordinate the effort of the State Depts of Transportation, State Office of Highway Safety, and MPOs to assess the safety performance of the transportation system. Walker reviewed the five required target assessments and the findings of each. He noted that the MPO can expand the targets and the RPC did this when they included motorcycle fatalities in the performance targets. Question and answers followed Walker's review. *Coffin moved to approve the RPC 2022 HSIP Performance Targets as presented and recommend approval by the MPO Policy Committee; Nichols seconded. Roll Call Vote was taken. SO VOTED.*

**5. Coordinated Public Transit & Human Services Transportation Plan Updates for ACT Region & Region 8/9 – S. Bogle**

Bogle explained that all MPOs are required to develop regional transit coordination plans as a prerequisite for transit agencies in MPO planning regions to access funding under FTA 5310. The requirement is meant to improve the access and quality and efficiency for services. Bogle explained that the RPC provides technical assistance to two Regional Coordination Councils for Community Transportation, the Manchester-Derry-Salem RCC region and the Southeast NH RCC/ACT.

Bogle reviewed the core requirements of the Coordinated Plans. Maloney asked if equity, inclusiveness, and demographics are being included in the requirements for the updates and Bogle replied yes, especially since the recommendations are coming from transportation providers and local welfare workers. Data on minorities has been gleaned from working with COAST and MTA as well. Coffin asked if any Afghan refugees are included in the data and Nichols replied that only one family is known to be in the region and they are being served by the resources. Discussion followed. Bogle stated the completed plan for the Manchester-Derry-Salem area will be ready this Spring and the plan for the ACT region will be ready this time next year.

**6. Project Updates: Walker & Bogle**

STCVA – Discussions held with Portsmouth, New Castle, Rye, North Hampton, Hampton & Seabrook regarding initial findings and potential impacts on the transportation network due to flooding and sea level rise. There will soon be a draft of adaptation options for 10 of the 25 sites where impacts are anticipated, and site specific analysis for two designated locations.

Route 1 Corridor Hampton Falls Study should be wrapping up soon. Two public information sessions have been held and a final public meeting is planned to cover the recommendations. Based on feedback from Hampton Falls they do not wish to widen Route 1.

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Seabrook-Hampton Bridge Replacement draft environmental assessment has been submitted to FHWA for review and permitting. That should be completed by April 2022 and then the design will be finalized.

An annual list of all obligated projects that FHWA and FTA have committed funds to in the RPC region in the last year has been published.

Staff continue to work with the Seacoast Greenway Alliance group; most recent work includes developing a signage plan and planning for community connections by gathering input from town officials. There is an anonymous donation for \$24,000 which will be used for signage and amenities on the trail. There is discussion on installing user counters on the rail trails around the region.

Age Friendly Communities Initiative continues to make progress. Six towns have been chosen for assessment: Exeter, Fremont, Hampstead, Hampton, Portsmouth, and Stratham.

- 7. Discussion:** Several bills of interest were discussed including SB 147 to increase local vehicle registration fee to fund transportation projects; HB 1432 prohibiting State funds and turnpike toll credits to be used for train service; SB 344 public meetings law.

*Meeting adjourned at 11:00 a.m.*

Respectfully submitted,  
Annette Pettengill, Recording Secretary

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**Notes**  
**Rockingham Planning Commission**  
**MPO Technical Advisory Committee Workshop**  
**April 28, 2022**

**Virtual participation via Zoom**  
**Watch Recording Here: <https://youtu.be/3URWoQKa8SA>**

**Members Present:** R. McDermott, Chairman (Hampton Falls); R. Nichols (COAST); L. St. John (NHDOT); P. Maloney (FHWA); P. Coffin (Kingston); T. White (NHDES); D. Seiglie (Rye);

**Staff:** D. Walker (Transp Mgr/Assistant Director); S. Bogle (Sr. Transp Plnr); T. Cheever (Transportation/GIS Analyst)

1. **Chairman McDermott welcomed those in attendance and Roll Call Attendance was taken.**
2. **COAST Operations Overview**  
Rad Nichols provided an extensive overview of current COAST operations, changes from the recent route restructuring, and challenges of operating under COVID.
3. **Project Solicitation and Selection Process – D. Walker**  
Walker gave an overview of the project solicitation and selection process that will begin in May and end with MPO priorities identified for the State Ten Year Plan in March 2023. An overview of the guidance from NHDOT, the steps in the process, and general timeframes were discussed. TAC will be working on setting project selection criteria weights next.
4. **Long Range Transportation Plan Draft Survey Instrument – S. Bogle**  
Bogle provided an overview of the draft Long Range Transportation Plan public input survey and TAC members discussed options and opportunities to improve the instrument.
5. **Project Updates: Walker & Bogle**  
Project updates memo was sent to TAC members via email along with other meeting materials.

*Meeting adjourned at 11:00 a.m.*

## MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 05/24/2022

**RE: 2021 TIP Amendment #4**

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Attached is a report that lists the changes that Amendment #4 proposes to make to the 2021 Transportation Improvement Program (TIP) (covering fiscal years 2021-2024) within the Rockingham Planning Commission region. This information is also available on the RPC website ([www.rpc-nh.org](http://www.rpc-nh.org)), along with the full statewide revision report for those interested in the proposed changes to projects from other parts of the state.

Overall, there are 9 Regional and 7 Statewide project changes (16 total) that the RPC must address as part of Amendment #4, and these take the form of five new projects, one dropped project, and ten adjustments to project costs and timing. The project listings in the Long Range Transportation Plan (LRTP) are being updated at the same time to maintain consistency between the two documents. As part of the public engagement process for Amendment #4, the MPO is conducting a public comment period between May 24, 2022 and June 7, 2022 and a public engagement portal has been established to collect any comments received. A final opportunity for comments will be during a public hearing at the **June 8, 2022 RPC Commission Meeting at 6:00 PM**. The MPO will take action on the amendment at the conclusion of the public hearing.

### Analysis

This amendment consists of changes to 9 regional projects and 7 statewide project and results in a net increase in cost during the TIP years (2021-2024) of \$60.8 million and \$112.4 million total including all project funds in years beyond 2024. The project dropped from the TIP is Salem-Manchester 10418X which is the design work for the I-93 Expansion project and is complete so the funding is not needed. The five new projects include funding for constructing sound walls along parts of I-95 in Portsmouth 43760), funds for an engineering assessment of the NH 33 bridge over the Winnicut River in Greenland (43849), a new funding program for rehabilitating and replacing municipally owned bridges (MOBIL), construction of weigh-in-motion stations (43931), and construction of new permanent vehicle classification and count stations (43932). The remaining projects are working with revised timelines and costs and some changes in funding sources. Included in these are four Statewide programs (MOBRR, USSS, CRDR, and TSMO) with costs adjusted to accommodate changes in child projects and TSMO also includes a shift in the funding program as well. Exeter 40436, Hampton-Portsmouth 26485, Newfields-Newmarket 28393, Newington 42879, Newton 41436, and North Hampton 42979 are adjusting costs, timelines, and funding type to be consistent with the current estimated expenses and timing.

**Table 1** 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 (2021-2024) 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 year-by-year cost and schedule details of each project within the TIP time frame and compares the existing status with the changes proposed in Amendment #4. 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 fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation (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:**

*Recommend that the MPO Transportation Advisory Committee endorse TIP Amendment #4 and approval by the MPO Policy Committee.*

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**Table 1: Summary of Amendment #4 Revisions**

<b>Project #</b>	<b>Location</b>	<b>Scope</b>	<b>Net Funding Change in TIP</b>	<b>Total Project Cost Change</b>	<b>Reason for Change</b>
40436	Exeter	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$25,670	\$25,670	Added PE to FY22 and reduced CON in FY23
43849	Greenland	Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.	\$125,000	\$125,000	New Project Added to TIP/STIP
26485	Hampton- Portsmouth	Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped	\$3,740,000	\$3,740,000	Scope Change and is now consistent with revised estimate
28393	Newfields- Newmarket	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	\$113,080	\$147,572	Added ROW phase to better represent phase work and funding.
42879	Newington	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	\$104,650	\$104,650	Costs adjusted to better reflect anticipated expenses for engineering and construction
41436	Newton	Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)	\$30,531	\$30,531	Funding type adjusted to better align with available federal funding.
42979	North Hampton	I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting	\$1,163,732	\$1,139,832	Moved & added funds to align with current schedule. Increase funds for expected increases
43760	Portsmouth	Soundwall along I-95 in Portsmouth	\$7,500,000	\$10,500,001	New Project Added to TIP/STIP. Change based on Ten Year Plan.
10418X	Salem to Manchester	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post 9/4/2014	(\$159,500)	(\$159,500)	Project is complete and is being removed from the TIP/STIP
CRDR	Statewide	Culvert Replacement/ Rehabilitation & Drainage Repairs (Annual Project)	\$4,000,000	\$20,000,000	The program is being adjusted to accommodate necessary changes in children project fund amounts
MOBIL	Statewide	Municipal Bridge Rehabilitation and Replace Projects	\$13,500,000	\$33,750,000	New Project Added to TIP/STIP
MOBRR	Statewide	Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR PROGRAM)	\$15,500,000	\$26,000,000	The program is being adjusted to accommodate necessary changes in children project fund amounts
TSMO	Statewide	Statewide Transportation Systems Management and Operations, ITS Technologies, Traveler Info	\$7,456,939	\$12,232,631	The program is being adjusted to accommodate necessary changes in children project fund amounts & Funding type adjusted to better align with available federal funding
USS	Statewide	Project to update signing on state system	\$2,590,000	\$0	The program is being adjusted to accommodate necessary changes in children project fund amounts
43931	Statewide	Construct Weigh-in-Motion Stations for Traffic Data Collection	\$2,814,240	\$2,814,240	New Project Added to TIP/STIP
43932	Statewide	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection	\$2,274,360	\$2,274,360	New Project Added to TIP/STIP
<b>Total Net Change</b>			<b>\$60,778,702</b>	<b>\$112,411,053</b>	

# 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.

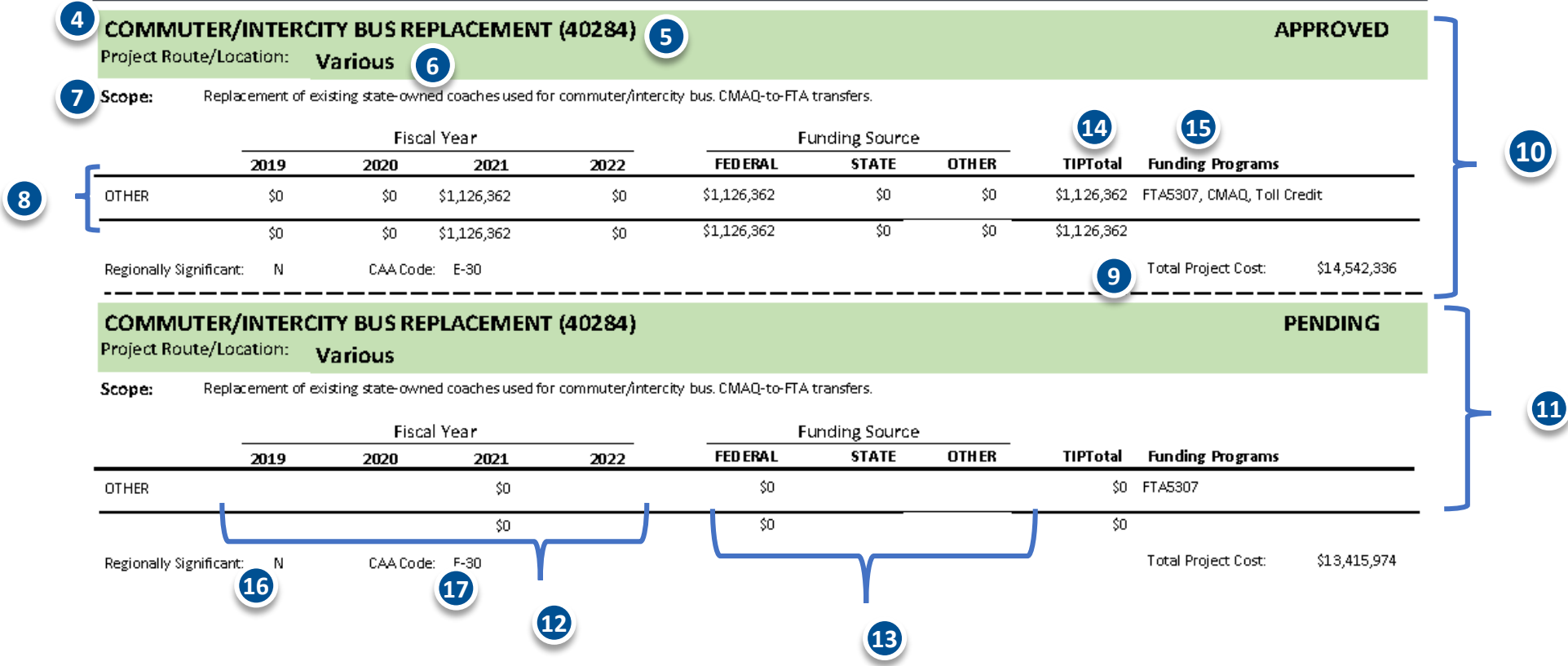
	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	FTA5307, CMAQ, Toll Credit
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0	\$1,126,362	
Regionally Significant:	N		CAA Code: E-30					<b>9</b> 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: F-30					Total Project Cost:	\$13,415,974





Revision: A04Y22  
 Docket Detail: 2021 TIP Amendment 4  
 Approval Date: 6/8/2022

**EXETER (40436)**

**APPROVED**

Project Route/Location: **NH Route 111 (Kingston Road)**

**Scope:** Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
CON			\$970,021		\$648,545		\$321,476	\$970,021	Towns, TAP
			\$970,021		\$648,545		\$321,476	\$970,021	
Regionally Significant:	N	CAA Code: E-4	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$1,128,470				

**EXETER (40436)**

**PENDING**

Project Route/Location: **NH Route 111 (Kingston Road)**

**Scope:** Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$52,090			\$41,672		\$10,418	\$52,090	Towns
CON			\$943,600		\$630,880		\$312,720	\$943,600	Towns, TAP
		\$52,090	\$943,600		\$672,552		\$323,138	\$995,690	
Regionally Significant:	N	CAA Code: E-4	Managed By: Muni/Local	RPCS: RPC	Total Project Cost: \$1,154,139				

**GREENLAND (43849)****PENDING**Project Route/Location: **NH 33****Scope:** Engineering assessment to improve resiliency and capacity to NH33 bridge over Winnicut River.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE				\$125,000	\$125,000			\$125,000	STBG-FLEX, Toll Credit
				\$125,000	\$125,000			\$125,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$125,000

**HAMPTON - PORTSMOUTH (26485)**

**APPROVED**

Project Route/Location: **Hampton Branch Rail Corridor**

**Scope:** Acquire 9.7 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$330,000	\$55,000			\$385,000			\$385,000	CMAQ, Toll Credit
ROW		\$1,100			\$1,100			\$1,100	CMAQ, Toll Credit
CON			\$1,980,000		\$1,980,000			\$1,980,000	CMAQ, Toll Credit
	\$330,000	\$56,100	\$1,980,000		\$2,366,100			\$2,366,100	
Regionally Significant: N      CAA Code: E-33      Managed By: DOT      RPCS: RPC      Total Project Cost: \$8,234,104									

**HAMPTON - PORTSMOUTH (26485)**

**PENDING**

Project Route/Location: **Hampton Branch Rail Corridor**

**Scope:** Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$330,000	\$275,000			\$605,000			\$605,000	CMAQ, Toll Credit
ROW		\$1,100			\$1,100			\$1,100	CMAQ, Toll Credit
CON			\$5,500,000		\$5,500,000			\$5,500,000	CMAQ, Toll Credit
	\$330,000	\$276,100	\$5,500,000		\$6,106,100			\$6,106,100	
Regionally Significant: N      CAA Code: E-33      Managed By: DOT      RPCS: RPC      Total Project Cost: \$11,974,104									

**NEWFIELDS - NEWMARKET (28393)****APPROVED**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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE				\$290,616	\$290,616			\$290,616	STBG5-200K, Toll Credit
				\$290,616	\$290,616			\$290,616	
Regionally Significant:	N	CAA Code:	E-19	Managed By:	DOT	RPCS:	RPC, SRPC	Total Project Cost:	\$6,773,974

**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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE				\$290,616	\$290,616			\$290,616	STBG5-200K, Toll Credit
ROW				\$113,080	\$113,080			\$113,080	STBG5-200K, Toll Credit
				\$403,696	\$403,696			\$403,696	
Regionally Significant:	N	CAA Code:	E-19	Managed By:	DOT	RPCS:	RPC, SRPC	Total Project Cost:	\$6,921,546

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	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	Managed By: Muni/Local	RPCS: RPC	Total Project Cost:				\$489,759

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$144,650			\$115,720		\$28,930	\$144,650	CMAQ, Towns
		\$144,650			\$115,720		\$28,930	\$144,650	
Regionally Significant:	N	CAA Code: E-51	Managed By: Muni/Local	RPCS: RPC	Total Project Cost:				\$594,409

**NEWTON (41436)****APPROVED**Project Route/Location: **Pond Street****Scope:** Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE			\$84,810	\$29,062	\$113,872			\$113,872	STBG-BR, Toll Credit
			\$84,810	\$29,062	\$113,872			\$113,872	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$1,534,948

**NEWTON (41436)****PENDING**Project Route/Location: **Pond Street****Scope:** Address the Red List bridge carrying Pond Street over PAR in the Town of Newton (064/107)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE			\$84,810	\$59,593	\$144,403			\$144,403	STBG-BR, Toll Credit
			\$84,810	\$59,593	\$144,403			\$144,403	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$1,565,480



**NORTH HAMPTON (42979)****APPROVED**Project Route/Location: **I-95****Scope:** I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$25,000					\$25,000		\$25,000	TRR
CON		\$2,261,600	\$2,113,568			\$4,375,168		\$4,375,168	TRR
	\$25,000	\$2,261,600	\$2,113,568			\$4,400,168		\$4,400,168	
Regionally Significant:	Y	CAA Code: E-18	Managed By: DOT			RPCS: RPC		Total Project Cost:	\$4,425,168

**NORTH HAMPTON (42979)****PENDING**Project Route/Location: **I-95****Scope:** I-95 Exit 2 Bridge 078/070 Rehab to include deck replacement and bridge painting

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$45,000	\$440,500				\$485,500		\$485,500	TRR
CON			\$2,200,000	\$2,878,400		\$5,078,400		\$5,078,400	TRR
	\$45,000	\$440,500	\$2,200,000	\$2,878,400		\$5,563,900		\$5,563,900	
Regionally Significant:	Y	CAA Code: E-18	Managed By: DOT			RPCS: RPC		Total Project Cost:	\$5,565,000

**PORTSMOUTH (43760)****PENDING**Project Route/Location: **I-95****Scope:** Soundwalls/privacy fence along I-95 in Portsmouth

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE			\$500,000			\$500,000		\$500,000	TPK-CAP
CON				\$7,000,000	\$7,000,000			\$7,000,000	NHPP, Toll Credit
			\$500,000	\$7,000,000	\$7,000,000	\$500,000		\$7,500,000	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	RPC	Total Project Cost:	\$10,500,001

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$760,000	\$400,000	\$100,000	\$100,000	\$1,360,000			\$1,360,000	NHPP, STBG-FLEX, Toll Credit
ROW	\$5,500	\$106,700	\$54,100	\$25,000	\$191,300			\$191,300	NHPP, Toll Credit, STBG-FLEX
CON	\$1,459,500	\$1,870,000	\$5,408,270	\$1,594,900	\$10,332,670			\$10,332,670	NHPP, STBG-FLEX, Toll Credit
OTHER		\$5,000	\$5,000	\$5,000	\$15,000			\$15,000	NHPP, STBG-FLEX, Toll Credit
	\$2,225,000	\$2,381,700	\$5,567,370	\$1,724,900	\$11,898,970			\$11,898,970	

Regionally Significant: N      CAA Code: ALL      Managed By: DOT      RPCS: Statewide      Total Project Cost: \$62,096,666

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$760,000	\$400,000	\$100,000	\$100,000	\$1,360,000			\$1,360,000	NHPP, STBG-FLEX, Toll Credit
ROW	\$5,500	\$106,700	\$54,100	\$25,000	\$191,300			\$191,300	NHPP, Toll Credit, STBG-FLEX
CON	\$1,459,500	\$1,870,000	\$7,408,270	\$3,594,900	\$14,332,670			\$14,332,670	NHPP, STBG-FLEX, Toll Credit
OTHER		\$5,000	\$5,000	\$5,000	\$15,000			\$15,000	NHPP, STBG-FLEX, Toll Credit
	\$2,225,000	\$2,381,700	\$7,567,370	\$3,724,900	\$15,898,970			\$15,898,970	

Regionally Significant: N      CAA Code: ALL      Managed By: DOT      RPCS: Statewide      Total Project Cost: \$82,096,666

**PROGRAM (MOBIL)**

**PENDING**

Project Route/Location: **Various**

**Scope:** Municipal Bridge Rehabilitation and Replace Projects

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
CON			\$6,750,000	\$6,750,000	\$13,500,000			\$13,500,000	MOBIL
			\$6,750,000	\$6,750,000	\$13,500,000			\$13,500,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	Muni/Local	RPCS:	Statewide	Total Project Cost:	\$33,750,000

**PROGRAM (MOBRR)****APPROVED**Project Route/Location: **Various****Scope:** MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$200,000	\$100,000	\$500,000	\$500,000	\$1,040,000		\$260,000	\$1,300,000	Other, STBG-FLEX
ROW	\$25,000	\$55,000	\$100,000	\$100,000	\$224,000		\$56,000	\$280,000	Other, STBG-FLEX
CON	\$4,400,000	\$4,470,000	\$7,225,000	\$7,225,000	\$18,656,000		\$4,664,000	\$23,320,000	Other, STBG-FLEX
	\$4,625,000	\$4,625,000	\$7,825,000	\$7,825,000	\$19,920,000		\$4,980,000	\$24,900,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	Muni/Local	RPCS:	Statewide	Total Project Cost:	\$101,925,200

**PROGRAM (MOBRR)****PENDING**Project Route/Location: **Various****Scope:** MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (MOBRR PROGRAM)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$200,000	\$100,000	\$500,000	\$500,000	\$1,040,000		\$260,000	\$1,300,000	Other, STBG-FLEX
ROW	\$25,000	\$55,000	\$100,000	\$100,000	\$224,000		\$56,000	\$280,000	Other, STBG-FLEX
CON	\$4,400,000	\$4,470,000	\$12,225,000	\$17,725,000	\$31,056,000		\$7,764,000	\$38,820,000	Other, STBG-FLEX
	\$4,625,000	\$4,625,000	\$12,825,000	\$18,325,000	\$32,320,000		\$8,080,000	\$40,400,000	
Regionally Significant:	N	CAA Code:	ALL	Managed By:	Muni/Local	RPCS:	Statewide	Total Project Cost:	\$127,925,200

**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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$350,000	\$1,050,000	\$725,000	\$725,000	\$2,850,000			\$2,850,000	NHPP, STBG-FLEX, Toll Credit
	\$350,000	\$1,050,000	\$725,000	\$725,000	\$2,850,000			\$2,850,000	

Regionally Significant: N      CAA Code: E-7      Managed By: DOT      RPCS: Statewide      Total Project Cost: \$15,375,000

**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
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
OTHER	\$350,000	\$2,267,589	\$3,404,042	\$4,285,308	\$5,600,000		\$4,706,939	\$10,306,939	NHPP, STBG-FLEX, Toll Credit, Maine, Vermont
	\$350,000	\$2,267,589	\$3,404,042	\$4,285,308	\$5,600,000		\$4,706,939	\$10,306,939	

Regionally Significant: N      CAA Code: E-7      Managed By: DOT      RPCS: Statewide      Total Project Cost: \$27,607,631

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000			\$120,000	NHPP, STBG-FLEX, Toll Credit
CON	\$500,000	\$500,000	\$540,000	\$540,000	\$2,080,000			\$2,080,000	NHPP, STBG-FLEX, Toll Credit
	\$530,000	\$530,000	\$570,000	\$570,000	\$2,200,000			\$2,200,000	
Regionally Significant:	N	CAA Code: E-44	Managed By: DOT		RPCS: Statewide			Total Project Cost:	\$10,380,000

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000			\$120,000	NHPP, STBG-FLEX, Toll Credit
CON	\$500,000	\$3,090,000	\$540,000	\$540,000	\$4,670,000			\$4,670,000	NHPP, STBG-FLEX, Toll Credit
	\$530,000	\$3,120,000	\$570,000	\$570,000	\$4,790,000			\$4,790,000	
Regionally Significant:	N	CAA Code: E-44	Managed By: DOT		RPCS: Statewide			Total Project Cost:	\$10,380,000

**SALEM TO MANCHESTER (10418X)**

**APPROVED**

Project Route/Location: **I-93**

**Scope:** Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$159,500				\$159,500			\$159,500	STBG>200K, Toll Credit
	\$159,500				\$159,500			\$159,500	
Regionally Significant:	Y	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC, SNHPC	Total Project Cost:	\$8,926,455

**SALEM TO MANCHESTER (10418X)**

**PENDING**

Project Route/Location: **I-93**

**Scope:** Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE	\$0				\$0	\$0		\$0	REMOVED, REMOVED
	\$0				\$0	\$0		\$0	
Regionally Significant:	Y	CAA Code:	N/E	Managed By:	DOT	RPCS:	RPC, SNHPC	Total Project Cost:	\$8,453,020

**STATEWIDE (43931)**

**PENDING**

Project Route/Location: **Various**

**Scope:** Construct Weigh-in-Motion Stations for Traffic Data Collection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$17,930			\$17,930			\$17,930	STBG-FLEX, Toll Credit
CON		\$2,796,310			\$2,796,310			\$2,796,310	STBG-FLEX, Toll Credit
		\$2,814,240			\$2,814,240			\$2,814,240	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	CNHRPC, RPC, SNHPC, SRPC	Total Project Cost:	\$2,814,240



**STATEWIDE (43932)****PENDING**Project Route/Location: **Various****Scope:** Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2021	2022	2023	2024	FEDERAL	STATE	OTHER		
PE		\$21,120			\$21,120			\$21,120	STBG-FLEX, Toll Credit
CON		\$2,253,240			\$2,253,240			\$2,253,240	STBG-FLEX, Toll Credit
		\$2,274,360			\$2,274,360			\$2,274,360	
Regionally Significant:	N	CAA Code:	ATT	Managed By:	DOT	RPCS:	Statewide	Total Project Cost:	\$2,274,360

<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>	<b>Funding Program</b>	<b>Abbreviation</b>
Betterment	BET	NH Highway Fund	NHHF	STP-State Flexible	STP-State Flex
Bridge Off System	Bridge Off	NHDOT Operating Budget	NHDOT Op	Safe Routes to School	SRTS
Bridge On System	Bridge On	NSTI National Summer Transportation Institute	NSTI	State of New Hampshire	NH
Bridge On/Off System	Bridge On/Off	National Highway System	NHS	TAP - Transportation Alternatives	TAP
Bridge Special	Bridge Special	Non Par DOT	NonPar-DOT	TIFIA	TIFIA
Congestion Mitigation and Air Quality Program	CMAQ	Non Par Other	NonPar-Other	Tiger Grants	TIGER
DNCR	DNCR	Non Participating	NonPar	Toll Credit	Toll Credit
Equity Bonus	Equity Bonus	Other	Other	Towns	Towns
FHWA Earmarks	FHWA Earmarks	Other Fed	Other Fed	Turnpike Capital	TPK-CAP
FTA 5307 Capital and Operating Program	FTA5307	RL - Rail Highway	RL	Turnpike Program	TPK
FTA 5310 Capital Program	FTA5310	RZED Subsidy	RZED	Turnpike Renewal & Replacement	TRR
FTA 5311 Capital and Operating Program	FTA5311	Recreational Trails	Rec Trails	Vermont	Vermont
FTA 5339 Bus and Bus Facilities	FTA5339	Redistribution	Redistribution	DBE	DBE
Federal Transportation Agency	FedTrans	Repurposed Earmarks Formula	REF	Skills Training	Skills Training
Forest Highways	Forest Highways	Repurposed Earmarks Non-Fed-Aid	RENFA	StateBlank	StateBlank
GARVEE BONDS	GARVEE	SB367-4-Cents	SP367-4-Cents	National Highway Performance	NHPP
GARVEE Bond Future	Future GARVEE	STIC Funding	STIC	STBG-5 to 200K	STBG5-200K
General Fund	General Fund	STP-5 to 200K	STP-5to200K	STBG-Areas Less Than 200K	STBG<200K
Highway Safety Improvement Program (HSIP)	HSIP	STP-Areas Less Than 200K	STP<200K	STBG-Areas Over 200K	STBG>200K
Hwy Infrastructure	HWYINF	STP-Areas Over 200K	STP>200K	STBG-Non Urban Areas Under 5K	STBG<5K
Interstate Maintenance	IM	STP-DBE	DBE	STBG-Off System Bridge	STBG-BR
Local Tech Assistance Program	LTAP	STP-Enhancement	TE	STBG-State Flexible	STBG-FLEX
Maine	Maine	STP-Hazard Elimination	HE	STBG-Hazard Elimination	STBG-HE
Minimum Guarantee	Min Guar	STP-Non Urban Areas Under 5K	STP-Rural	State Planning and Research	SPR
		STP-Off System Bridge	STP-OSB	Non Participating Indirects	NPI
		STP-Safety	STP-Safety	STBG-Enhancement	STBG-ENH
				STBG-Safety	STBG-SAFE

## MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 05/20/2022

RE: **2022-2023 Project Selection Criteria**

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### Project Solicitation

An email was sent to communities and transit agencies (cced to MPO TAC and Policy Members) on May 20, 2022 requesting that they review existing LRTP projects and provide any updates or additional projects by July 15, 2022. A link to the RPC Transportation Project Portal was provided to facilitate entering new projects and updating the data on existing ones. All guidance materials are available on the RPC web page: [Project Solicitation and Selection](#).

### Project Selection

Project selection will follow a similar process as in past cycles with a shift in how the engineering review is handled:

1. Staff will review all LRTP projects for updated information and check scopes/costs.
2. New project proposals will be added to the project dataset.
3. Staff will score projects according to the project selection criteria as weighted by the TAC and approved by the MPO.
4. Draft scores will be presented to the TAC with a short list of priorities for each of the project scales (local, regional, inter-regional). TAC will make a recommendation for candidate projects for engineering review. **RPC will be contracting with an engineering firm to facilitate this for as many projects as the budget will allow.**
5. Policy Committee will finalize candidate projects list for submittal to NHDOT.
6. NHDOT will review and provide recommendations to the RPC
7. RPC will approve a final constrained list of priorities in February /March 2023.

### Project Selection Criteria and Weighting

Attached is the guidance developed by the RPCs and NHDOT that provides details regarding the current project selection criteria used statewide. *It is up to RPC to determine how to specifically apply this guidance to the projects within the region.* This includes determining the most important considerations within each criteria category and setting the weight applied. RPC staff proposes to conduct this in the following manner:

1. TAC establishes weights for each of the eight categories and the criteria within them.

2. Staff will Score projects according to approved criteria and create a short-list of top projects at each scale (local, regional, inter-regional).
3. The short-list of 15 projects will be presented to the TAC to be reduced in number to the priority projects that will be sent to the consulting engineers for project scope and cost refinement. This exact number is not known at this point as it is dependent upon the cost of each evaluation and the overall budget of the effort but it may be 4-8 projects).
4. Once scope and cost review is complete, the TAC will use the updated information to select a list of priorities that is constrained to the regional funding target plus two projects as the Candidate Project List for the Ten Year Plan.
5. TAC will recommend the "Candidate Projects List" for approval by the Policy Committee.

The attached *NH Ten Year Plan: Regional Project Review* provides overall guidance on the Criteria definitions and sub-criteria ("Regional Evaluation Considerations") for each, and the table on the following page provides the initial take from staff on how each should be approached.

Time will be spent at the May 26 meeting covering the details of each of the Criteria categories and the options for consideration within each to ensure that they are well understood and that the evaluation focus areas are appropriate. This will be followed by a discussion of options for carrying out the criteria weighting process which will be conducted at the June TAC meeting.

Staff will be looking for feedback from TAC members on:

1. The project selection process
2. The preferred set of sub-criteria under each category of Criteria.

### **Recommendation**

The need for this meeting is to establish consensus on the project prioritization process and the process that the TAC will utilize to set criteria weights at the June meeting.

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Category	Criterion	Evaluation Focus
Economic Development	Economic Development	Will the project improve accessibility to a regional activity center (employment hubs, tourism destination, etc.)?
	Freight Movement	Will the project address a freight bottleneck?
Equity, Environmental Justice, & Accessibility	Impact on underserved population	Will the project expand transportation choices or enhance alternative modes, particularly for traditionally underserved populations?
	Impact on Access & Accessibility	Will the project remove barriers to access?
Mobility	Facility Purpose	Assessed based on the Functional Classification of the roadway and status as a local, regional, or statewide connection
	Mobility Intervention	Will the project result in mobility benefits (reduced congestion/improved travel times)?
Natural Hazard Resiliency	Natural Hazard Risk	Is the project in a location with identified natural hazard risks?
	Natural Hazard Mitigation	Will the project mitigate or eliminate the likelihood of damage from natural hazards?
Network Significance	Traffic Volume	Based on the volume of traffic (vehicular/bike/pedestrian) at the location
	Facility Importance	How critical is the location to the transportation network?
Safety	Safety Performance	What is the crash history at the location for the last 5 years?
	Safety Measures	What are the expected safety improvements from the project?
State of Repair	Infrastructure Condition	Based on the current condition of the infrastructure being addressed (pavement/bridge condition)
	Maintenance Needs	Will the project address a maintenance issue that currently requires increased resources or will it add significant new maintenance liabilities?
Support	Local, Regional, and State Support	What support is there for the project at the local, state, and regional level

# NH TEN YEAR PLAN: Regional Project Review

## NEW HAMPSHIRE'S "TEN YEAR PLAN"

The *New Hampshire 10-Year Transportation Improvement Plan* ("Ten Year Plan") is a fiscally-constrained program of state- and federal-funded transportation projects. The *Ten Year Plan* is updated biennially, pursuant to the requirements of New Hampshire RSA 240. The *Ten Year Plan* includes projects related to roadway improvements, bicycle and pedestrian travel, public transportation, aviation, and natural hazard resiliency.



## REGIONAL PROJECT REVIEW PROCESS

As part of the biennial update of the *Ten Year Plan*, each of the nine New Hampshire Regional Planning Commissions (RPCs) leads a process to identify and prioritize transportation projects in their respective regions for inclusion in the *Plan*.

Projects eligible for consideration through the regional review process:

- ⇒ **Asset management projects** (e.g., bridge rehabilitation, bridge replacement, pavement/base/subbase repair/replacement);
- ⇒ **Bicycle and pedestrian improvements** (e.g., sidewalks, bike trails, multi-use paths; traffic calming improvements);
- ⇒ **Infrastructure-related travel demand management projects** (e.g., park and ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers);
- ⇒ **Planning studies** assessing the need for future projects;
- ⇒ **Roadway improvements** (e.g., operational improvements, access management, intelligent transportation systems, widening, technology operation improvements).

## FEDERAL HIGHWAY SYSTEM PERFORMANCE MEASURES

Under the *Fixing America's Surface Transportation Act* (FAST Act), state DOTs and Metropolitan Planning Organizations (MPOs) are required to use **performance measures** to work toward specific targets in support of **national goals for transportation management** in all federally-funded projects and programs.

The Ten-Year Plan Criteria detailed in this packet reflect these federal performance measures. Relevant federal performance measures are noted with each criterion.

## PROJECT REVIEW CRITERIA

The criteria included in this packet are intended to help RPC's prioritize projects in their respective regions. A list of criteria is provided in the table to the right.

Each RPC may assign weights to different criteria to reflect regional priorities. Weights should be assigned to criteria prior to scoring projects.

For each project, a score should be assigned for each criterion in order to develop an overall project score. **Detailed scoring procedures are provided on page 2 of this packet.**

Each RPC should clearly define the specific scoring process that will be used prior to scoring projects.

CRITERION	SUB-CRITERIA
<b>Economic Development</b>	Local & Regional; Freight Movement
<b>Equity, Environmental Justice, &amp; Accessibility</b>	Equity & Environmental Justice; Accessibility
<b>Mobility</b>	Mobility Need & Performance; Mobility Intervention
<b>Natural Hazard Resiliency</b>	Hazard Risk; Hazard Mitigation
<b>Network Significance</b>	Traffic Volume; Facility Importance
<b>Safety</b>	Safety Performance; Safety Measures
<b>State of Repair</b>	State of Repair; Maintenance
<b>Support</b>	n/a

For each criterion, the following reference table is provided in order to standardize & guide project reviews:

### REGIONAL EVALUATION CONSIDERATIONS

This column includes the factors that should be considered in order to evaluate and rank proposed Ten Year Plan projects. *Depending on data availability, some considerations may not be evaluated for all projects.*

### POTENTIAL RESOURCES & DATA SOURCES

This column includes data and established resources for best practices that can be used to justify project rankings. *Not all sources of data will be available for each project. It is left to the discretion of each RPC as to which sources to consult.*

**Note: project review criteria and associated scores are intended to inform the regional project prioritization process. RPCs may consider other factors, such as project costs and timelines, when deciding final regional priorities.**

# NH TEN YEAR PLAN: *Regional Project Review*

## PROJECT SCORING PROCEDURES

A score shall be assigned for each criterion. Criteria scores should then be multiplied by criteria weights. The weighted criteria scores should then be summed to develop the final project score.

RPCs should make reasonable attempts to assign a defensible score to each project for each criterion. *Criteria shall not be skipped when scoring a project.* If a defensible score cannot be developed for a particular criterion due to data/information limitations, RPCs should 1) use their best judgement to assign a score; and 2) record any relevant data/information limitations.


If a criterion is irrelevant to the project, a score of 1 out of 10 should be assigned for that criterion.

## EVALUATING PROJECT NEED & PROJECT IMPACT

There are two types of project evaluation criteria: 1) criteria that assess the need for a project; and 2) criteria that assess the impact of a project. For example, looking at the history of crashes at an intersection can help evaluate the need for a safety improvement project, while looking at Crash Modification Factors for the proposed improvements can help evaluate the impact that the project will have on safety.

The table below presents the project scoring scales for evaluating project need and project impact. Additionally, each criterion in this packet is labeled to indicate if it is evaluating need or impact.

## PROJECT SCORING SCALES



SCORE	PROJECT <u>NEED</u>		PROJECT <u>IMPACT</u>		CRITERION RELEVANCY
10	There is a <b>very high need</b> for the project under this criterion.	OR	The proposed project would deliver a <b>significant improvement</b> under this criterion.	-	---
5	There is a <b>moderate need</b> for the project under this criterion.	OR	The proposed project would deliver a <b>moderate improvement</b> under this criterion.	-	---
1	There is <b>minimal/no need</b> for the project under this criterion.	OR	The proposed project would deliver <b>minimal/no improvement</b> under this criterion.	OR	The proposed project is <b>not relevant</b> to this criterion.
0	---	-	The proposed project would result in a <b>negative impact</b> under this criterion.	-	---

**Definition:** the degree to which a project supports economic development needs and opportunities at the 1) **local** and 2) **regional** level; and 3) the degree to which the project impacts the movement of goods (**freight**).

## REGIONAL EVALUATION CONSIDERATIONS

## POTENTIAL RESOURCES & DATA SOURCES

### Local & Regional Economic Development **IMPACT**

- Does the project directly relate to a documented community revitalization or economic development effort?
- Does the project improve mobility and/or accessibility to and from a regional employment hub?
- Does the project improve mobility and/or accessibility to and from a regional tourism destination?
- Does the project support the implementation of a regional economic development plan?

### Resources:

- Local, regional and statewide economic development plans and documents
- Transit system maps
- Bicycle network/route maps
- Sidewalk network maps
- Online isochrone tools
- Regional *Comprehensive Economic Development Strategies*
- Economic-related chapters and goals of *Regional Plans*

### Freight Movement **IMPACT**

- Does the project implement a high priority freight improvement project as identified in the NH State Freight Plan or an adopted Regional Transportation Plan?
- Does the project improve a freight bottleneck location as identified in the NH State Freight Plan or an adopted Regional Transportation Plan?
- Would the project improve freight transportation on a Critical Urban Freight Corridor (CUFC) or Critical Rural Freight Corridor (CRFC) candidate location as identified in the NH State Freight Plan (or as previously recommended by a MPO/RPC for future inclusion in the NH State Freight Plan)?
- Would the project improve Truck Travel Time Reliability on the Interstate system or other National Highway Freight Network Route?

### Resources:

- State Freight Plan
- Regional Long-Range Transportation Plans
- Critical Urban Freight Corridor (CUFC) Candidate Location List
- Critical Rural Freight Corridor (CRFC) Candidate Location List
- Truck Travel Time Reliability (TTTR) Index Data from the National Performance Management Research Data Set (NPMRDS)

### **Federal Performance Measures Addressed**

Federal Highway Administration System Performance Measures: 1) truck time travel reliability on the Interstate System.



**Definition:** the degree to which 1) a project benefits traditionally-underserved populations (**equity & environmental justice**); and 2) ensures **accessibility** by all potential users.

## REGIONAL EVALUATION CONSIDERATIONS

### Equity & Environmental Justice

#### IMPACT

- Would the project provide transportation infrastructure benefits to an identified concentration area for minority population, low-income population, limited English proficiency population, disabled population, or other traditionally-underserved population group as identified in a local, regional, or statewide Title VI or Environmental Justice Program?
- Would the project expand transportation choices or enhance alternative modes of transportation in an identified concentration area for minority population, low-income population, limited English proficiency population, disabled population, or other traditionally-underserved population group?
- Does the project implement transportation-related recommendations resulting from a local, regional, or statewide Community Health Improvement Plan (CHIP) or other comprehensive public health analysis?
- What is the impact of the project on air quality? Are air quality impacts disproportionately affecting traditionally underserved populations?

### Accessibility

#### IMPACT

- Does the project incorporate Universal Design considerations to ensure that all users, including those with mobility impairments, visual impairments, hearing impairments or other disabilities can fully access and utilize the facility?
- Does the project incorporate accessibility upgrades or remove barriers to access?
- Does the project improve coordination between transportation service providers or between modes of transportation to improve access to essential services, particularly for elderly and disabled populations?"

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

- Regional and Statewide Title VI and Environmental Justice Programs
- Community Health Improvement Programs
- Region-specific Demographic Analyses
- US 13 CFR Part 301.3 Economic Distress Criteria (<https://www.govinfo.gov/content/pkg/CFR-2018-title13-vol1/xml/CFR-2018-title13-vol1-part301.xml#seqnum301.3>)
- Northern Border Regional Commission annual distress criteria reports
- CMAQ air quality analysis tools
- MPO regional emissions analyses
- RPC review of project scope

### Resources:

- Conceptual Designs for Proposed Projects
- Local, Regional, or Statewide ADA Transition Plans
- Public Transit-Human Service Transportation Coordination Plans

### Federal Performance Measures Addressed

Federal Highway Administration System Performance Measures: 1) on-road mobile source emissions reduction.

**Definition:** 1) an historical analysis of the mobility **need** and **performance** of a location for all modes, and 2) a forward-looking analysis of how **interventions** proposed as part of a project would improve the mobility performance for all modes.

## REGIONAL EVALUATION CONSIDERATIONS

### Mobility Need & Performance

**NEED**

#### Facility Purpose

- What is the federal functional classification of the project area (i.e., is high mobility an underlying function of the facility)?
- Is the facility a local, regional, or statewide connection?

#### Planning

- Are the mobility needs in the project area defined in a local, regional, or state plan?

#### Motor Vehicles

- For projects addressing mobility need for vehicle travel, what is the project area's performance relative to congestion or delay, and if available, what is person throughput for a defined time period?

#### Rail and Transit

- For projects addressing mobility need for rail and transit, what is transit's performance relative to congestion or delay, and if available, what is ridership for a defined time period (throughput)?

#### Bicycle and Pedestrian

- For projects addressing mobility need for bicycle and pedestrian travel, what is project area's performance relative to delay, and if available, what is traffic for defined time period (throughput)?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Functional Classification

- Federal Functional Classification (NHDOT GIS Roads Layer)
- FHWA Highway Functional Classification Guidance: [https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classification/section00.cfm](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classification/section00.cfm)

#### Planning

- Master Plans, Corridor Studies, Long Range Transportation Plans, MPO Congestion Management Process, etc.

#### Motor Vehicles

- Level of Travel Time Reliability (LOTRR) based on FHWA's National Performance Management Research Data Set (NPMRDS).
- Level of Service (LOS) related measures such as volume to capacity ratio, average travel speeds, average vehicle spacing, average delay at signal, field observation of traffic flow characteristics based on Highway Capacity Manual guidance.
- Throughput analyses based on local average vehicle occupancy data, regional model vehicle occupancy data or National Highway Travel Survey vehicle occupancy data multiplied by traffic data for defined time period.
- Regional and Statewide ITS architectures

#### Rail and Transit

- For projects addressing rail & transit mobility: Rail or transit operator report regarding on-time performance, ridership data, passenger surveys.

#### Bicycle and Pedestrian

- For projects addressing bicycle & pedestrian mobility: pedestrian/bicyclist intercept surveys, pedestrian signal timing data, pedestrian/bicyclist activity through project area for defined time period; bicyclist level of traffic stress.

### Federal Performance Measures Addressed

Federal Highway Administration (FHWA) System Performance Measures: 1) reliable person-miles traveled on the Interstate System; 2) reliable person-miles traveled on the non-Interstate National Highway System.

**Definition:** 1) an historical analysis of the mobility **need** and **performance** of a location for all modes, and 2) a forward-looking analysis of how **interventions** proposed as part of a project would improve the mobility performance for all modes.

## REGIONAL EVALUATION CONSIDERATIONS

### Mobility Intervention

#### Motor Vehicles

#### IMPACT

- For projects addressing motor vehicle mobility, to what extent will the project provide congestion relief or mobility benefits?

#### Rail and Transit

- For projects addressing transit mobility, to what extent will the project impact a transit service's on time performance and/or improve transit user throughput (ie. the number of transit users moving through the project area in a given time period)?

#### Bicycle and Pedestrian

- For projects addressing bicycle or pedestrian mobility, to what extent will the project reduce bicyclist/pedestrian delay and/or improve bicyclist/pedestrian throughput (ie. the number of bicyclists/pedestrians moving through the project area in a given time period)?

### Federal Performance Measures Addressed

Federal Highway Administration (FHWA) System Performance Measures: 1) reliable person-miles traveled on the Interstate System; 2) reliable person-miles traveled on the non-Interstate National Highway System.

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

RPC/MPO, NHDOT or independent evaluation of mobility interventions expressed in scope of work and project purpose. Including but not limited to the interventions listed below.

Motor Vehicles. Including but not limited to:

- *Intersection improvements:* signal optimization, roundabouts, addition of turning lanes, etc.
- *Road improvements:* HOV lanes, addition of breakdown lanes or shoulder widening, add lanes in merge areas, widen ramps, add exit lanes, ITS speed harmonization, ramp metering, etc.
- *Mode shift measures:* transit, park and ride lots, bike lanes, etc.
- *Capacity improvements:* adding lanes, access management measures [curb cut consolidation, left turn lanes, two way left turn lanes, medians, etc.]

Rail & Transit. Including but not limited to:

- Transit signal priority; dedicated transit lanes; improvement to sidewalk or bicycle connectivity to transit stops; transit stop improvements.

Bicycle and Pedestrian. Including but not limited to:

- *Bicycling interventions:*
  - ◆ New/improved bike lane
  - ◆ Widening of outside lane/shoulder
  - ◆ New off-street or parallel facility
  - ◆ Access management improvements (medians, elimination/consolidation of curb cuts)
  - ◆ Sight distance improvements
  - ◆ Intersection improvements for bicyclist
  - ◆ Improvements to speed differential between on street bicyclists and vehicles
  - ◆ Signage and road markings
- *Pedestrian interventions:*
  - ◆ New/improved sidewalk
  - ◆ New/improved off-street or parallel facility
  - ◆ Intersection improvements for pedestrians (new or improved crosswalks, medians/pedestrian refuges, new or improved pedestrian signals)
  - ◆ Access management (medians, limitation of curb cuts)
  - ◆ Removal of pedestrian conflicts (utility poles, etc.)
  - ◆ New or improved buffer between road and pedestrian facility (green buffer, on-street parking, trees, etc.)

**Definition:** 1) an analysis of the **natural hazard risks** (i.e. flood history) to a transportation facility, and; 2) a forward-looking analysis of how the **natural hazard mitigation** measures proposed as part of a project would reduce hazard risks.

## REGIONAL EVALUATION CONSIDERATIONS

### Natural Hazard Risk

**NEED**

#### Hazard Risk

- Are natural hazards in the project area documented in a plan, study, or database?
- Have natural hazards previously impacted transportation infrastructure and/or mobility in the project area? How frequently?
- Are natural hazard risks anticipated to increase in severity/impact (for example, due to anticipated impacts of climate change)?

### Natural Hazard Mitigation

**IMPACT**

#### Hazard Mitigation - All Projects

To what extent does the project mitigate or adapt to known natural hazards in the project area? Does the project propose in-kind replacement of hazard-prone infrastructure?

- Mitigate (highest score): project eliminates or substantially reduces risk from known natural hazard (e.g., relocates infrastructure away from flood hazard area).
- Adapt (moderate score): project addresses known natural hazard but does not entirely mitigate risk (e.g., reinforces infrastructure in place).
- In-kind (lower score): project simply replaces hazard-prone with same/similar infrastructure (e.g., replace stream culvert with culvert of same dimensions).

#### Hazard Mitigation - Additional Stream Culvert & Bridge Project Considerations

- Is the project responsive to stream characteristics, such as flood propensity, slope, bankfull width, and orientation to roadway?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Hazard Risk

- Local plans: Hazard Mitigation Plans, Master Plans, Capital Improvement Plans, Emergency Operations Plans, etc.
- Regional plans: Regional Transportation Plan, Corridor Studies, River Corridor Management Plans, Watershed-Based Plans, Regional Plan, Comprehensive Economic Development Strategy, etc.
- Local and Regional Vulnerability Assessments
- Results of studies or assessments, such as geotechnical studies, fluvial geomorphology studies, SADES-based assessments, etc
- Hydraulic capacity modeling results/reports
- FEMA Flood Hazard Maps
- Regional studies on anticipated impacts of climate change on natural hazard risk

### Resources:

#### Hazard Mitigation - All Projects

- RPC review of project scope
- Section 6.4 of FHWA's *HEC 17: Highways in the River Environment - Floodplains, Extreme Events, Risk, and Resilience, 2nd Edition* <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/hif16018.pdf>
- Section 3.4 FHWA's *HEC 25: Highways in the Coastal Environment: Assessing Extreme Events: Volume 2 - 1st Edition* <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/nhi14006/nhi14006.pdf>

#### Hazard Mitigation - Stream Culvert & Bridge Projects

- NH SADES stream crossing assessment data
- Hydraulic capacity modeling results/reports
- North Country Council *Stream Crossings for Flood Resiliency & Ecological Health*: [http://www.nccouncil.org/wp-content/uploads/2019/08/NCC-Stream-Crossing-Guide\\_FINAL.pdf](http://www.nccouncil.org/wp-content/uploads/2019/08/NCC-Stream-Crossing-Guide_FINAL.pdf)

**Definition:** the extent to which the project area is regionally-significant based on 1) **traffic volume**; and 2) the **importance of the facility** to the local and the regional transportation system.

## REGIONAL EVALUATION CONSIDERATIONS

### Traffic Volume

**NEED**

#### Vehicular volume

- What is the present-day traffic volume in or near the project area?
- How does the traffic volume in the project area compare to other traffic volumes in the region?
- Have traffic volumes increased, decreased, or stayed about the same over time?

#### Bicycle & pedestrian volume

- What is the measured or estimated present-day bicycle and pedestrian volume on or near the impacted facility?
- What is the relative demand for pedestrian and bicycle trips based on development density, presence/lack of current ped-bike facilities, etc.?

### Facility Importance

**NEED**

#### Origins and Destinations

- Does the facility move people or goods between major locations/destinations?
- Is the project area proximate to key transportation facilities, such as airports or transit/intermodal facilities?

#### Network Centrality

- To what degree is the project area "central" to the local and regional transportation network?
- Would traffic increase on other areas of the transportation network if the project is not implemented (e.g., would more drivers use alternate routes)?

#### Alternate Routes

- What would be the increase in travel time if travelers were detoured around the project area?
- Is the proposed project located on a defined or obvious evacuation route?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Vehicular volume

- NHDOT Transportation Data Management System <https://nhdot.ms2soft.com/tcds/tsearch.asp?loc=nhdot>
- Regional Planning Commission traffic count databases

#### Bicycle & pedestrian volume

- Regional Planning Commission bicycle & pedestrian count databases
- Pedestrian & Bicycle Information Center; Counting & Estimating Volumes <http://www.pedbikeinfo.org/topics/countingestimating.cfm>
- Congestion Mitigation & Air Quality (CMAQ) analysis tools
- Strava data

### Resources:

#### Origins and Destinations

- Local, regional and statewide transportation planning documents
- Priority pedestrian and bicycle transportation corridors identified in the *Statewide Pedestrian and Bicycle Transportation Plan*
- Transit system maps
- Bicycle network/route maps
- Sidewalk network maps
- Online isochrone tools

#### Network Centrality

- Regional Planning Commission transportation model (if available)
- RPC review of road networks
- GIS database with "Network Analyst" license/module

#### Alternate Routes

- Google Maps Travel Time calculator
- RPC travel time analysis (if available)
- Documentation of evacuation route designation or other connectivity-related metric in statewide, local or municipal plans

**Definition:** 1) a historical analysis of the **safety performance** (i.e. crash history) of a location over the past five (5) year period for all modes, and; 2) a forward-looking analysis of how the **countermeasures** proposed as part of a project would improve safety performance for all modes.

## REGIONAL EVALUATION CONSIDERATIONS

### Safety Performance

**NEED**

#### Crash data considerations (past 5 years):

- What is the number of passenger vehicle crashes at the location?
- What is the severity of passenger vehicle crashes at the location?
- What is the crash rate at the location?
- What is the number of non-motorized (pedestrian and bicycle) crashes at the location?
- What is the severity of non-motorized (pedestrian and bicycle) crashes at the location?
- What is the number of transit vehicle crashes at the location?
- What is the severity of transit vehicle crashes at the location?

#### Additional safety performance considerations:

- Was the location identified through local, regional, or statewide network screening?
- Was the location the subject of a previous Road Safety Audit due to crash history?
- Was the project referred to the TYP from the HSIP program due to scope/cost?
- Were improvements implemented over the past five-year period that have changed (or could change) the safety performance of the location?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Crash data

- State (NHDOS) Crash Database
- Fatality Analysis Reporting System (FARS) Database
- Crash Reports from Local Police Departments
- Crash Data from Local Transit Agencies

#### Additional safety considerations

- Network Screening Summaries from the NHDOT Bureau of Highway Design
- Completed and Pending Road Safety Audit (RSA) Reports
- HSIP Program Summaries from the NHDOT Bureau of Highway Design

### Federal Performance Measures Addressed

Federal Highway Administration (FHWA) Safety Performance Measures: 1) number of fatalities; 2) rate of fatalities; 3) number of serious injuries; 4) rate of serious injuries; 5) number of non-motorized fatalities and serious injuries.

Federal Transit Administration (FTA) Performance Measures: 1) number of reportable public transportation fatalities and public transportation fatality rate per total vehicle revenue miles by mode; 2) number of reportable public transportation injuries and public transportation injury rate per total vehicle revenue miles by mode; 3) number of reportable public transportation events and public transportation event rate per total vehicle revenue miles by mode; 4) mean distance between major public transportation mechanical failures by mode.

**Definition:** 1) a historical analysis of the **safety performance** (i.e. crash history) of a location over the past five (5) year period for all modes, and; 2) a forward-looking analysis of how the **countermeasures** proposed as part of a project would improve safety performance for all modes.

## REGIONAL EVALUATION CONSIDERATIONS

### Safety Measures

**IMPACT**

#### Highway and Bridge Safety Measures:

- How significant/effective are the Crash Modification Factors (CMFs) for key project design elements?
- Has a Benefit-Cost analysis been developed as part of a Road Safety Audit or other special study? If so, how compelling is the Benefit-Cost ratio?
- Are Proven Safety Countermeasures (as sanctioned by the FHWA Office of Safety) included in the project's design?

#### Rail & Transit Safety Measures:

- Does the project involve safety improvements to an existing at-grade Railway-Highway crossing?
- Does the project eliminate an existing at-grade Railway-Highway crossing?
- Does the project implement improvements identified in a local or statewide Public Transit Agency Safety Plan (PTASP)?

#### Pedestrian Safety Measures:

- Are Safe Transportation for Every Pedestrian (STEP) countermeasures (as sanctioned by the FHWA Office of Safety) included in the project's design?
- How significant/effective are the pedestrian-related Crash Modification Factors (CMFs) for key project design elements?

#### Bicycle Safety Measures

- Would the project improve Bicycle Level of Traffic Stress (LTS) from a Level 3 or 4 to at least Level 2?
- How significant/effective are the bicycle-related Crash Modification Factors (CMFs) for key project design elements?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Highway and Bridge Safety Measures:

- Crash Modification Factor Clearinghouse ([www.cmfclearinghouse.org/](http://www.cmfclearinghouse.org/))
- AASHTO Highway Safety Manual ([www.highwaysafetymanual.org/](http://www.highwaysafetymanual.org/))
- Completed or pending Road Safety Audits
- FHWA Proven Safety Countermeasures ([www.safety.fhwa.dot.gov/provencountermeasures/](http://www.safety.fhwa.dot.gov/provencountermeasures/))

#### Rail & Transit Safety Measures:

- NHDOT Bureau of Highway Design Railway-Highway Crossing Improvement Priorities
- Local or Statewide Public Transit Agency Safety Plans (PTASPs)

#### Pedestrian Safety Measures:

- FHWA Safe Transportation for Every Pedestrian (STEP) Countermeasures ([https://safety.fhwa.dot.gov/ped\\_bike/step/resources/](https://safety.fhwa.dot.gov/ped_bike/step/resources/))
- Crash Modification Factor Clearinghouse ([www.cmfclearinghouse.org/](http://www.cmfclearinghouse.org/))

#### Bicycle Safety Measures

- Bicycle LTS Model Data (as developed by MPOs or as developed for rural areas in the NH Statewide Pedestrian and Bicycle Transportation Plan).
- Crash Modification Factor Clearinghouse ([www.cmfclearinghouse.org/](http://www.cmfclearinghouse.org/))

### Federal Performance Measures Addressed

**Federal Highway Administration Safety Measures:** 1) number of fatalities; 2) rate of fatalities; 3) number of serious injuries; 4) rate of serious injuries; 5) number of non-motorized fatalities & serious injuries.

**Federal Transit Administration Safety Measures:** 1) number of reportable public transportation fatalities and public transportation fatality rate per total vehicle revenue miles by mode; 2) number of reportable public transportation injuries and public transportation injury rate per total vehicle revenue miles by mode; 3) number of reportable public transportation events and public transportation event rate per total vehicle revenue miles by mode; 4) mean distance between major public transportation mechanical failures by mode.

**Definition:** 1) the degree to which the project improves infrastructure condition in the project area (**state of repair**); and 2) the degree to which the project impacts NHDOT and/or municipal **maintenance**.

## REGIONAL EVALUATION CONSIDERATIONS

## POTENTIAL RESOURCES & DATA SOURCES

### State of Repair

#### NEED

- What is the condition of the infrastructure that is being addressed? For roadways, this includes pavement, sub-base, and base materials.
- Does the project address the underlying causes of current infrastructure conditions?

### Resources:

- NHDOT Pavement Condition Index (if current)
- SADES assessment data
- Geotechnical studies/reports
- Information requests from NHDOT offices: District Engineers, Bridge Maintenance Bureau, etc
- *NHDOT Transportation Asset Management Plan*

### Maintenance Considerations

#### IMPACT

- Does the project address an infrastructure issue that currently requires increased maintenance activity/costs due to poor or dangerous infrastructure conditions?
- Does the project propose significant new/expanded transportation assets that will add significant new/additional maintenance liabilities for NHDOT (e.g., new roadway/bridge construction)?
- Are there buried utilities (water, sewer, drainage) in the project area? If so, are any needed upgrades/maintenance incorporated into the overall project scope? *Note: buried utility improvements are typically not Ten Year Plan-eligible (funded locally).*

### Resources:

- NHDOT Pavement Condition Index (if current)
- SADES assessment data
- Geotechnical studies/reports
- Information requests from NHDOT offices: District Engineers, Bridge Maintenance Bureau, etc.
- Narrative from applicant
- Utility capacity/condition studies
- Capital Improvements Plans

### Federal Performance Measures Addressed

Federal Highway Administration State of Repair Measures: 1) percentage of pavement on the Interstate System in good condition; 2) percentage of pavement on the Interstate System in poor condition; 3) percentage of pavement on the non-Interstate National Highway System (NHS) in good condition; 4) percentage of pavement on the non-Interstate National Highway System (NHS) in poor condition; 5) percentage of bridges on the National Highway System (NHS) in good condition; 6) percentage of bridges on the National Highway System (NHS) in poor condition.

Federal Transit Administration Transit Asset Management Measures: 1) percentage of rolling stock revenue vehicles meeting or exceeding their useful life benchmark; 2) percentage of non-revenue service vehicles meeting or exceeding their useful life benchmark; 3) percentage of facilities rated below 3.0 on the Transit Economic Requirements Model (TERM) scale; 4) percentage of track segments with performance restrictions.



**Definition:** the degree of **support** for the project at the local, regional, and statewide level.

## REGIONAL EVALUATION CONSIDERATIONS

### Support

**NEED**

#### Local Support

- Does the project support goal(s) of locally-adopted plan? Higher scores given to projects that are specifically defined in plans, and/or address specific plan goals/needs/issues.

#### Regional Support

- Does the project support goal(s) of a regional plan? Higher scores given to projects that are specifically defined in plans, or address specific plan goals/needs/issues.

#### Statewide Support

- Does the project support goal(s) of a statewide plan? Higher scores given to projects that are specifically defined in plans, or address specific plan goals/needs/issues.

#### Emergent Needs

- Does the project address an emergent need(s) (*identified after the previous TYP project solicitation*) that could have significant regional impacts if not addressed?

#### Public Involvement

- Has there been recent public discussion or input opportunities regarding this project?
- Do recent public input/discussions show support for the project?

## POTENTIAL RESOURCES & DATA SOURCES

### Resources:

#### Local Support

- Master Plan
- Capital Improvements Plan
- Hazard Mitigation Plan
- Other local plan (Bike-Ped Plan, Sub-Area Plan, etc)
- NHDOT Road Safety Audit reports

#### Regional Support

- Long Range Transportation Plan/Regional Transportation Plan
- Corridor Study
- Coordinated Public Transit and Human Services Transportation Plan
- Regional Plan
- Scenic Byway Corridor Management Plan
- Transit Operations Plan
- River Corridor Management Plan
- MPO Congestion Management Process Plans

#### Statewide Support

- *Statewide Long-Range Transportation Plan*
- *Statewide Strategic Transit Assessment*
- *Statewide Pedestrian and Bicycle Transportation Plan*
- *Strategic Highway Safety Plan*
- *Statewide Freight Plan*
- *Statewide Rail Trail Plan*
- *NHDOT Transportation Asset Management Plan*

#### Emergent Needs

Emergent issue/need is documented by one or more of the following:

- Letter from NHDOT District Engineer
- Letters from municipal boards or committees
- Letters from subject-area experts
- Results of studies and assessments

#### Public Involvement

- Minutes and meeting summaries from local board meetings and/or community outreach events
- Other documentation of public involvement

## MEMORANDUM

To: MPO Transportation Advisory Committee  
From: Scott Bogle, Senior Transportation Planner  
Date: May 20, 2022  
RE: Long Range Transportation Plan Public Input Elements

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At the April meeting the TAC reviewed a draft public input survey for the Long Range Transportation Plan. We had a good discussion at the meeting and received comments and suggested edits from several TAC members after the meeting. An updated version of the survey in MS Word format, including most of these edits, was sent out on 5/3 for review. We received a few remaining comments in the last two weeks and those have been incorporated in the version here. The following paragraphs summarize edits and remaining considerations on the survey, and additional public engagement efforts planned in the for this summer.

### Survey

The intention is to distribute this as an online survey for ease of collecting responses and tabulating data, but RPC will make paper copies available on request. Anticipated distribution channels for the survey link include:

- Press releases to print media
- RPC/MPO website, Facebook page and newsletter
- Municipal websites, Facebook pages and newsletters
- Flyers with survey link at town offices, libraries and other venues
- Announcements at municipal board meetings
- Area Chambers of Commerce
- Outreach at community events

Key changes to the survey since the April TAC meeting include:

- Addition of an interactive map where respondents can identify up to five system improvement needs
- Consolidation of the two travel mode questions (commuting and non-commuting)
- A new question on anticipated frequency of remote work/telecommuting post-COVID
- Refocusing Q9 solely on electric vehicles rather than all alt-fuel vehicles
- Consolidation of the race and ethnicity questions into a single question
- Addition of a second open-ended question at the end of the survey: *“What changes in the overall transportation system would you like to see in the Region and State in the next 20 years?”*

- A new question asking where respondents heard about the survey, to identify most effective dissemination methods and inform the next update to our Public Participation Plan.
- Various wording clarifications throughout
- Finally, staff are considering dropping Q13 on revenue mechanisms but want TAC feedback on this. New state and municipal revenues will likely be needed in order to address not just system maintenance but also modernization needs identified in prior rounds of outreach. Q13 asks respondents to indicate their level of support for a number of such mechanisms. That said, this is a pretty extensive, multi-part question that lengthens the survey. Results would be interesting, but do TAC members feel the information warrants the longer survey?

Further suggestions for edits are welcome in the coming week and at the May 28<sup>th</sup> TAC meeting. At the meeting staff will ask the TAC to approve a final version of the survey that can be fielded in June.

#### Additional Public Outreach

Beyond the survey, and potentially as opportunities to encourage survey participation, staff are working to set up a number of other public outreach events this summer. These include:

- 3-4 focus group meetings including with older adults, individuals with disabilities and other underrepresented groups; as well as freight and port representatives.
- 3-4 outreach efforts at existing public events such as farmers markets, old home days or other events. We have had better success in recent years (pre-COVID) collecting public input at events such as these where people are already gathered than in attracting large numbers of people to project-specific workshops
- Discussions with the Coastal Zone Program, DES Air Resources, and other agencies to consider environmental aspects of the plan.

#### Request of the TAC

Staff request that TAC members review the updates survey instrument and come prepared with any further requests for modification. Following discussion of changes incorporated since April and any further changes, we will ask for a vote to approve the final survey instrument to field during June.

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## RPC 2022 Regional Transportation Survey

The Rockingham Planning Commission (RPC) is the regional land use and transportation planning agency serving Southeastern New Hampshire. We would like to know your views on transportation issues in your town and the broader Rockingham planning region. The RPC region includes 27 towns and cities in Rockingham County, stretching from the Seacoast west to the I-93 corridor. Your input will help in updating **the RPC’s Regional Long Range Transportation Plan**. This regional plan establishes priorities for state and federal transportation project funding in our region for the next 20 years, including road building and maintenance, accommodation for people walking or bicycling, public transit and senior transportation options, and freight.

1. In what town/city do you live? \_\_\_\_\_
2. If you work outside your house, in what town/city do you work? \_\_\_\_\_
3. **Transportation system:** How would you describe your level of satisfaction with the following aspects of the region’s transportation system? Please rate on a scale of 1 to 5 with 1 being “Very Dissatisfied” and 5 being “Very Satisfied” and 3 being “Neutral/No Opinion” (*Please circle the appropriate response number*)

	Very Dissatisfied	2	3	4	Very Satisfied	Don’t Know
A. Condition of major roads and bridges	1	2	3	4	5	<input type="checkbox"/>
G. Congestion levels on major roads	1	2	3	4	5	<input type="checkbox"/>
F. Traffic safety on roads and at intersections	1	2	3	4	5	<input type="checkbox"/>
B. Availability of bike paths and shoulder bicycle routes	1	2	3	4	5	<input type="checkbox"/>
C. Availability of sidewalks and crosswalks	1	2	3	4	5	<input type="checkbox"/>
D. Availability of public transportation	1	2	3	4	5	<input type="checkbox"/>
E. Availability of transportation for older adults and people with disabilities	1	2	3	4	5	<input type="checkbox"/>
H. Speed limit observance and enforcement	1	2	3	4	5	<input type="checkbox"/>
I. Availability of electric vehicle charging infrastructure	1	2	3	4	5	<input type="checkbox"/>
<b>K. Overall Rating for Transportation System</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<input type="checkbox"/>

4. **Please look at the various transportation system investment types below and rank them in order of importance in your view. Drag the box for each issue above the line and place in order of importance with the most important issue on top and least important at the bottom.**

- \_\_\_ Improving maintenance of the highway and bridge network
- \_\_\_ Improving electric vehicle charging infrastructure
- \_\_\_ Improving road and intersection safety
- \_\_\_ Improving safety and connectivity for bicycling and walking
- \_\_\_ Improving transportation options for seniors and people with disabilities
- \_\_\_ Improving public transportation service
- \_\_\_ Improving traffic congestion
- \_\_\_ Improving the resiliency of the transportation system to flooding
- \_\_\_ Improving rail service in the region
- \_\_\_ Improving freight flow (truck, rail and air)

Note: On online survey this will involve stacking text blocks in rank order. On paper version this would just involve writing a ranking from 1-11

**5. Do you think policy makers should invest more money on any of the following aspects of the transportation system in the next five years?**

	Yes	No	Not Sure
Improving maintenance of the highway and bridge network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving electric vehicle charging infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving road and intersection safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving safety and connectivity for walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving safety and connectivity of on-road bicycle routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving safety and connectivity of rail trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving transportation options for seniors and people with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving public transportation service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving traffic congestion on major roadways at rush hour	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving the resiliency of the transportation system to flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving rail service in the region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving freight flow (truck, rail and air)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**6. How often do you use the following modes of transportation (commuting or otherwise)?**

	Rarely/ Never	A few times a year	At least once/month	At least once/week	Daily
Car (driving alone)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool or vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transit/senior transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work remotely/meet virtually	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (Please Specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**7. If you indicated you work remotely, how many days per week do you envision continuing to do that in the coming years as we emerge from the COVID-19 pandemic?**

- 0   
  1   
  2   
  3   
  4   
  5   
  Not Applicable

**8. If you became unable to drive due to age, temporary or permanent disability, or preferred not to drive, how would you get where you need to go? (check all that apply) If you don't drive currently, check the options you currently use.**

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Rides from family/friends | <input type="checkbox"/> Senior van service       | <input type="checkbox"/> Bicycling              |
| <input type="checkbox"/> Taxi                      | <input type="checkbox"/> Volunteer driver program | <input type="checkbox"/> I don't drive now      |
| <input type="checkbox"/> Uber/Lyft                 | <input type="checkbox"/> Rideshare programs       | <input type="checkbox"/> I don't know           |
| <input type="checkbox"/> Public transit            | <input type="checkbox"/> Walking                  | <input type="checkbox"/> Other (Please Specify) |

**9. How likely are you to purchase or lease an electric vehicle in the coming years?**

	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely	Don't Know	I Already Own an EV
In the next five years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In the next ten years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

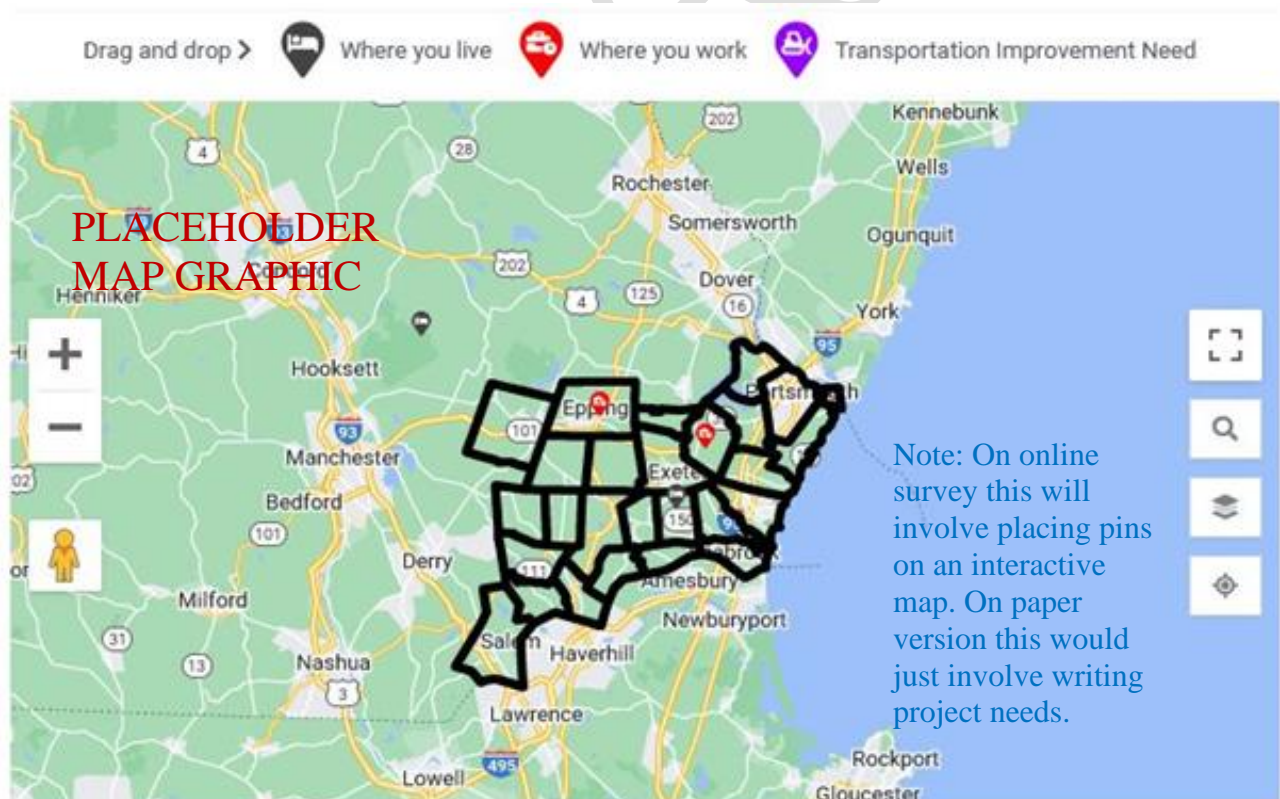
**10. If you do not currently drive an electric vehicle, are any of the following factors holding you back from purchasing or leasing one? (Check all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> Price                               | <input type="checkbox"/> Reliability                    |
| <input type="checkbox"/> Availability of charging stations   | <input type="checkbox"/> Safety                         |
| <input type="checkbox"/> Range                               | <input type="checkbox"/> Available dealer inventory     |
| <input type="checkbox"/> Performance                         | <input type="checkbox"/> None I don't see any obstacles |
| <input type="checkbox"/> Vehicle size/seating/cargo capacity | <input type="checkbox"/> Other (Please Specify):        |

**11. Which of the following best describes the neighborhood or area where you live?**

- Downtown or town center
- Neighborhood within walking distance of a town center
- Neighborhood away from a town center
- Rural location away from other development
- Other (Please specify)

**12. Using the interactive map, identify up to five areas of concern or project needs that you see on the transportation network in your community or the broader region by placing a pin at the location. These might include highway and bridge needs, ped/bike needs, transit needs, etc. If the need isn't location specific, you can place the pin anywhere and simply type in the label box.**



Note: Considering eliminating this revenue mechanisms question. While results will be interesting, we're not sure they provide enough value to justify the time

**TRANSPORTATION FUNDING**

**13. The buying power of the State and Federal Highway Funds has declined over the last 30 years as construction and operating costs have outpaced revenues from the state and federal gas taxes. Federal transportation spending now draws heavily on General Fund/income tax dollars rather than just the gas tax. How should the state and your community address funding for the transportation system needs that we asked you to prioritize in Question 4? Please indicate your level of support for the following responses using a scale of 1-5 where 1 equals “Strongly Oppose”, 5 equals “Strongly Support” and 3 equals “Neutral”.**

	Strongly Oppose			Strongly Support			Don't Know
A. Delay projects as needed to live within existing resources	1	2	3	4	5	<input type="checkbox"/>	
B. Cut budgets at other state agencies to use State General Funds without raising new revenues	1	2	3	4	5	<input type="checkbox"/>	
C. Increase the state gas tax	1	2	3	4	5	<input type="checkbox"/>	
D. Index the state gas tax to inflation	1	2	3	4	5	<input type="checkbox"/>	
E. Increase state vehicle registration fees	1	2	3	4	5	<input type="checkbox"/>	
F. Replace the gas tax with an alternate fee based on miles driven	1	2	3	4	5	<input type="checkbox"/>	
G. Increase tolls on existing turnpikes (proceeds could be used only on turnpike system)	1	2	3	4	5	<input type="checkbox"/>	
H. Adopt a broad-based state tax on sales or income	1	2	3	4	5	<input type="checkbox"/>	
I. Expand use of impact fees to address traffic issues brought on by new development	1	2	3	4	5	<input type="checkbox"/>	
J. Increase local property taxes to fund local transportation improvements	1	2	3	4	5	<input type="checkbox"/>	
K. Other (Please Specify)	1	2	3	4	5	<input type="checkbox"/>	

**14. State law enables towns and cities to charge a supplemental vehicle registration fee of up to \$5.00 per vehicle to fund local transportation improvements, whether for road safety, public transportation, sidewalks, or other needs. Currently only five communities in the region use this option. Would you support adoption of this fee in your community for any of the following purposes?**

	Yes	No	Not Sure
A. Road Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. <u>Road and</u> Intersection <u>Safety</u> Improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Transportation for Seniors or People with Disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Commuter Bus <u>or</u> Other Public Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Sidewalks, Bicycle Routes or Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## DEMOGRAPHIC QUESTIONS

### 15. What is your age?

- |                                   |                                |                                |
|-----------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 35-44 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 18-24    | <input type="checkbox"/> 45-54 | <input type="checkbox"/> 75-84 |
| <input type="checkbox"/> 25-34    | <input type="checkbox"/> 55-64 | <input type="checkbox"/> 85+   |

### 16. How long have you lived in **New Hampshire**?

- |  |                                      |
|--|--------------------------------------|
| <input type="checkbox"/> Less than 5 years | <input type="checkbox"/> 11-15 years |
| <input type="checkbox"/> 5-10 years        | <input type="checkbox"/> 16+ years   |

### 17. With what racial and/or **ethnic** group(s) do you identify? (Check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> American Indian or Alaska Native | <input type="checkbox"/> Middle Eastern or North African           |
| <input type="checkbox"/> Asian                            | <input type="checkbox"/> Native Hawaiian or other Pacific Islander |
| <input type="checkbox"/> Black or African American        | <input type="checkbox"/> White                                     |
| <input type="checkbox"/> <b>Hispanic/Latino/Latina</b>    | <input type="checkbox"/> Other (please specify)                    |

### 18. Which of the following describe your connection to **the transportation system**? (Check all that apply):

- |   |   |
|---|---|
| <input type="checkbox"/> <b>Transportation system user</b>      | <input type="checkbox"/> <b>Municipal board or committee member</b> |
| <input type="checkbox"/> <b>Work in transportation industry</b> | <input type="checkbox"/> State elected official                     |
| <input type="checkbox"/> <b>Other business sector</b>           | <input type="checkbox"/> State agency staff                         |
| <input type="checkbox"/> Municipal elected official             | <input type="checkbox"/> Other (Please specify)                     |
| <input type="checkbox"/> Municipal staff                        |   |

### 19. Which of the following best describes your employment status?

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Full time worker | <input type="checkbox"/> Stay at home parent | <input type="checkbox"/> <b>Unable to work due to a disability</b> |
| <input type="checkbox"/> Part time worker | <input type="checkbox"/> Unemployed          | <input type="checkbox"/> Other (Please Specify)                    |
| <input type="checkbox"/> Retired          | <input type="checkbox"/> Student             |  |

### 20. What is your household's annual income before taxes?

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Less than \$20,000   | <input type="checkbox"/> \$75,000 to \$99,999          | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> \$20,000 to \$34,999 | <input type="checkbox"/> <b>\$100,000 to \$124,999</b> |  |
| <input type="checkbox"/> \$35,000 to \$49,999 | <input type="checkbox"/> <b>\$125,000 to \$149,999</b> |  |
| <input type="checkbox"/> \$50,000 to \$74,999 | <input type="checkbox"/> \$150,000 or more             |  |

### 21. Where did you hear about this survey? (check all that apply)

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> RPC website or newsletter  | <input type="checkbox"/> Town hall          | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Town website or newsletter | <input type="checkbox"/> Public library     | <input type="checkbox"/> From friends           |
|   | <input type="checkbox"/> Local meeting      | <input type="checkbox"/> Flyers around town     |
|   | <input type="checkbox"/> Community cable TV | <input type="checkbox"/> Other (please specify) |



**22. What changes in the overall transportation system would you like to see in the Region and State in the next 20 years?**

**23. Do you have any additional comments about the transportation system and transportation needs in your community or broader region?**

**Please enter your email if you are interested in either or both of the following options:**

- Enter to win a one of four \$50 gift cards to Hannaford
- Receive updates on this or other local or regional planning projects

E-mail or other contact for drawing notification: \_\_\_\_\_

***THANK YOU!***

## May 26, 2022 Project Updates

**Seacoast Transportation Corridors Vulnerability Analysis (STCVA):** RPC has completed work on the STCVA and the final document has been uploaded to the website ([www.therpc.org/stcva](http://www.therpc.org/stcva)). This project worked with the New Hampshire Coastal Program, NHDOT, and other stakeholders to conduct an analysis of the impacts of sea-level rise related flooding on the transportation infrastructure in the seacoast. The vulnerability analysis will form the basis of a long-term adaptation framework incorporating coastal hazards and prioritizing resilience in state and local transportation planning. A webinar on March 31 provided an overview of the project as well as discussing findings and recommendations and can be viewed on YouTube (<https://youtu.be/UI3SToZ4xsY>). Staff has also been presenting project findings to the Coastal Adaptation Workgroup (CAW) (3/17), the Seabrook-Hampton Estuary Alliance (SHEA) (4/19), NHDOT Project Review Committee (4/20), Hampton Falls Planning Board (4/26), and Hampton Planning Board (5/18). (*Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)*).

**NH Seacoast Greenway:** – Staff from RPC and the National Park Service Rivers, Trails and Conservation Assistance Program (NPS/RTCA) have been meeting with municipal officials in the NHSG corridor communities about potential connections between the rail trail and key destinations in each town. The most recent meetings in May have been in Greenland and North Hampton. Greenland is interested to create a trailhead at the crossing of Breakfast Hill Road. NHDOT identified new State owned land here that came with the rail corridor purchase that can support a small trailhead parking area. Staff will work with NHDOT and Greenland to address encroachment issues here. In April staff gave a presentation on the NH Seacoast Greenway at the NH ACEC Technology Transfer Conference jointly with staff from NHDOT and GPI. Staff also submitted a letter to Congressman Pappas’ office supporting the City of Portsmouth’s Community Project (earmark) request for funding to construct two trailheads with parking and pave the trail within City limits. Trail surface along most of the corridor in New Hampshire will remain stone dust, though is paved on adjacent sections in Salisbury, Newburyport and most more urban areas of the East Coast Greenway. (*Scott Bogle – [sbogle@therpc.org](mailto:sbogle@therpc.org)*)

**Hampton Falls (29610):** This study that considered options to address congestion on US 1 through the town center in Hampton Falls was recently completed. An advisory committee was formed and met several times to discuss various aspects of the project. Two public information sessions were held, and a final public meeting is planned to cover the recommendations. Based on feedback from the community, widening of US 1 through the Hampton Falls village is not desired and other methods to try and address the congestion will be prioritized. The final report is available on the RPC website: [www.therpc.org/corridorstudies](http://www.therpc.org/corridorstudies) (*Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)*).

**Seabrook-Hampton Bridge Replacement (15904):** The Environmental Assessment (EA) for the project was submitted to FHWA for review and permitting and on March 30, 2022 the Federal Highway Administration issued a Finding of No Significant Impact (FONSI) for the project. NHDOT is proceeding with final design of a replacement that is fixed (non-movable), is 48 feet off the water, aligned to the west of the current structure, and would widen the navigational channel to 150 feet. The bridge itself will be 50 feet wide with two travel lanes, 8-foot shoulders, and 6-foot sidewalks with bump outs at some piers. Private property impacts are be minimal although there are some

environmental impacts to be mitigated. The life-cycle cost of the new structure is estimated at \$71-\$75 million and the project would take approximately 3 years to construct. The additional funding identified in the Infrastructure Investment and Jobs Act will allow this project to proceed more rapidly and without requiring any bonding. The project is anticipated to advertise for construction in September 2023 with construction beginning in 2024. (Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)).

**Hampton 40797:** The Ocean Boulevard reconstruction project continues to make progress towards construction. A Project Advisory Committee (PAC) meeting was held on January 27, 2022 where the NHDOT Project Manager and Consulting Engineers (HDR) covered progress on the environmental process, data collection, and the draft purpose and need statement. The next PAC meeting will occur on May 26, 2022 and will be a workshop format with efforts geared towards finalizing the purpose and need and beginning discussions of improvement options and alternatives for the corridor. (Dave Walker [dwalker@therpc.org](mailto:dwalker@therpc.org)).

**Age Friendly Communities Initiative:** Community surveys are nearing completion in five of the six assessment communities and thus far have garnered nearly 1200 responses. Staff have been analyzing survey data and working with local steering committees to plan Community Forums for May-July where survey results will be shared and public input gathered on strategies to address needs identified in the surveys. Thus far Forums have been held in Exeter and Stratham with events planned in Fremont and Hampstead in June and Portsmouth in July. The survey will be fielded in Hampton beginning next week. (Scott Bogle - [sbogle@therpc.org](mailto:sbogle@therpc.org))

**Statewide Assessment of Senior Transportation Needs:** Staff are working with the State Commission on Aging, the Alliance for Healthy Aging, TransportNH and SNHPC on a scope of work and budget for a statewide assessment of transportation needs for older adults in New Hampshire over the next 20 years. This has been recommended by the State Commission on Aging to the Governors Office for Emergency Relief and Recovery (GOFERR) for funding with dollars received by the state under the American Rescue Plan. The project has grown out of the thumbnail Transit Needs Assessment RPC developed with COAST in late 2019. While that initial assessment relied on national assumptions from AARP and CTAA on the percentage of non-driving seniors and estimated trip frequency, the goal of this project will be to develop New Hampshire specific needs and strategies.

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