

RPC Transportation Advisory Committee
June 23, 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

Agenda

1. Introductions
2. Minutes of 5/26/22 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. Transportation Project Selection Criteria & Weighting (**Attachment #2**) – **[Motion Required]** - Dave Walker (45 minutes)
4. Safe Streets and Roads for All (SS4A) Program (**Attachment #3**) – Dave Walker/Scott Bogle (30 Minutes)
5. Other Project Updates – Dave/Scott (10 Minutes)
6. Open discussion/Comments

TAC MEETING SCHEDULE For 2022 (Next meeting highlighted)

January 27	April 28	July 28	October 27
February 24	May 26	August 25	December 8***
March 24	June 23	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)

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_zmCFYgvpriijLMhNAUALPEckPA6sqB-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>

MINUTES

Rockingham Planning Commission MPO Technical Advisory Committee May 26, 2022

RPC Offices

156 Water Street, Exeter

In Person and Virtual participation via Zoom

Recording Available Here: <https://youtu.be/wiGqIK5lvpE>

Members Present: R. McDermott, Chairman (Hampton Falls); D. Sharples (Exeter); R. Nichols (COAST); L. St. John (NHDOT); L. Levine (FHWA); P. Mahoney (FHWA); P. Coffin (Kingston); T. White (NHDES); D. Seiglie (Rye); J. Hale (Hampton); E. Eby (Portsmouth);

Guests: C. Cross (Newington)

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

- 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 4 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 1/27/22 TAC Meeting & Notes from the 4/28/22 TAC Workshop**

*Sharples moved to approve the Minutes of January 27, 2022 meeting as presented; Coffin Seconded. Roll Call Vote was taken. **SO VOTED.***

Notes of the 4/28/22 TAC Workshop were presented for TAC information

- 3. TIP Amendment #4 – D. Walker**

Walker gave an overview of the planning process and the TIP amendment process. He reviewed 10 regional projects and 7 statewide project changes contained in this amendment. Four comments had been received to date on the Amendment with three of them requesting projects to be included in the Amendment (Exeter 40436, Newington 42879, and Portsmouth 41752). The fourth comment is in support of advancing Portsmouth 43760 as quickly as possible. 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. *Sharples moved to endorse the TIP Amendment #4 and recommend for approval by the MPO Policy Committee; Coffin seconded. Roll Call Vote was taken. St. John Abstained. SO VOTED.*

4. Transportation Project Selection Criteria and Weighting – D. Walker

Walker provided an overview of the project selection process and the Statewide Project Selection Criteria. He covered the grouping of projects by scale (Local, Regional, and Inter-Regional), and detailed the eight categories of project selection criteria. Walker reviewed the criteria and considerations within each category. Finally, he detailed options for the TAC to set the “weights” for the criteria to be used in the selection process this round. It was decided by consensus that the TAC would be sent a survey that allowed them to prioritize the eight categories for each scale (Local, Regional, Inter-Regional) and then slider bars to weigh the importance of each criterion within each category. 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. Long Range Transportation Plan Survey – S. Bogle

Bogle provided an overview of the draft Long Range Transportation Plan public input survey incorporating the changes discussed at the April TAC workshop. Bogle covered the changes that were requested and how they were or were not implemented. TAC members discussed further options and opportunities to improve the instrument and to facilitate public involvement. After incorporating the changes, the instrument will be ready for public release and Bogle covered the various ways it is planned to be distributed.

6. Project Updates: Walker & Bogle

The project updates memorandum was distributed to meeting attendees and emailed to all members post meeting.

Meeting adjourned at 11:00 a.m.

Respectfully submitted,
David Walker, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 06/17/2022

RE: 2022-2023 Project Solicitation and Selection Process

The responses from the Project Selection Criteria Survey have been tallied and draft weights have been calculated for each category and criterion at each project scale. Eleven TAC members completed the survey and the results, in the form of draft weights, are in the table on page 2. The TAC will discuss the draft weights at the meeting next Thursday and can modify them as part of that discussion. The weights approved by the TAC will be utilized to assess the projects in the LRTP and any new projects received via the process discussed at previous meetings. Full details on the project selection criteria and the project selection process can be found on the RPC website:

<http://www.therpc.org/projectselection>

Recommendation

Approve project selection criteria weights for the 2022-2023 cycle.

DRAFT Project Selection Criteria Weights for 2022

	Local	Regional	Inter- Regional
Economic Development	8%	11%	11%
Improving Access	63%	63%	63%
Easing Goods Movement	37%	37%	37%
Accessibility & Environmental Justice	14%	13%	13%
Expanding Transportation Choice	52%	52%	52%
Removing Barriers to Access	48%	48%	48%
Mobility	11%	11%	16%
Congestion at location	60%	60%	60%
Effectiveness at congestion reduction	40%	40%	40%
Natural Hazards Resiliency	12%	13%	8%
Level of Risk from Natural Hazards	48%	48%	48%
Mitigation from project	52%	52%	52%
Network Significance	13%	15%	18%
Traffic Volume	41%	41%	41%
Route Importance to network	59%	59%	59%
Safety	17%	15%	17%
Crash History	42%	42%	42%
Safety Benefits	58%	58%	58%
State of Repair	16%	14%	9%
Current Infrastructure Condition	52%	52%	52%
Reduced Maintenance Requirements	48%	48%	48%
Support	9%	8%	8%
Community Priority	28%	28%	28%
Regional Support	39%	39%	39%
Critical Need	33%	33%	33%

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 06/17/2022

RE: Safe Streets and Roads For All (SS4A) Grants

The Bipartisan Infrastructure Law (BIL) passed in 2021 established the Safe Streets and Roads for All (SS4A) discretionary grant program with \$5 billion in funding over the next five years. In the current fiscal year up to \$1 billion is available for grants to prevent roadway deaths and serious injuries. Some basic information about the program is below:

Who is eligible to apply for grant funding?

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

In addition, the proposals can include partnerships with entities that are not eligible for the grants directly such as the State DOT or private companies.

Eligible activities, Grant Types, and Selection Information

The following activities are eligible for the SS4A program:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

There are two types of SS4A grants: Action Plan Grants and Implementation Grants. To be eligible for implementation grants the entity must first have a Safety Action Plan, and only activities included in the action plan are eligible for implementation grants. The components of a Safety Action Plan are listed in the attached information sheet from FHWA. Grant proposals are due by September 15, 2022 and would be expected to be awarded early in 2023 with agreements in place within 12 months of award.

Safety Action Plan grant proposals are being assessed by FHWA with a focus on three considerations:

- Total crash fatalities from 2016-2022 (5 years): **69 fatalities for RPC region**

- Fatality Rate per 100,000 population: **6.94 fatalities per 100,000 Population**
- Percentage of population in underserved communities: **Unsure**

In addition, FHWA will be looking to support grants that address some or all of the following considerations:

- Likely result in a significant reduction or elimination of roadway fatalities and serious injuries
- Will ensure equitable investment is the safety needs of underserved communities
- Will employ low-cost, high-impact strategies that can improve safety
- Will engage with a variety of public and private stakeholders
- Will seek to adopt innovative technologies or strategies to promote safety and equity
- Will include evidence-based projects and strategies
- Has a reasonable budget

RPC Safety Action Plan Grant

RPC is considering applying to develop a Safety Action Plan for the region which would allow both RPC and the regional communities to be eligible for implementation grants in future rounds. The application process is relatively straight-forward and could be submitted jointly with other MPOs and/or with regional communities. The grant requires a 20% non-federal match and this is probably the most challenging aspect of developing the application. Some preliminary discussions for how to raise that match have included:

- Requesting a small contribution from all RPC communities (\$1,500-\$2,000 each)
- Requesting larger contributions from communities most interested in applying for implementation grants
- Using RPC dues for some/all of the match – This would offset utilizing these funds for other planning and/or community technical assistance purpose.
- Some combination of the above.

Submitting a joint application with other MPOs would likely result in some overall cost savings as we could utilize a single consulting firm and a single contract to conduct the effort. This would also result in a consistent scope and approach across the greater region while still producing MPO specific project lists and priorities.

Questions for TAC/Communities

- Does your community have a Safety Action Plan?
 - Is your community considering applying for a Safety Action Plan grant?
 - Do you think your community would be interested in participating in the development of a RPC Safety Action Plan?
 - Do you think your community would be likely to apply for an implementation grant once a Safety Action Plan is developed?
-

Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

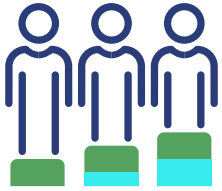


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

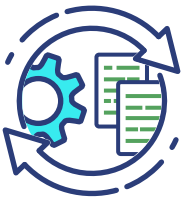


Safe Streets and Roads for All Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

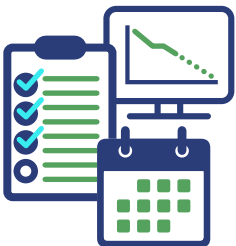
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.

