

RPC Transportation Advisory Committee
September 26, 2024
12:00-2:00 PM

RPC Offices

156 Water Street, Exeter, NH

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

There is an elevator available via the Center Street entrance.

Virtual Participation via Zoom

<https://us02web.zoom.us/j/87679618928?pwd=YjNqT3NBak82dm4rWldYRzBka2tjdz09>

The full zoom invitation is on page 2

Agenda

1. Introductions
2. Minutes of 6/27/2024 Meeting (**Attachment #1**) — **[Motion Required]** (5 minutes)
3. MPO Safety Action Plan Overview and Safety Discussion (**Attachment #2**) – Frank Koczalka (VBH) (1 hour 30 minutes)
4. FHWA Case Studies on Promising Practices for Transportation Agencies to Address Road Safety among People Experiencing Homelessness (**Attachment #3**) – Mikayla Jerominek (10 Minutes)
5. 2025 Project Selection Progress Report (**Attachment #4**) – Dave Walker (5 minutes)
6. Agency and Community announcements and updates (10 minutes)
7. Open discussion/Comments

TAC MEETING SCHEDULE For 2024 (Next meeting highlighted)

January 25	April 25	July 25	October 24
February 22	May 23	August 22	December 5***
March 28	June 27	September 26	

***Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: Transportation Advisory Committee Meeting

Time: Jan 25, 2024 12:00 PM Eastern Time (US and Canada)

Every month on the Fourth Thu, 10 occurrence(s)

Jan 25, 2024 12:00 PM

Feb 22, 2024 12:00 PM

Mar 28, 2024 12:00 PM

Apr 25, 2024 12:00 PM

May 23, 2024 12:00 PM

Jun 27, 2024 12:00 PM

~~Jul 25, 2024 12:00 PM~~

~~Aug 22, 2024 12:00 PM~~

Sep 26, 2024 12:00 PM

Oct 24, 2024 12:00 PM

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

Monthly: https://us02web.zoom.us/meeting/tZMrcOCurzMjGNzkdtvdDW_Aiq-ZUY5fL_yD/ics?icsToken=98tyKuGvqDwjHNWduRuPRpwEBI_CXe7zmFxEjY1HlxvxFSR3VTzXP_MPCIdGRd78

Join Zoom Meeting

<https://us02web.zoom.us/j/87679618928?pwd=YjNqT3NBak82dm4rWldYRzBka2tjdz09>

Meeting ID: 876 7961 8928

Passcode: 925821

One tap mobile

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+19292056099,,87679618928#,,,,*925821# US (New York)

Dial by your location

- +1 646 931 3860 US
- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Washington DC)

Meeting ID: 876 7961 8928

Passcode: 925821

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

MINUTES
Rockingham Planning Commission
MPO Technical Advisory Committee
RPC Offices, 156 Water Street, Exeter NH
June 27, 2024

Members Present: S. Kizza (Brentwood); L. O’Neil (East Kingston); A. Nolan (Epping); B. Dion (Greenland); J. Hale (Hampton); J. Lynch (Hampton); J. Lavacchia (Hampstead); P. Coffin (Kingston); C. Cross (Newington); T. Moore (Plaistow); E. Eby (Portsmouth); D. Seiglie (Rye); M. Connors (Stratham); R. Nichols (COAST); J. Wade (NHDES); L. St. John (NH DOT); L. Levine (FHWA).

Staff: D. Walker (Assistant Director); M. Jerominek (Regional Planner)

1. Introductions

Roll call attendance was taken. Walker indicated that the chair was not attending and that he would run the meeting.

2. Minutes of 5/23/2024 Meetings

Minutes of the meetings were approved without discussion. **Motion: P. Coffin; Seconded by R. Nichols. Approved with St. John, Seiglie, and Wade abstaining.**

3. TIP Amendment #6 – D. Walker

Walker provided an overview of the project changes incorporated into Transportation Improvement Program Amendment #6. The changes include eight projects – four regional projects and four statewide programs. A comment period will be held between June 28, 2024 and July 8, 2024 with a public hearing at the MPO Policy Committee meeting on July 10, 2024. One new Statewide Program is being added to the TIP (OHSS), funding is increased for the Statewide PAVE-T2-RESURF program and for Greenland 43849. Funding for North Hampton 24457 is decreasing due to delays in the project and STBG-FTA program is decreasing funds as those moneys have been transferred from FHWA to FTA. Three projects (Londonderry/Windham/Seabrook 4435, Plaistow 40641, and the TRAFMON program) are incorporating changes to the scope descriptions. After discussion of the projects and other active projects in the region the TAC voted to endorse the changes included in Amendment #6 and recommend approval to the MPO Policy Committee. **Motion: P. Coffin; Seconded by R. Nichols.**

4. 2025 Project Selection – D. Walker

Walker reviewed the project prioritization process is for the MPO to identify candidate projects for the State Ten Year Plan from the projects in the Long Range Transportation Plan and those recently submitted by communities. RPC received submittals for 5 new projects and updated information for several. Including the new projects, the MPO Long Range Transportation Plan contains 169 total projects. Of these, 52 are already included in the State Ten Year Plan or Transportation Improvement Program leaving 117 to evaluate. Ten of these projects are currently not eligible for federal funding or are otherwise infeasible, are not needed in the next

ten years, or are being funded via other methods. This leaves 107 to score against the project selection criteria and rank. Those projects have been distributed into three groups based on scale (Local, Regional, Inter-Regional) and scored against the established statewide criteria using the weights set by the TAC on June 23, 2022. Walker prepared a preliminary Candidate Projects List for the TAC to review and select a short-list of projects that will be referred to the engineering consultants for the development of scope and cost estimates. After discussion, the TAC agreed to take the following approach:

1. hold of on programming any sea-level rise/resiliency projects with the exception of the low areas on NH 1B in New Castle and Rye which were included in the NH1B Causeway Feasibility Study.
2. Submit six projects that already have scope and cost estimates to obtain updated cost information.
3. Submit 7 projects for development of new scope and cost estimates.

The TAC was informed that the actual number of projects that will be able to receive new or updated cost estimates will be dependent upon the cost of that work as the budget is limited to approximately \$30,000. As many projects will be incorporated as is feasible based on that budget. After lengthy discussion, a motion was made and seconded to put forward the staff recommendation for six projects to be proposed for updated cost estimates and seven projects for new cost estimates. **Motion: P. Coffin; Seconded by B. Dion. Approved with St. John abstaining.**

5. Agency Updates and Announcements – Multiple TAC Members

Nichols announced that ridership on COAST is up 35% over last year on the system. Service has been returned to normal levels as they have been able to fully staff with drivers. COAST has a regular email newsletter now that provides information on COAST activities and information. Walker announced that RPC had received a RAISE grant to conduct engineering work on the Seacoast Greenway through the Hampton-Seabrook Estuary. Nichols announced that Scott Bogle received an award for his work on Community Transportation and Coordination from the Statewide Council for Community Transportation.

6. Open Discussion/Comments

Dion brought up the issue of communities measuring impacts of sea-level rise differently and how it would be better if a common methodology was utilized. Discussion followed.

Meeting adjourned at approximately 2:00 p.m.

Respectfully submitted,
David Walker, Recording Secretary

Memorandum

DATE: September 19, 2024
TO: MPO Transportation Advisory Committee
FROM: David Walker, Assistant Director
RE: Safe Streets and Roads for All (SS4A) Safety Action Plan

New Hampshire's four MPOs (NRPC, RPC, SNHPC, and SRPC) are collaborating on the development of Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plans in each of the four MPO regions. The SS4A Program is a federal initiative established in the Infrastructure Investment and Jobs Act (IIJA) to “address the preventable crisis of deaths on our nation’s roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.” More information about the SS4A Program can be found in the attached Fact Sheet.

The purpose of an SS4A Comprehensive Safety Action Plan is to “use data analysis to characterize roadway safety problems and strengthen a community’s approach through projects and strategies that address the most significant safety risks.” Any project that is funded for implementation (e.g. construction) through the SS4A Program must be included and justified in a Comprehensive Safety Action Plan. More information about SS4A Safety Action Plans can be found in the attached SS4A Action Plan Components document.

The four MPOs have hired VHB to assist with the development of the Comprehensive Safety Action Plans. To date, VHB has conducted extensive data analysis and coordinated a public survey (which had nearly 1,000 responses across southern and southeastern New Hampshire) to help inform the development of the plans. The SAPs are anticipated to be completed at the end of 2024 and adopted by the MPOs early in 2025.

At the September 26, 2024 TAC meeting, we will be joined by Frank Koczalka from VHB. Frank will provide an overview of the work completed and public feedback received to date. ***The TAC meeting will also provide a good opportunity for municipal stakeholders to advise on the local safety concerns and needs that should be reflected in the region’s Comprehensive Safety Action Plan.*** To that end, we ask TAC members to consider the following questions which will be discussed at the meeting:

- What are the most significant transportation safety risks or concerns facing your community?
- What strategies or projects would be most beneficial to address the transportation safety risks facing your community?

Safe Streets and Roads for All (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Bipartisan Infrastructure Law** and provides \$5 billion over 5 years. The funding helps communities address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities. There are three remaining funding rounds, including the round currently open in 2024.

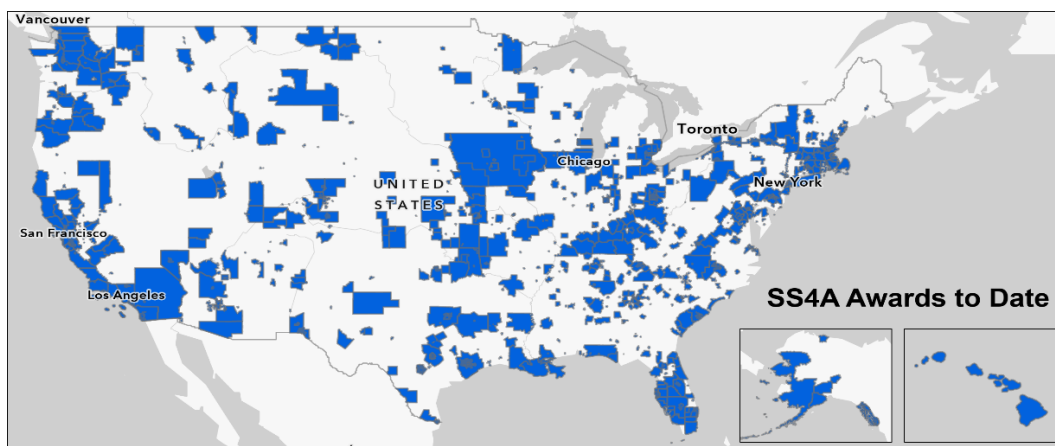
For more information, use the QR code above or visit the [SS4A website](#).

SS4A grants are already making an impact nationwide

- In the first two years of funding, USDOT awarded **\$1.7 billion** to over **1,000 communities** across **all 50 states and Puerto Rico**.
- Awarded communities comprise about **70% of the nation's population**.
- SS4A funds to improve roadway safety planning have been awarded to localities that make up 61% of all roadway fatalities.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 465 communities (41% of award recipients) have **populations under 50,000**.
- 382 award recipients (75%) in the first year were **new direct Federal funding recipients to USDOT**.
- Over half of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past 2 years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National League of Cities, National Association of County Engineers, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In the second funding year (FY23), SS4A conducted **follow-up outreach to 85% of applicants (roughly 600 communities)** to provide opportunities to address missing application elements and program requirements. As a result, **almost no applicant was turned away** because of an incomplete application.
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A conducted approximately **130 debrief interviews** in January and February of 2024.

SS4A award recipients receive extra support to ensure successful grant administration

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. **Of the 511 award recipients** in the first round announced in February of 2022, **over 90% have executed grant agreements** in place and initial **funding amounts obligated**.
- A Technical Assistance Center was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans.
- A Community of Practice was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date.

The next funding opportunity is open now!

The fiscal year (FY) 2024 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants opened in February 2024. The FY 2024 NOFO has multiple deadlines, depending on the grant type:

- **April 4, 2024**, 5 p.m. (EDT): Deadline #1 for Planning and Demonstration Grants.
- **May 16, 2024**, 5 p.m. (EDT): Deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- **August 29, 2024**, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants. NOFO closes.



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).

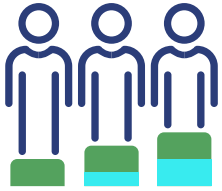


Engagement and Collaboration

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.



MEMORANDUM

To: Transportation Advisory Committee
From: Mikayla Jerominek, Regional Planner
Date: 9/19/2024

RE: 2024 FHWA Report: Promising Practices to Address Road Safety among People Experiencing Homelessness

Attached is an overview of the report issued this month from the Federal Highway Administration: “Promising Practices to Address Road Safety among People Experiencing Homelessness.” The full report is available on [the FHWA website](#).

Overview

Road safety is a priority for many transportation agencies and organizations including the MPO and NHDOT. Increasingly, agencies at all levels from local to Federal have established the goal of reaching zero deaths from roadway crashes through a Safe System Approach. People experiencing homelessness have an increased risk of death and serious injuries in traffic crashes, often due to displacement from ROW to ROW due to lack of means to seek shelter and resources. By implementing improved practices in ROW encounters, transportation planning agencies can make significant progress towards Vision Zero goals, improve safety outcomes for vulnerable road users, and improve access to housing that overall reduces the percentage of people experiencing homelessness in the ROW.

These practices are increasingly relevant as homelessness in the United States has been rising and more individuals are experiencing it in unsheltered settings, such as encampments on the public right-of-way (ROW). The New Hampshire Coalition to End Homelessness’ 2022 Annual Report found that homelessness in New Hampshire increased by 31% over the 2020-2022 period, double the national rate of approximately 15.6% for the same two-year period (*NHCEC, 2022, MIHS Data*).

Key Findings

- On any given night in 2023, roughly **653,100 people** (about **1 in every 500** people) in the United States were experiencing homelessness. Six in ten of those experiencing homelessness were experiencing sheltered homelessness —emergency shelters, safe havens, or transitional housing programs— while the remaining **four in ten were experiencing unsheltered homelessness — cars, bus stops, or encampments on the ROW**. This is the highest number of people reported as experiencing homelessness on a single night since Point in Time (PIT) count reporting began in 2007. (*The Department of Housing and Urban Development (HUD)*)

- People experiencing unsheltered homelessness, particularly those living in tents or makeshift shelters on or near the ROW, may be reliant on bicycle and pedestrian infrastructure and transit, increasing their exposure and vulnerability to traffic injuries and fatalities, especially in areas with high-vehicle traffic and speeds and where infrastructure for walking may not be present or is insufficient.
- The common practice for state transportation agencies in the United States when interacting with people experiencing homelessness in the ROW is forcible displacement, often without providing resources to seek housing, healthcare, or other basic needs for survival. Per FHWA, “People displaced from an encampment may lose important belongings in the process, while also being separated from social circles and nearby services. These forcible displacements may or may not be announced in advance and may or may not include arrests and ticketed citations. These practices often merely displace people to another location in the ROW or increasingly isolated locations. Additionally, public health literature demonstrates that forcible displacements can have a detrimental impact on the health of people experiencing homelessness, such as by causing further psychological stress and anxiety which can exacerbate an individual’s existing social, physical, or mental health challenges.” (FHWA)

Recommended Practices

Based on the case studies FHWA conducted in partnering communities, FHWA recommends several improved practices that could be pertinent to the MPO and DOT including:

- Identifying potential data sources to better understand the connection between transportation safety and homelessness. Transportation agencies can build and leverage partnerships with medical institutions and service providers to develop robust and useful data sets to understand how people experiencing homelessness are impacted by traffic safety issues.
 - Seeking more relevant forms of community engagement other than public meetings or surveys, which have not traditionally worked when trying to conduct outreach with people experiencing homelessness. Instead, consider engagement methods such as working with community organizations focusing on housing-related support who have already built trust and connections with people experiencing homelessness. Other methods might include pop-up events or virtual engagement as appropriate.
 - Tracking the impact of strategies to understand effectiveness. As transportation agencies implement strategies to improve road safety for people experiencing homelessness, evaluating impacts, including reductions in fatal crashes involving people experiencing homelessness and the cost of implementation is important.
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Table 1. Applying the Safe System Approach to Improve Safety for People Experiencing Homelessness

Safe System Approach Principle	Definition ⁴⁷	Application to People Experiencing Homelessness
Death and Serious Injuries are Unacceptable on Roadways	While no crashes are desirable, the Safe System approach prioritizes reducing crashes that result in death and serious injuries, since no one should experience either when using the transportation system.	Individuals and communities (i.e. people experiencing homelessness) who are disproportionately killed and injured in roadway crashes should be further prioritized to identify and address the risks exposing them to fatal and serious injury crashes.
Humans Make Mistakes	People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes to avoid death and serious injuries.	People experiencing homelessness should not be blamed for living on or near and using the ROW; rather, transportation agencies can identify and systemically address the safety of people experiencing homelessness.
Humans Are Vulnerable	Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.	Note that people outside of vehicles do not have the protections of vehicles making them more vulnerable – and requiring additional layers of protection from infrastructure. Social vulnerability, including homelessness, exposes individuals and communities to greater risk on roadways, and these risks can be systemically addressed.
Responsibility is Shared	All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.	Transportation agencies can collaborate with service providers to ensure that people experiencing homelessness are not killed or seriously injured on roadways.
Safety is Proactive	Proactive tools should be used to identify and mitigate latent risks in the transportation system,	Proactive practices can be implemented to effectively, sustainably, and humanely

⁴⁷ "FHWA-SA-20-015."



	rather than waiting for crashes to occur and reacting afterwards.	address homelessness and decrease risk of fatal and serious injury crashes for this population.
Redundancy is Crucial	Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.	Meaningful public involvement can inform the implementation of practices that address multiple layers of vulnerability.

In line with the Safe System principles and prioritization from the Safe System pyramid, transportation agencies can address homelessness on a spectrum that ranges from proactive “pull strategies” – offering a pathway to temporary or permanent housing, employment, and other resources⁴⁸ – to reactive and less effective “push strategies” – removing or pushing people experiencing homelessness out of the ROW.⁴⁹ The table below, from Wasserman, et al.’s *The Road, Home: Challenges of and Responses to Homelessness in State Transportation Environments* (2023), summarizes common strategies from State and local agencies.⁵⁰

Table 2. Strategies for Responding to Homelessness on DOT Land

Type of Strategy	State DOT Strategies	Local Government and External Partner Strategies
“Push” Strategies	Clearance/displacement of encampments Removal and no-trespass notices Preventive maintenance “Defensive” architecture/hardscapes	Clearance/displacement of encampments Ticketing/monetary fines Citations/arrests “Defensive” architecture/hardscapes
“Pull” Strategies	Accommodation of people/encampments in place Arrangement for short-term shelter elsewhere Arrangement for long-term housing elsewhere Coordination with homeless service providers to conduct outreach Hiring a staff coordinator or dedicated team for homelessness	Specialized staff/teams with outreach expertise Upkeeping encampments/providing amenities like toilets Resources for mental health and substance abuse Resource centers Low-barrier shelters Providing/connecting to housing opportunities Coordination among diverse entities

⁴⁸ Accommodation of people experiencing homelessness in the right-of-way of a Federal-aid highway must be approved as an alternate use of the highway right-of-way pursuant to 23 CFR 1.23 and 23 CFR part 710.

⁴⁹ Loukaitou-Sideris et al., “Homelessness on the Road.”

⁵⁰ Wasserman et al., “The Road, Home.”



	Use of State DOT land for building shelters Sanctioned campsites on State DOT land Housing individuals in State DOT-owned homes	Temporary shelters/"tiny homes" on surplus/vacant land near freeways Sanctioned campsites near State and local DOT land
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Highlight: Esperanza Community



Figure 3 An aerial view of the locking, climate-controlled shelters at Esperanza Community
Source: <https://toofound.org/>

Recognizing that people experiencing homelessness made up 80% of fatalities and serious injuries from crashes along I-35 and that upcoming construction would displace encampments on I-35, TxDOT's Austin District recognized that it needed to come up with a meaningful and effective solution to address the needs of people experiencing homelessness. Through a coordinated approach with public, philanthropic, and private organizations, TxDOT proposed a transitional camp concept that would bridge the gap between unsheltered homelessness on the highway and ultimate permanent housing in line with a housing first approach. Leadership buy-in was achieved due to a clear transportation use case—pedestrian safety and displacements.

In 2019, the Governor of Texas tasked TxDOT and its partners to establish a State-sanctioned camp for people experiencing homelessness who had been sheltering in the ROW along I-35 and other major corridors. In partnership with public agencies, philanthropic organizations, private companies, and people experiencing homelessness, TxDOT transformed vacant TxDOT-owned land into the Esperanza Community, which is a State-sanctioned transitional housing master community that, based on the lease for the Master Plan Community & Operations, can be used only for providing a safe and secure shelter for people experiencing homelessness.



The impact of the Esperanza Community can be demonstrated by the following outcomes:

- As of summer 2023, TxDOT achieved 64% reduction in overall pedestrian fatalities and 89% reduction in pedestrian fatalities involving people experiencing homelessness on I-35 since the launch of the Mobility35 pedestrian safety program in 2017.⁶⁶
 - Over 240 people have been served by the Esperanza Community.⁶⁷
 - 132 people transitioned from the Esperanza Community to safe and stable homes.⁶⁸
 - The infrastructure includes 100 individual units, two communal areas, and six modular offices.⁶⁹
 - Employment services led to \$950,000 earned income for residents.⁷⁰
 - The Esperanza Community has entered Phase 2, which can potentially double the number of shelters.⁷¹
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⁶⁶ Arellano and Wagner, “2024 Transportation Research Board: TxDOT Austin District Initiative to Address Homelessness.”

⁶⁷ “Mobility35 Initiative to Address Homelessness (IAH).”

⁶⁸ “Mobility35 Initiative to Address Homelessness (IAH).”

⁶⁹ Arellano and Wagner, “2024 Transportation Research Board: TxDOT Austin District Initiative to Address Homelessness.”

⁷⁰ Arellano and Wagner.

⁷¹ Arellano and Wagner.

Memorandum

DATE: September 19, 2024
TO: MPO Transportation Advisory Committee
FROM: David Walker, Assistant Director
RE: Project Selection for the Ten Year Plan

RPC has been working with the engineering consultants (HTA) to develop scope and cost estimates for the projects selected at the June TAC Meeting. This began as a negotiation on the scope of work with HTA to determine what could be accomplished with the budget available. During the June TAC meeting the budget available for cost estimate development was overstated and so changes were made to accommodate the funding limitations as well as account for better understanding of the individual projects. Due to funding constraints, the following projects were removed from receiving cost estimates:

- Raymond 6383001 – NH 102/Blueberry Hill Rd Safety Improvements. Removed as this project is in the queue for a Road Safety Audit.
- Portsmouth 6379021 – Portsmouth Traffic Circle Improvements. Removed as this project is in the Ten Year Plan.
- Rye-New Castle 6397006/6323003 – Address low spots on NH1B based on analysis in New Castle Causeway Feasibility Study. Removed as the improvements are being included in New Castle 42517 and New Castle-Rye 41713 which will be making shoulder bike lane and sidewalk improvements along NH 1B.

This leaves the projects to receive updated costs:

- Portsmouth 6379005 – Maplewood Ave Culvert
- Stratham 6431007 – Stratham Gateway Bike/Ped Improvements
- Stratham 6431001 – Stratham Circle Improvements
- Brentwood 6055004 – NH 125/South Road Roundabout from 2024 Road Safety Audit.

And the projects for which new scope and cost estimates are being developed:

- Plaistow 6375004 – Main Street/North Avenue intersection improvements
- Greenland 6187003 – NH 33/Bayside/Winnicut Road intersection improvements.
- Epping 61470011 – Epping 5 corners (NH27/Blake Rd/Friend St/Depot St) safety and operational improvements
- Hampton 6197021 – NH 101 eastbound/I-95 interchange safety and operational improvements

- Seabrook 6409006 - NH1A Bicycle and Pedestrian Improvements. The scope of this project was expanded to become a traffic calming project which would reduce the number of lanes to 1 in each direction with turn lanes and intersection improvements in addition to the bicycle and pedestrian accommodations.
- Coastal Communities 6001018 – Route 1A Evacuation ITS Improvements. This project will be scoped as a study as there is no clear indication of exactly what is needed.

The engineering team has begun work on the above projects and will have results to RPC in time for the October TAC meeting. There is a meeting scheduled with NHDOT District 6 to discuss the scope of the NH 101/I-95 project and once that is set, a list of project with proposed scope descriptions will be sent to NHDOT in Concord to provide comments before the work is finalized.

September 26, 2024 Project Updates

2025-2034 State Ten Year Plan: The 2025-2034 State Ten Year Plan was signed by the Governor on August 9, 2024. There were a number of changes to the document as it made its way through the process and between projects added, removed, and budget increases in the House amendment, approximately \$55 million was added to the Plan. Some of the changes impacting the RPC region are listed below, and all information on the Ten Year Plan can be found here: <https://www.dot.nh.gov/projects-plans-and-programs/ten-year-plan>. (Dave Walker dwalker@therpc.org).

Name	Number	Project Change	Source of Change
North Hampton	24457	Project added – Replace superstructure of bridge carrying US1 over B&M/CSX railroad	House Committee
North Hampton	43938	Project added – Replace 4'x4' stone/concrete box culvert in 2025 with \$1M	House Committee
Salem	42884	NH28 signal operations project removed as it was advanced and completed already	House Committee
Hampton	40797	Ocean Blvd/NH1A project amended to add \$2.3M	House Committee
Hampton-North Hampton	44879	Add All-Electronic Tolling (AET) on the Turnpike System in Hampton. \$2,000,000 for design and engineering.	Senate Committee
Portsmouth	43760	I-95 soundwalls project amended to add \$6.4M	House Committee
Program	CORRST	Increase funding in the Corridor Study Program in 2025 by \$700,000 for a total of \$1,400,000	Senate Committee

Safety Action Plan: The plan development process is underway with the consultant team wrapping up the data analysis and deep into writing the draft Action Plans. A public outreach survey was completed this summer with approximately 1000 responses from the four MPO regions. Additional outreach is still underway. The Safety Action Plans will establish a goal of eliminating roadway fatalities and serious injuries for each agency and establish a planning structure and strategies for achieving that goal. The timeline for the project is to complete draft Action Plans late in 2024 with adoption by the MPOs in early 2025 which will be allow communities to apply for implementation grant funding under the Safe Streets and Roads for All (SS4A) Round 4. The SS4A program includes approximately \$1 billion annually for roadway safety improvements that will reduce fatalities and serious injuries. (Dave Walker dwalker@therpc.org).

Portsmouth 29640: This project is designing improvements to US 1 in Portsmouth between Ocean Road and Wilson Road (approximately). A public information session was held on July 24, 2024, at the Portsmouth Community Campus. Approximately 60 participants listened to

descriptions of the proposed alternatives for the project and provided public input to NHDOT to ensure that project decisions meet the public's transportation needs and community goals. Additionally, information was shared regarding roundabouts and how they would function under the traffic conditions presented along that section of US1. Work continues on the project design and a Project Advisory Committee meeting is scheduled for September 26, 2024 at 4:00 PM. Available project information can be found on NHDOT's project website: <https://www.dot.nh.gov/projects-plans-and-programs/project-center/portsmouth-29640>. (Dave Walker dwalker@therpc.org).

NH Seacoast Greenway & RAISE: The first eight (8) miles of the NHSG between Portsmouth and North Hampton are officially open following a Ribbon Cutting event held on September 4th and organized by RPC and the NHSG Alliance. Governor Sununu headlined the event along with NHDOT Commissioner Cass, staff from Congressman Pappas' office, ECGA Director Dennis Markatos Soriano, Portsmouth Mayor Deaglan McEachern, NHSG Alliance President Seth McNally and RPC Executive Director Tim Roache. Approximately 170 people attended the event. Staff are currently working with corridor communities, the NHSG Alliance and NHDOT on trail signage, rules, enforcement policies, and development of an Adopt a Trail program. Engineering is proceeding on the next 1.8 miles of trail in Hampton which will go to bid for construction in January 2025. On the \$1.45 million RAISE planning grant supporting engineering and permitting for Phase 3 of the trail through Hampton Marsh, RPC staff have met with FHWA for a project kickoff meeting and are developing elements the grant agreement. We anticipate having the grant agreement in place and being ready to begin work by Jan-Feb. (Scott Bogle – sbogle@therpc.org)

Volunteer Driver Program (VDP) Expansion – Plaistow and Kingston: Staff have been working with the town of Plaistow and Greater Salem Caregivers to scope a pilot project that will reintroduce Volunteer Driver Program (VDP) service for older adults and individuals with disabilities in Plaistow. The key to this will be an extensive effort to recruit volunteer drivers. Staff have also supported efforts by Kingston to join the Ready Rides VDP to expand transportation options for local seniors and folks with disabilities. (Scott Bogle – sbogle@therpc.org)

Title VI Non-Discrimination Program Plan: Staff have completed an update to the MPO's Non-Discrimination Program under Title VI of the Civil Rights Act. The new plan will cover the years 2025-2027. We anticipate bringing this to the MPO Policy Committee for adoption in December. (Scott Bogle – sbogle@therpc.org)

Regional Master Plan Update:

Staff have begun work on an update to the Regional Master Plan. The updated comprehensive regional plan will integrate content from the recently updated Regional Housing Needs Assessment as well as coordination with MPO transportation plans such as the LRTP. The regional plan will further address broadband, water and sewer infrastructure, economic investment, community development, public health, emergency preparedness, and sustainability/resiliency. (Mikayla Jerominek – mjerominek@therpc.org)

Long Range Transportation Plan:

Efforts to update the MPO's Long Range Transportation Plan are ongoing. Initial Public Feedback has been collected formally through the survey and transportation staff have been working on formatting, drafting, and coordination on maps with GIS staff. The draft plan will be available for public comment in the latter half of November.

(Mikayla Jerominek – mjerominek@therpc.org)

RPC region projects Advertising for Construction in Federal Fiscal Year 2025 (As of 9/5/2025):

Ad Date	Project Number	Description
10/1/2024	Newton 29617	NH 108 Safety & operational improvements to Row's Corner (Maple Ave, Amesbury Rd intersection)(~.1m)
1/07/2025	Hampton-Portsmouth 26485A	NHSG rail trail from Drakeside Road to Hampton/North Hampton town line
1/21/2025	Salem Windham WIM 44184	I-93 Reconstruct Weigh-In-Motion Systems on I-93 in Salem on the mainline and at Windham Weigh Stations
1/28/2025	Stratham 43001	Squamscott Rd. Replacement of two 18" rcp culverts 1/4 mi east on NH Route 108.
2/11/2025	Rye 43002	NH Route 1A Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.
2/27/2025	New Castle 42517	Wentworth Road NH1B Beach Hill Road Neals Pit Lane Construct bicycle shoulders and sidewalk along Wentworth Rd, NH 1B from Beach Hill Rd. To Neals Pit Ln
3/3/2025	Newington 42879	New Hampshire Ave/Arboretum Dr/ Pease Blvd Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection
7/29/2025	Raymond 44557	NH 107 Preservation efforts on 2-span bridge (146/100) carrying NH107 over Lamprey River.
8/26/2025	North Hampton 43938	US Route 1 Culvert replacement of an approximate 4' x 4' concrete/stone box culvert
8/26/2025	Portsmouth 20258	Peverly Hill Rd. Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.
4/22/2025	Plaistow-Kingston 10044E*	NH 125 Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi

*On Shelf – Advertising subject to availability of funding and TIP/STIP revision to bring into the current fiscal year.