

Table of Contents

Introduction	1
Overall Progress	2
UPWP Planning Priorities.....	4
Project Specific Progress.....	6
Category 100: MPO Administration	7
Task 101 Accounting and Invoicing.....	7
Task 102 MPO Administration	8
Task 103 Staff Training.....	10
Task 104 Indirect Cost Rate Adjustment.....	11
Task 105 Performance Measures.....	11
Category 200: Policy and Planning	13
Task 201 State Ten Year Plan	13
Task 202 Land Use and Sustainability	15
Task 203 Transportation Planners Collaborative.....	19
Task 204 Interagency Consultation.....	20
Task 205 Transportation Improvement Program	20
Task 206 Congestion Management Process	22
Task 207 Intelligent Transportation Systems Architecture.....	22
TASK 208 Regional Master Plan – Transportation Components.....	23
TASK 209 Air Quality Conformity	24
Task 210 Long Range Transportation Plan.....	24
Category 300: Public Outreach.....	27
Task 301 Transportation Advisory Committee	27
Task 303 Public Participation Process.....	28
Task 304 Public Outreach.....	29
Task 305 Policy Committee.....	30
Category 400: Planning Support.....	32
Task 401 Traffic Count Program.....	32

Task 402 Form 536 Data Collection	33
Task 403 Geographic Information Systems	34
Task 404 Demographics	36
Task 405 Equipment and Resources	36
Task 406 Travel Demand Modeling	37
Category 500: Technical Assistance.....	40
Task 501 Local and Regional Assistance	40
Task 502 Statewide Assistance	44
Task 504 Special Projects	47
Task 505 Regional Coordinating Councils	47
Task 506 Transit Assistance, TDM, Bicycle, and Pedestrian Planning.....	48
Other Planning Activities.....	53
Hampton Intermodal Center Feasibility Study	53
NH Coastal Scenic Byways Corridor Management Plan Update.....	54
Other Regional Planning Studies.....	55

Figure 1: UPWP Work Categories and Related Task Areas

<p>Category 100: MPO Administration</p>	
<p>Administration of the MPO and its grants, the development of the MPO Prospectus and UPWP, financial management, training of staff, and conduct of other activities needed to fulfill the Rockingham MPO's mission.</p>	<p>Task 101: Accounting and Invoices Task 102: MPO Administration Task 103: Staff Training Task 104: Indirect Cost Rate Adjustments Task 105: Performance Measures</p>
<p>Category 200: Policy and Planning</p>	
<p>The development and update of the Rockingham MPO Long Range Transportation Plan and other guiding documents and reports produced for the region. The conduct of special studies and projects such as updates to the Transportation chapter and related components of the RPC Regional Master Plan, the Regional ITS Architecture, Congestion Management Process. Also includes the development of the Transportation Improvement Program (TIP) and RPC involvement in the Ten Year Plan process as well as related interagency consultation and air quality conformity analysis.</p>	<p>Task 201: State Ten Year Plan Task 202: Land Use and Sustainability Task 203: Transportation Planners Collaborative Task 204: Interagency Consultation Task 205: Transportation Improvement Program Task 206: Congestion Management Process Task 207: Intelligent Transportation Systems Task 208: Regional Transportation Plan Task 209: Air Quality Conformity Task 210: Long Range Transportation Plan</p>
<p>Category 300: Public Involvement</p>	
<p>The timely implementation of the Rockingham MPO policies and plans through a public process of project evaluation, prioritization, and recommendations for implementation via the MPO Technical Advisory Committee and Policy Committee.</p>	<p>Task 301: Transportation Advisory Committee Task 302: Planning Commission Meetings Task 303: Public Participation Process Task 304: Public Outreach Task 305: Policy Committee</p>
<p>Category 400: Plan Support</p>	
<p>The collection, analysis and maintenance of relevant transportation planning data, including socioeconomic and transportation system data, for use in Rockingham MPO transportation planning activities. It includes activities pertaining to the development of the travel demand model.</p>	<p>Task 401: Traffic Count Program Task 402: Form 536 Data Collection Task 403: Geographic Information Systems Task 404: Demographics Task 405: Equipment and Resources Task 406: Travel Demand Modeling</p>
<p>Category 500: Technical Assistance</p>	
<p>Address transportation issues and concerns across all modes by providing direct transportation planning consultation and general technical assistance, project development assistance, and grant funding resources to communities, transit agencies, and NHDOT within the MPO study area in response to identified needs and requests.</p>	<p>Task 501: Local and Regional Assistance Task 502: Statewide Assistance Task 503: Local Project Administrations (LPA) Programs Task 504: Special Projects Task 505: Regional Coordinating Councils Task 506: Transit, TDM, Bicycle, and Pedestrian Planning</p>

Introduction

The UPWP Performance Report summarizes the progress that the Rockingham Planning Commission has made in implementing both the broad goals and specific tasks outlined in the FY 2014 - 2015 Unified Planning Work Program (UPWP) covering the MPO region. It is submitted in part to comply with 49 CFR 18.40 - Monitoring and Reporting Program Performance, and in part to provide communities, MPO Transportation Advisory Committee (TAC) and Policy Committee members, and the general public a report of progress on projects and initiatives that the MPO has undertaken as part of the UPWP for the region. As part of the discussion, some remarks on work occurring both before and after the 2014-2015 UPWP are included to provide context or an assessment of completion timeframes for ongoing projects.

This report begins with a discussion of overall progress and the Planning Priorities of the UPWP. This is followed by summaries of the work that occurred under each of the five categories within the UPWP, as well as the various task areas and subtasks listed underneath each category as shown in **Figure 1**. The UPWP listed 187 different work products that were expected to be addressed in some manner during the two years, and more than a dozen transportation related efforts that were funded by other sources. There is great variety in what each listed work product represents in terms of time and cost. In some cases, the identified task is simply an area to bill purchases of equipment and software (Task Area 405) and little or no staff time would be involved, while others, such as Task 506, which encompasses the multiple work efforts involved in RPC transit and Travel Demand Management (TDM) planning as well as bicycle and pedestrian planning work over the course of the contract.

There were two budget adjustments during the timeframe of the UPWP. First, after the end of FY 14 an adjustment was made to ensure that all remaining funds were programmed and could be utilized during FY 15. At the same time, a small portion (\$35,000) of our funding was "set aside" to help fund an updated Household Travel Survey with NHDOT and the other New Hampshire MPOs during the FY15-16 UPWP. A second adjustment was made to the budget near the end of FY 15 to address four issues:

- To minimize or eliminate category budget overruns.
- To recognize that funds for the Indirect Cost Rate (ICR) adjustment from the FY12-13 UPWP would be paid out of the FY14-15 budget (\$28,474). These funds were reduced from the budgets for Categories 300 and 500.
- It became clear from discussions with NHDOT that the "set aside" for the Household Travel Survey was no longer needed and could be utilized otherwise in the UPWP.
- Shift \$26,000 from Category 200 to Category 400 to take advantage of an opportunity to expand our data collection capabilities through the purchase bicycle and pedestrian counting

equipment. This funding also helped to account for increased use of GIS mapping and data analysis resources during FY15.

The effect of this was to return the \$35,000 “set aside” to the category budgets and then take the ICR adjustment funds out of the budget for a net change of about \$6500 for expenditure. This had no effect on the overall budget of the UPWP, just the totals allocated for spending on personnel or non-personnel costs.

Overall Progress

The Fiscal Year 2014 and 2015 UPWP was a two year contract with the New Hampshire Department of Transportation and included some projects that started under previous work programs as well as several that will conclude under the 2016-2017 UPWP as well as many that are part of the continuous transportation planning process. The beginning of this work program overlapped with the contract for the 2012-2013 UPWP which had been extended by four months (July 1st to October 31st, 2013) to facilitate the completion of work on the NH 101/ US 1 Interchange realignment and Intermodal Center study as well as continue efforts in a few other work program areas. In addition, RPC had a contract running concurrently with the UPWP to complete an update to the NH Coastal Scenic Byway Corridor Management Plan. The overlap of these efforts can be seen in **Figure 2** which shows the level of effort during each month of the 2014-2015 UPWP. Over the course of the 24 months of the UPWP, the MPO spent approximately 1350 hours completing work from the 2012-2013 UPWP, 800

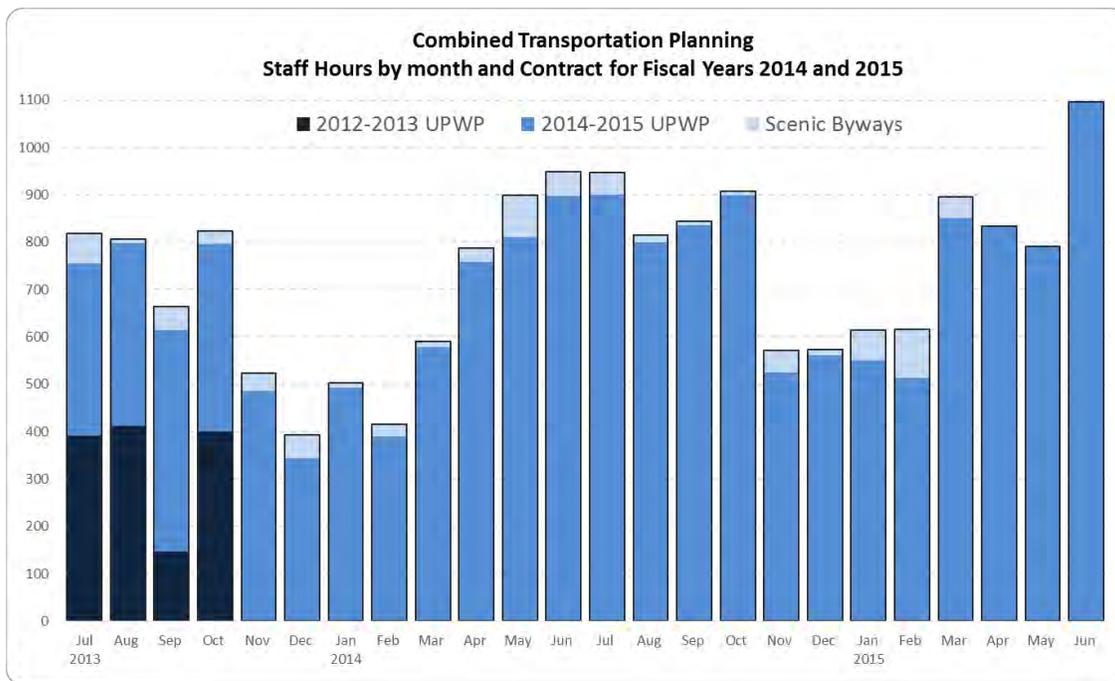


Figure 2

Hours on Scenic Byways, and 15,500 staff hours working on 165 of the 187 identified work products (**Figure 3**) and approximately \$1.317 million including direct expenditures (consultant fees, equipment, and other costs). This equates to approximately working on over 88% of the items in the UPWP and if the “not needed” projects (for example processing CMAQ applications because there was not CMAQ round) are removed from consideration this increases to 93%. In conducting this work, the MPO expended approximately 98% of the funds available for the two years of the UPWP. Some highlights of the work undertaken include the following:

- Portions of 2 Ten Year Plan cycles
- 6 TIP Amendments and 25 administrative adjustments
- New unified statewide project prioritization process and project selection criteria.
- 20 Technical Assistance Projects for MPO Communities.
- Development Impact Review for 9 communities.
- 1500 hours in support of regional transit operators
- Safe Routes to School activities for 6 communities
- Sarah Mildred Long Bridge redesign Advisory Committee.
- Continued Regional Vulnerability Analysis for storm surge and sea level rise
- Two Scenic Byway projects (Coastal and Stagecoach/Robert Frost)
- Over 2,000 Hours of mapping and data analysis work.
- Completed NH 101/ US 1 Interchange configuration and Intermodal Center study
- 1300 Hours in natural resources coordination, livability, and climate change related work.

Status	Number of Tasks	% of Total
Completed	128	68%
In Progress	37	20%
Not Started	13	7%
Not Needed	9	5%
Total	151	

Figure 3: Status of UPWP Tasks

Figures 4 and 5 show how the total hours and funding for the UPWP as well as the distribution of those two pieces between the five Task areas. In this case, the distribution of work was very close to how it was budgeted as determined by both the financial resources spent and hours in each category of work respectively. Overall MPO expenditures were in line with how the budget was distributed among the categories with all five categories spent within 5% of the budgeted amount and three spent within 2%. This does reflect the budget redistributions that occurred as part of UPWP amendments in

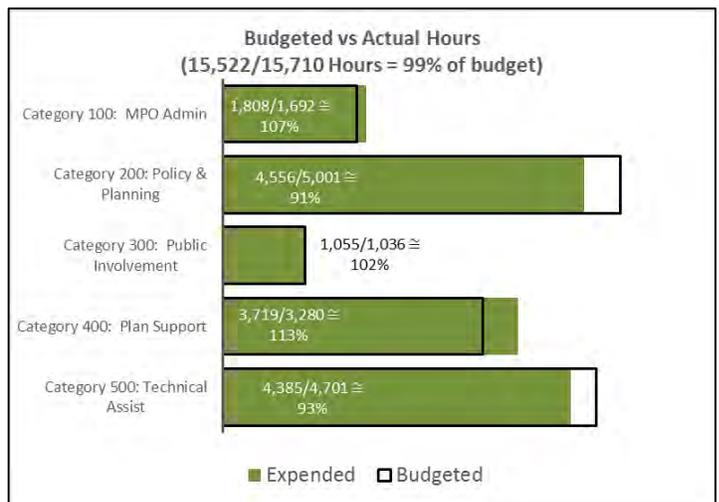


Figure 4

August, 2014 and June, 2015 to address new work program additions, subtractions, and changes in the timeframes of projects.

UPWP Planning Priorities

As part of the development of the UPWP, FHWA and FTA share a list of Planning Emphasis Areas that are developed from the SAFETEA-LU Planning Factors, current policy initiatives, and perceived MPO planning needs. This list is combined with the critical MPO projects to produce a list of Planning Priorities for the UPWP. Many of the Planning

Priorities involve processes that are integrated into multiple tasks within the UPWP; however some are listed as explicit tasks to be accomplished such as the Congestion Management Process. The Planning Priorities from the UPWP are listed below along with additional text indicating how they were addressed during the UPWP or, in some cases, what the intent is to address them in the future.

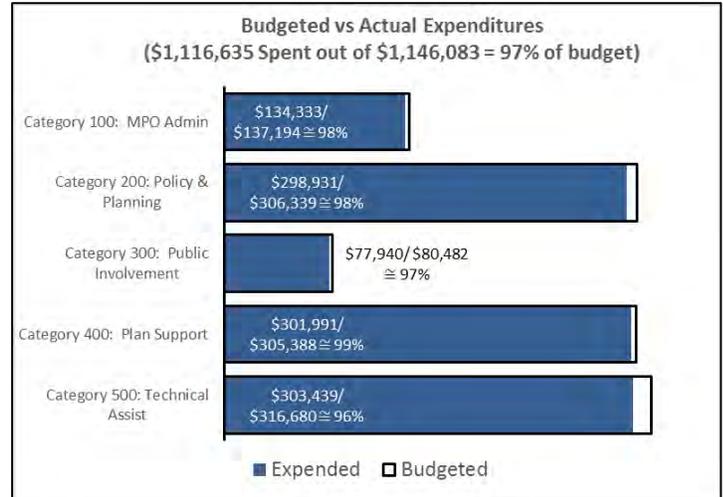


Figure 5

1. **MAP-21 Compliance, Planning Performance Measures:** *Ensure that the MPO complies with the provisions of MAP-21 and the planning regulations developed by FHWA and FTA.*
 - With the exception of a performance based planning and programming system, the MPO was already in compliance with MAP-21 provisions prior to the start of the 2014-2015 UPWP. During the UPWP timeframe, the MPO began working with the other New Hampshire MPOs, NHDOT, FHWA, FTA, and other regional planning partners to develop performance measures and transition to a performance based planning and programming system.
2. **Congestion Management Process implementation:** *Now that the CMP has been established, focus shifts to effective implementation of the process through monitoring and evaluating the performance of the identified network.*
 - After the initial development of the CMP, work has primarily consisted of continued traffic volume and classification data collection supplemented by travel time data provided by the FHWA NPMRDS. Corridor committees have not been formed nor have any reports been generated. It is anticipated that the CMP will be restructured and incorporated into the Performance Based Planning and programming process required by MAP-21.
3. **Data Collection for HPMS and the CMP:** *Continue to assist with the collection of Highway Performance Monitoring System (HPMS) data and implement the data collection necessary for the Congestion Management Process (CMP).*
 - Work has continued on the CMP in terms of data collection. The traffic volume data collection effort was modified to include more classification counts and staff has been learning how to utilize the NPMRDS travel time data set.
4. **Freight Planning:** *Identify resources and work elements necessary to develop a metropolitan*

freight plan that assesses the condition and performance of the region's critical freight network and identifies solutions to freight bottlenecks and other deficiencies.

- Limited data availability creates challenges for freight planning at anything less than statewide in New Hampshire. It was anticipated that RPC staff would participate in the development of a Statewide Freight Plan however the last information available on that project indicated that NHDOT was still in the consultant selection process.
5. ***Fiscal Constraint and Financial Planning:*** *Continue to improve methods and practices regarding showing fiscal constraint (by year) of planning documents and of projecting finances available to the MPO. Support the periodic updating of project scopes and estimates during the planning and programming stage of project development and estimating tools that can be consistently used by RPCs/MPOs or other agencies for typical transportation projects.*
 - The MPO continued to work with NHDOT on improving cost estimates for individual projects as well as financial information available to provide reasonable estimates of funding availability for the MPO Long Range Transportation Plan.
 6. ***Project Monitoring:*** *Take a more active role in tracking projects as they move from planning to implementation and support effective development of the MPO annual listing of obligated projects.*
 - The MPO has taken an active role in the development of individual projects such as the Memorial Bridge and Sarah Long Bridge replacement projects, New Castle-Rye Bridge replacement, NH 125 improvements in Plaistow and Kingston, Newington-Dover Spaulding Turnpike improvements, and I-93 widening. Formally tracking all transportation projects as they move from planning to implementation has proved more difficult to accomplish with little consistent progress made.
 7. ***Metropolitan Travel Demand Model Maintenance:*** *Ensuring that the MPO is maintaining the function and capacity of the travel demand model and keeping it up-to-date.*
 - With the exception of an updated Household Travel Survey, the MPO model has been maintained and updated as appropriate. The most recent changes to the model updated the base year to 2010 and added functionality relating to transit systems improved the land use distribution and reporting capabilities. A Household Travel Survey is anticipated to be conducted in FY 2016 or 2017 by NHDOT for all of the MPO travel demand models in the state.
 8. ***Continuing Integration of 2010 Decennial Census Data:*** *Continue work to integrate the 2010 census data into transportation planning activities such as the Travel Demand Model and Long Range Transportation Plan.*
 - 2010 Census data was utilized to update the population projections for the region and develop baseline information for the scenario planning exercise completed as part of the Regional Master Plan update and as part of the Long Range Transportation Plan update. The Census has become less useful in this process however as the American Community Survey does not provide the same level of detail and statistical accuracy as the Census Long Form that it replaced.
 9. ***Planning and Environmental Linkages:*** *Work with Federal and State planning partners to deploy innovative planning techniques that can shorten project delivery times and can integrate environmental analysis, project purpose and need, and preliminary alternatives analysis into corridor studies and the Long Range Transportation Plan.*

- Substantial work has been performed by the MPO in addressing environmental issues that relate to the transportation system. Ongoing efforts are attempting to utilize projects and resources funded outside of the UPWP to identify and estimate the impacts of environmental changes on project scope and feasibility as well as improving the ability of the MPO to identify project impacts earlier in the planning process.
10. **Climate Change:** *Ensure that the LRTP and other planning efforts address climate change mitigation and adaptation strategies.*
- There are several projects ongoing funded by sources outside of the UPWP that are investigating the impacts of climate change, sea level rise, and coastal inundation on the communities in the RPC region. Staff will be utilizing these work efforts to address climate change mitigation and adaptation strategies as part of the LRTP update that will be completed in 2016.
11. **Livability and Sustainability:** *Integrate the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, support for existing communities, coordinated policies, leveraging investments, and valuing communities and neighborhoods into the transportation planning process.*
- The recently completed Regional Master Plan has, at its core, a set of livability and sustainability principles that address transportation as well as housing, economic opportunity, and resource management. The ongoing update of the LRTP will carry these livability principles forward to form the basis of that Plan

Project Specific Progress

In total, the distribution of MPO work efforts was close to what was expected when the UPWP was developed and met many of the priorities for the region as identified in the UPWP document itself. The following pages detail the specific tasks and projects from each of the five UPWP Tasks and the sub-areas of work that occur within each. For each task area a table that details the overall effort utilized for each sub-area of work is included. For each sub-area, the general objective of the particular task is noted along with the level of effort, and is a detailed descriptions of the various projects included and their current status. The symbols in **Figure 6** at right are included with each item described and can be utilized as a shortcut key to identify whether it is a standalone project, or part of an ongoing process. The effort type is combined with a status symbol that indicated essentially whether work has occurred on the item or not. These take the form of symbols for “No Work Done”, “In progress”, “Complete”, or “Not needed”. There are a number of work products in the UPWP that are labelled “if necessary”, and projects labelled with the “Not needed” symbol are simply those which circumstances dictated that the work was not necessary. For instance, there is a work product relating to CMAQ project application and evaluation and as there was no CMAQ round during the UPWP timeframe, this work product was not necessary. On the other hand, “No work done” indicates that although work on a particular project was necessary, it did not happen.

Symbol	Status
	No work done
	In progress
	Complete
	Not needed
	Ongoing Process
	Standalone Project

Figure 6: Project Status Symbology

Category 100: MPO Administration

The 100 Category of work is the administrative tasks component of the UPWP and includes training and conferences. Slightly more time was spent on this category than anticipated when the budget was established (107%) however financially it was under budget (98%). Overall hours and funding spent on Category 100 is shown in **Figure 7**. The majority of time and funding was spent on general program administration while the least time and funds were spent on the indirect cost rate adjustment. While each task and project will be gone through in detail, highlights of work in the 100 Category include:

- Efficiency gains in the invoicing and accounting process
- Change in the Indirect Cost Rate Plan to a negotiated rate
- Completion of the 2012-2013 UPWP Performance Report
- Development of the 2016-2017 UPWP

Task Area	Hours		Cost	
100 MPO Administration	1808	100.0%	\$ 134,333	100.0%
101 Accounting & Invoices	310.5	17.2%	\$ 23,069	17.2%
102 MPO Program Administration	989.5	54.7%	\$ 71,932	53.5%
103 Staff Training	239.5	13.2%	\$ 19,379	14.4%
104 Indirect Cost Rate Adjustment	6	0.3%	\$ 443	0.3%
105 Performance Measures	262.5	14.5%	\$ 19,511	14.5%

Figure 7: Distribution of time and costs for Category 100

Task 101 Accounting and Invoicing

OBJECTIVE:

All staff efforts related to the development and submittal for approval of reimbursement requests.

ACCOMPLISHMENTS

- 
Monthly Work Program Invoices: Prepared and submitted invoices for work completed on a monthly basis.
- 
Indirect Cost Rate Plan: Under the guidance of the RPC agency auditor, staff prepared and submitted to NHDOT an indirect cost rate proposal effective at the beginning of the UPWP contract period. For FY14 and FY 15 the RPC moved to a negotiated ICR instead of provisional rates based on previous year estimates and this eliminates the need for end of period reconciliation.

-  • **Audits:** Prepared for and provided documentation for FY 2013 and FY 2014 Financial Audits, including OMB 133 Single Audit records preparation, and assistance to auditors as needed.
-  • **Compliance with NH DOT Reporting Requirements:** The robust invoicing and time tracking system developed for the FY2012-2013 UPWP was continued with some modification to meet the need of the revised billing and invoicing policies and requirements of Federal funds. This work primarily involved increasing automation of the monthly accounting process to increase efficiency and consistency of invoicing and reporting. This also involved the continued development of new integration tools between the QuickBooks accounting system and an Access database. This work continues to be refined to better leverage this system for more accessible and effective tracking of work progress and expenditures, and more efficient billing and reporting of activities.
-  • **Invoicing System Maintenance:** Over the course of the UPWP contract, the invoicing system requires period adjustment to account for cost structure changes, additional work tasks, or to address problems with the system itself.

Task 102 MPO Administration

OBJECTIVE:

To provide for development of the MPO UPWP and Prospectus, general administrative and clerical services, and for the timely completion of UPWP tasks.

ACCOMPLISHMENTS

RPC staff completed the following administrative tasks during the course of the FY 2014 and FY 2015 UPWP:

-  • **Timesheet Completion:** Employees completed timesheets for each pay period in the UPWP.
-  • **Monthly Work Program Reports:** Staff reported the activities of MPO staff on a monthly basis during the Fiscal Year and submitted the reports to NH DOT with requests for reimbursement.
-  • **UPWP Amendments:** Amendments were made to the UPWP to redistribute funding at the end of FY 14 and again near the end of FY15. The extension of the previous UPWP (FY12-13) contract and overlap with the FY 14-15 contract resulted in a much lower than expected billing to the contract for the first four months. The end of FY14 UPWP budget revisions largely redistributed funds from the first fiscal year of the contract to the second. At the same time, several focus areas were introduced to the UPWP and a slight redistribution of effort among the five budget categories was necessary. Focus areas were added for FY 15 that included wrapping up work on the Regional Master Plan Transportation Chapter and beginning the integration of that work with the Long Range Transportation Plan, beginning work on integrating Performance Based Planning, working on the Coastal Climate Change Vulnerability Assessment, implementation of a regional rail safety committee, and setting aside some funding for obtaining a Household Travel Survey. A second budget adjustment was made near the end of

FY15 to account for a higher than anticipated purchase cost for bike and pedestrian counting equipment and to shift funding between UPWP categories to bring budgets in line with higher than anticipated activities in some areas and lower than anticipated in others.

-  • **Development of the FY 2016 and FY 2017 UPWP:** Considerable time was spent in the development of the UPWP for FY16 and FY 17 to update the content of the document, meet more extensive requirements from NH DOT and FHWA, as well as continuing to address changes brought about by MAP-21 legislation and expected Metropolitan Planning rules. Much of the time was spent ensuring that all anticipated tasks were included and placed in the appropriate categories of work with adequate detail regarding scope. Budgeting was completed to an individual staff member level and aggregated back to the Category level for the UPWP. This process was complicated first by the inclusion of a 10% budget reduction as requested by NHDOT, and then the later recinding of that request.
-  • **Disadvantaged Business Enterprise (DBE) Program:** Staff developed a Disadvantaged Business Enterprise (DBE) Program, confirming MPO Policy of Non-Discrimination in federal contracting, identifying steps to ensure equal opportunity for DBEs to participate in MPO contract opportunities, and setting a goal for MPO contracting with DBEs.
-  • **RPC Internal Procurement Guidelines:** No progress was made in the development of internal procurement guidelines and the RPC continues to utilize State and Federal guidance.
-  • **Amendments to the MPO Prospectus:** Staff worked with COAST, CART, NHDOT and other MPOs on updates to the Memorandum of Understanding among the various agencies outlining respective responsibilities under the Federal 3Cs planning process.
-  • **Interagency MOU:** The RPC participated in the development of, revisions to, and approval of several interagency agreements. This included the drafting of a Memorandum of Understanding (MOU) between all of the New Hampshire MPOs and NHDOT, as well as individual agreements dealing with the differences between urbanized area boundaries as defined by the US Census, and regional planning boundaries. In addition, agreements between MPOs and regional transit providers were also created and approved by the MPO. A draft MOU with Merrimack Valley Planning Commission was developed and circulated to NHDOT for review and signature.
-  • **Statewide and Metropolitan Planning Rules:** The US Department of Transportation released draft Statewide and Metropolitan planning rules that were reviewed by MPO staff for changes from the current rules adopted in 2007.
-  • **Day-to-day Administration:** Much of the work that occurs under Task 102 is ongoing, as it is concerned with the day to day administrative operations of the RPC and as such requires monthly reporting and weekly tracking of expenditures and revenues.
-  • **UPWP Monitoring and Tracking Dashboard:** Staff continues to develop tools to improve tracking of UPWP efforts over time and ensure that the current status of expenditures in monitored. During the 2014-2015 UPWP the format of this dashboard took shape and has stabalized with only minor tweaks needed to adjust it to future UPWP contracts.

Task 103 Staff Training

OBJECTIVE:

To provide for development of staff skills through attendance at transportation related workshops, seminars, and conferences.

ACCOMPLISHMENTS



- ***Participate in Workshops and Webinars:*** RPC Staff participated in the following seminars, conferences, workshops, and webinars:
 - Economic Impact Assessment Tools for Transportation Planning webinar
 - REMI PI+ for Scenario Planning webinar
 - Performance Measures for MPO Transportation Planning webinar
 - Performance Based Planning and Programming webinar
 - NHI Freight and Land Use Planning workshop.
 - Complete Streets workshop and training session with the City of Portsmouth
 - Webinar on proposed Federal Transportation Planning Rules
 - National Bicycle Summit
 - New England Bike/Walk Summit
 - FHWA Integrative Planning workshop at NHDOT
 - NHDOT Local Public Agency (LPA) recertification training
 - FTA Triennial Review Training (at recommendation of FTA Region I for CART)
 - FTA Procurement Training (at recommendation of FTA Region I for CART)
 - NOAA Coastal Inundation training
 - New England Interstate Water Pollution Control Commission Annual conference
 - Volpe and USDOT webinars on climate change adaptation and resiliency planning
 - 2014 NNECAPA conference climate change preparedness and transportation planning sessions
 - 2014 Northeast Region Ocean Council workshop on climate change planning for coastal lands and resources
 - Attended the 2015 Climate Change Summit hosted by the Great Bay National Estuarine Research reserve to learn about ongoing research and projects in New Hampshire about climate change impacts to the transportation network



- ***Attend AMPO, TRB or other national transportation related conference:*** Attended TRB Tools of the Trade Conference held in Burlington, Vermont from July 21-23rd, 2014. Participated in a workshop regarding Sustainability Performance Measures and a mobile workshop/tour of the Island Line bicycle route. Attended sessions regarding “Lessons Learned on Performance-Based Planning”, “Impacts of Land Use Strategies on Travel Behavior”, “Tools for Improving

Regional Travel Demand Models”, “Performance Measures for Planning: Rules and Tools”, “Lessons Learned for Corridor Planning”, “Tools for Generating Performance Measures”, and “Land Use and Transportation”.

-  • **Staff training on Regional Travel Demand Model and Modeling:** Staff worked with the model consultants (Resource Systems Group), and Strafford Regional Planning Commission to coordinate training on utilizing the model for scenario analysis
-  • **Staff training on transportation analysis software:** Participated in a training session on the use of AASHTO Safety Analyst Software to facilitate safety analysis as part of the project prioritization and selection process.

Task 104 Indirect Cost Rate Adjustment

OBJECTIVE:

To set aside a portion of MPO resources to account for any potential adjustment of the provisional Indirect Cost Rate from a previous fiscal year that would require reimbursement from NH DOT for underpayment.

ACCOMPLISHMENTS

-  • 2014-2015 UPWP funds were utilized to reimburse the MPO for the FY 2013 Indirect Rate reconciliation. For the 2014-2015 UPWP and subsequent UPWPs, the RPC has switched to a negotiated Indirect Cost Rate which means that no adjustment at the end of the rate period will be required.

Task 105 Performance Measures

OBJECTIVE:

To measure the performance of the MPO in terms of completing efforts listed in the UPWP.

ACCOMPLISHMENTS

RPC staff completed the following administrative tasks during the course of the FY 2014 and FY 2015 UPWP:

-  • **UPWP Performance Tracking:** The financial tracking system was set up to the elements of the 2014-2015 UPWP and to facilitate billing and reporting. A spreadsheet dashboard was developed utilizing the financial tracking system to help monitor day-to-day UPWP expenditures, ensure consistency with budgets, as well as provide insight to necessary budget adjustments.
-  • **UPWP FY 12 and FY 13 Performance Report:** The contract for the FY2012 and 2013 Unified Planning Work Program was extended and concluded on October 31st, 2013 which overlapped with the FY14 and FY15 UPWP by four months. As per the requirements of 49 CFR 18.40, the

Performance Report for the UPWP was completed and submitted to NHDOT, FHWA, and FTA within 90 days (January, 2014) and included an assessment of the work products completed, in progress, and those not undertaken. Staff timesheet notes were reviewed and aggregated to assess project status, accomplishments and identify individual work efforts. The report evaluated both the overall effort in terms of staff effort (18,400 hours of work) and cost, as well as detailed descriptions and status of the 138 individual work products and projects.

-  • **UPWP FY14 and FY15 Performance Report:** The UPWP was reviewed in preparation for development of the year end performance report. Timesheet and work program report data were aggregated to assess accomplishments and on-going activities and all participating staff summarized work efforts on UPWP tasks and projects during FY 2014 and 2015.
-  • **Mid-term UPWP Review:** RPC staff prepared materials for and met with NHDOT, FHWA, and FTA in September, 2014, near the mid-point of the UPWP contract, to discuss progress to date, address necessary changes to the UPWP, and prepare for the remaining efforts of the second fiscal year of the contract.
-  • **Performance Based Planning:** Staff participated in multi-MPO performance based planning initiative. Staff also oversaw an intern from the UNH MPH program who assessed potential MPO performance measures tracking public health impacts of the transportation system.

Category 200: Policy and Planning

This category includes work on the development of the MPO Long Range Transportation Plan (LRTP), the Transportation Improvement Program, Congestion Management Process, Intelligent Transportation Systems, Air Quality Conformity, as well as other planning and policy efforts. Work in this area (**Figure 8**) was slightly less than anticipated (91% of budgeted hours and 98% of budgeted funds) as the full update to the LRTP was delayed to better align with the completion of the Regional Master Plan update as well as to integrate the results of the Performance Based Planning and Programming workgroup that will complete its work in 2016. While a full update to the LRTP was delayed, there was substantial work occurring in this category, much of which will inform and provide the background data for the LRTP update. Some highlights of work performed include:

- Development of a common set of project selection criteria for the Ten Year Plan
- Processing of 6 TIP Amendments
- Assessment of sea level rise and stormwater inundation on transportation infrastructure
- MOU between all New Hampshire MPOs, NHDOT, and Regional Transit agencies.
- Regional Master Plan Transportation Chapter
- Scenario planning effort for the Regional Master Plan and Long Range Transportation Plan.

Task Area	Hours			Cost		
200 Policy and Planning	4556	100.0%		\$ 298,931	100.0%	
201 Ten Year Plan	239	5.2%		\$ 18,550	6.2%	
202 Land Use & Environmental Linkages	2270	49.8%		\$ 131,361	43.9%	
203 Transportation Planners Collaborative	133.5	2.9%		\$ 10,346	3.5%	
204 Interagency Consultulation	102	2.2%		\$ 9,062	3.0%	
205 Transportation Improvement Program	246	5.4%		\$ 20,852	7.0%	
206 Congestion Management Process	53	1.2%		\$ 3,323	1.1%	
207 ITS & IMS	3	0.1%		\$ 241	0.1%	
208 Regional Plan -Transportation Chapter	954	20.9%		\$ 64,984	21.7%	
209 Transportation Conformity	3	0.1%		\$ 222	0.1%	
210 Long Range Transportation Plan	552.5	12.1%		\$ 39,989	13.4%	

Figure 8: Distribution of time and costs for Category 200

Task 201 State Ten Year Plan

OBJECTIVE:

Participation in the State Ten Year Plan development, GACIT public hearings, and other tasks related to the adoption of the Ten Year Plan.

ACCOMPLISHMENTS

-  • **Ten Year Plan Project Selection Criteria Development:** MPO Staff participated extensively in the development and refinement of project selection criteria to be used in the development of the 2017-2026 State Ten Year Plan.
-  • **2015-2024 State Ten Year Plan Process:** The first few months of the 2014-2015 UPWP saw the conclusion to the development of the 2015-2024 State Ten Year Plan. In July, 2013, staff met with NHDOT to discuss priorities for the Ten Year Plan based on projects submitted by the RPC earlier in the year. A draft Ten Year Plan was produced in September, 2013 and staff reviewed that in preparation for GACIT hearings occurring in September and October. Staff met with both NHDOT and Executive Councilor Sununu to discuss the contents of the draft and make preparations for upcoming GACIT hearings. Staff attended GACIT hearings in Derry, Epping, and Portsmouth, and presented the process that the region utilized to solicit and prioritize projects, as well as comments on the project content and stated and implied policies of the draft Ten Year Plan. In November, 2014, a final set of comments on the draft 2015-2026 Ten Year Plan were submitted to NHDOT. A final effort was conducted in September and October of 2014 to review the process utilized for the 2015-2024 Ten Year Plan development and to make recommendations for improving the next iteration of the Ten Year Plan.
-  • **2017-2026 State Ten Year Plan Process:** A list of projects was put forward as RPC priorities for the State 10 Year Plan based on projects in the Long Range Plan, the TIP, and community input. MPO member communities were solicited for projects in December, 2014. Project proposals were collected and analyzed and an initial listing of projects presented to the TAC in March and the Policy Committee in April of 2015. These projects were ranked utilizing the statewide project selection criteria and weightings established for this round of the Ten Year Plan. This provided a short list of projects that fit within the cooperatively developed revenue estimates that had been provided to each region with the intent of programming projects fairly around the state. Once the TAC and Policy had approved the ranking, the short list of projects submitted to NHDOT at the end of April, 2015.
-  • **Prioritized Projects Listings:** In December, 2014 the RPC solicited transportation projects from communities and transportation agencies with any new projects or updates on existing projects due by the end of February, 2015. During March, 2015, RPC staff worked to understand and augment information regarding each of the 117 projects, and developed a prioritized list based on the common project selection criteria established for the Ten Year Plan. The long list of projects was first reviewed for those that might not be feasible or eligible for federal funding. In addition, projects that seemed best suited to statewide programs such as bridge and highway maintenance and preservation programs, were removed from the list of projects for the Ten Year Plan. This left a list of 37 projects that met feasibility and eligibility requirements and the project selection criteria were applied to this to create a ranked priority list. The budget target was applied to the prioritized list and it was determined that the top six projects could be funded within the constraints. The draft list was reviewed and endorsed by the MPO TAC Committee in late March, 2015 and approved by the MPO Policy Committee in April, 2015. In

April, 2015 the list of projects was submitted to NHDOT for consideration as part of the draft Ten Year Plan.

-  • **GACIT Hearings:** Staff attended GACIT hearings in Derry, Epping, and Portsmouth as a component of the 2015-2024 Ten Year Plan development process. As part of these hearings, RPC staff presented information regarding the regional project solicitation and prioritization process as well as provided substantive comments regarding the content and policies of the Ten Year Plan.
-  • **STTIP-RMS:** Attended a meeting at NH DOT regarding their project to develop integrated project databases utilizing Oracle database software (STTIP-RMS), and improved record keeping. Encouraged inclusion of MPOs and RPCs in the process and providing outside agencies the ability to access and add/edit entries in the database.

Task 202 Land Use and Sustainability

OBJECTIVE:

To address the role of the transportation system in relation to climate change, livability, and overall sustainability. Includes activities that involve the nexus between land use and transportation, implementing appropriate transportation and land use recommendations identified in the NH Climate Action Plan. In addition, developing the framework for a Sustainable Regional Development Plan which is aligned with the necessary revisions to the Long Range Transportation Plan.

ACCOMPLISHMENTS:

-  • **Coastal Adaptation Workgroup (CAW):** Attended monthly CAW Workgroup and Outreach Team meetings in support of the following activities: plan and attend workshop series; plan and attend Portsmouth Coastal Resilience Initiative public meeting to present results of vulnerability assessment of municipal infrastructure; evaluate examples of climate adaptation strategies and vulnerability assessments of critical infrastructure; attend National Climate Assessment webinar; prepare draft agenda for Climate Ready Estuaries-COAST follow-up meeting with Hampton-Seabrook Estuary towns; review draft agenda for the 2014 Northeast Climate Preparedness Conference (CAW members are participating as presenters, moderators and on the planning committee); staff attended meetings in 2014 and 2015 of the NH-Maine Climate Adaptation Exchange with to share information and activities with climate adaptation practitioners; attend NH Climate Collaborative adaptation workgroup meeting; researched and posted technical resources to CAW Basecamp website; prepare for and attend CAW 2013 strategic planning retreat; prepare for, attend and present at 2013 National Climate Adaptation Forum, Denver; prepare for and present Portsmouth Coastal Resiliency Initiative project at Gulf of Maine Council meeting (grantor for the project), and attend public outreach meeting and walking tour; plan and prepare presentations for CAW workshop series; attend webinar on the Coastal Adaptation to Sea Level Rise Tool (COAST) model and case studies presented by Sam

Merrill (model developer); presentation on climate adaptation at RPC's 2013 legislative forum. Participation in CAW will continue in the FY15-16 UPWP.



- **Salt Education Program:** No Activity occurred within this program during the UPWP.



- **Climate Change and Adaptation:** The following activities were completed supporting adaptation planning for of public and private infrastructure (roads, stormwater, utilities, buildings) in response to climate change: attend focus group hosted by NOAA to evaluate new storm surge modeling, mapping and public presentation tools; attend Great Bay NERRS 2013, 2014 and 2015 NH Climate Summits; presentation on floodplain management and climate adaptation and assessment activities in NH; presentations on Integration of Transportation, Land Use and Energy Planning for Climate Change at 2012 NNECAPA conference, and Plymouth State University Sustainability and Preservation graduate class; presentation about CRE-COAST critical infrastructure project for Great Marsh Symposium, 2012; presentation on climate adaptation and assessment activities in NH at NH Water & Watershed Conference; panel presentation about land use and infrastructure climate adaptation planning at the 2013 New England Erosion Control Conference; presentation on accounting for future flood risk in planning for infrastructure in Coastal NH and moderated sessions in the Planning & Process Tracks at the 2104 Northeast Climate Conference (Manchester, NH); presented climate adaptation planning and strategies at 2013 RPC Legislative Forum; attended 2014 NH Shoreline Management Conference; met with World Affairs Council and international Climate Change and Energy visiting guests. RPC staff discussion about evaluation of critical facilities, roads and infrastructure with respect to climate change impacts, and developed response to NH Coastal Program about research and data collection needs for such evaluation; reviewed Georgetown Law Center's 'Climate Adaptation Report' and 'Unsustainable Trends in Natural Hazards Loss' article.



- **Climate Change Impacts on Infrastructure:** Staff participated in meetings to develop proposals, presentations and workshops focused on the impacts of climate change on infrastructure: Coastal Adaptation Workgroup meeting to provide update on FEMA Hazard Mitigation Planning project and develop abstract proposal on infrastructure adaptation for National Adaptation Forum; CAW Outreach Team meeting to plan Workshop #6 on floodplain management; NH climate change adaptation case studies presentation by Chris Keeley at UNH; Climate Change Roundtable discussion at University of Southern Maine-Portland hosted by Clean Air-Cool Planet to share information about projects and other initiatives focused on municipal assistance; prepared materials and attended meetings of the NH Climate Collaborative adaptation work group; coordinated logistics and materials for CAW Mapping and Modeling coordination meeting; agenda planning for the Northeast Climate Summit, 2014; assisted with preparation of scope of work for NH Fish & Game SLAMM model project which identifies areas for marsh conversion and presence of physical barriers (such as roads) to marsh migration due to sea level rise.



- **Research, Outreach and Education:** commented on stormwater and water quality elements of the Piscataqua Region Estuaries Partnership management plan; researched and prepared fact

sheet on Low Impact Development for staff; developed poster on stormwater, MS4 and water quality issues for annual RPC Commission meeting; developed Powerpoint presentation on stormwater, MS4 and water quality issues for Sandown Planning Board; developed a Powerpoint presentation on overview of natural resource based issues relevant to local land use regulation for Planning Board Training Workshop; research and collaboration in support of the NH Coastal Adaption Workgroup focused on vulnerability of transportation infrastructure, land and natural resources to impacts of climate change and sea level rise. Prepared for and gave a presentation on Integration of Transportation, Land Use and Energy and Planning for Climate Change at 2013 Local Energy Solutions Conference.



- **Portsmouth Vulnerability Analysis:** Staff worked with the City of Portsmouth Environmental Planner Peter Britz to manage and prepare the Coastal Resilience Initiative (CRI) project (2013). This vulnerability assessment evaluated coastal flooding based on sea-level rise scenarios and storm surge, and developed analyses of critical infrastructure impacts including roads, stormwater infrastructure, and evacuation routes. The CRI report includes policy and planning recommendations for climate adaptation and community resilience and documents future impacts of sea level rise and storm surge with statistical data and maps. Staff prepared content based on the CRI report for the City's project website and attended the Portsmouth Coastal Resilience Initiative public meeting to help present report findings and maps.



- **Seacoast Inundation Mapping:** MPO staff processed newly available LiDAR mapping for the coastal region to create high resolution topographic maps onto which flooding and inundation scenarios will be overlain. UPWP funds were provided to UNH/CSRC on two occasions to acquire enhanced map products for this work: LiDAR processed 2 foot contour map coverage for the RPC region, and map coverages for coastal communities depicting 100 year coastal storm flood levels, including surge and a range of three sea level rise scenarios. In the current UPWP, this information will be combined with transportation and other infrastructure mapping to help assess vulnerability to coastal flooding hazards. Reviewed data collected after tropical storm Sandy to evaluate impacts within our region from storm. Staff level discussion on types of infrastructure impacts that will be included in analysis of flood mapping. Creation and QA/QC of regional 2 foot contours from high resolution elevation data (LiDAR).



- **MS4 Requirements Assistance:** Attended EPA presentation of revised draft MS4 Permit for NH and follow up with Southeast Watershed Alliance and PREP on technical assistance for MS4 communities. Attended EPA MS4 workshop about stormwater utilities and costs of drainage infrastructure maintenance. Attended meeting of Southeast Watershed Alliance Board of Directors to discuss collaborative ways to work with MS4 towns to comply with new permits. Assisted with development of strawman Integrated Watershed Management Approach with Great Bay Dialogue partners. Coordinated with staff from the UNH Stormwater Center on scheduling an APA webinar presentation on use of LID for stormwater management. Reviewed and submitted comments on the NHDES (2014 draft) Nonpoint Source Pollution Management Plan. Staff participated in development of a grant proposal for the Waterhsed Integration in the Squamscott-Exeter (WISE) II project and lead development of a grant proposal for a municipal

MS4 technical assistance program, a joint effort with Strafford Regional Planning Commission and Southern NH Planning Commission. Staff began coordination efforts to prepare a proposal and apply for grant funding to support development of a non-point source pollution plan for the Powwow River Watershed, which spans the southwestern portion of our planning region and bordering towns in Massachusetts. Staff coordinated with staff from NHDES and EPA Region 1, and met with the Merrimack River Watershed Coalition, and City of Amesbury, MA staff and Conservation Commission to discuss the proposal and garner support for the effort. The Powwow River Watershed proposal development and coordination effort may likely continue in future UPWP work plans. RPC is actively pursuing grant funds to support this effort.



- **Modification to MPO project development and planning documents:** The MPO modified the project proposal application form to include a more thorough look at the potential of a project to have significant impacts on natural, historic, and cultural resources. The project form includes a checklist of potential impacts that can be used to identify the type and general extent of impacts. In addition, in the review of projects, the MPO examines project area maps that include natural, historic, and cultural resources impacts, as well as other considerations. As part of the project prioritization process, these issues can establish a project as infeasible and unlikely to be constructed as proposed and the MPO is working on methods to further integrate information regarding potential impacts and benefits into the project selection process.



- **Tides to Storms:** Using the 2011 LiDAR, the RPC enlisted GRANIT and consultants AECOM to generate a regional DEM and six coastal sea-level rise and storm surge scenarios. The scenarios generated were paired with various datasets (State and Municipal Infrastructure, Critical Facilities, Historical Resources, and Natural Resources) to identify the location and create statistical data of where specific assets and resources coincided with the flood scenarios. At the request of NHDoT, the RPC included many layers of transportation assets in the analysis. The project produced a regional vulnerability assessment report and map set, individual vulnerability assessment reports and map sets for the seven coastal municipalities, and an extensive data set. Presentation of results of this project included RPC Commission and MPO meetings, and the NH Coastal Risks and Hazards Commission. This effort was completed in September 2015, shortly after this UPWP.



- **NH Coastal Risks and Hazards Commission.** Staff provided research and technical support to the Commission, coordinated and facilitated the Science and Technical Advisory Panel; assisted in editing the STAP report. Workgroup, assisted with preparation of draft recommendations for the Commission's report and preparation of an informational flyer for the Commission's Science and Technical Advisory Panel Report. Staff attended and chaired Commission and Steering Committee meetings, attended coastal and state agency working groups regarding recommendations and reviewed and edited draft report regarding sea level rise impacts on infrastructure and recommended responses. Reviewed Federal Flood Risk Management Executive Order (FFRMS) and drafted response on behalf of the Commission. Made multiple presentations to groups and at conferences on status of the CRHC, assumed future flood conditions (scenarios) and its initial recommendations regarding infrastructure planning.

- 
Winnicut River Watershed Trail Plan: The Winnicut River Watershed Trail Plan covers a wide geography including the Winnicut River watershed and portions of the Great Bay and Exeter-Squamscott River watersheds. The proposed plan would provide connections between town centers, municipal parks, state and federal recreational areas, and establish multi-modal non-motorized trail network in the region. The plan will focus on recreational elements as well water quality, non-point source pollution and habitat restoration in the watershed. Staff began preliminary planning by: preparing a list of potential advisory committee members for the project; and meeting with a member of Greenland's Conservation Commission and Great Bay Steward, Laura Biergo and Kevin Lucy, NHDES, to discuss goals and timelines for development of the plan.

Task 203 Transportation Planners Collaborative

OBJECTIVE:

Participation in the Transportation Planners Collaborative.

ACCOMPLISHMENTS:

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Transportation Planning Collaborative: Participated in Transportation Planners Collaborative meetings. RPC staff led the TPC to review the 2015-2024 Ten Year Plan process and the primary recommendations from that effort revolved around improving the overall guidance and project selection process, promoting consistency in project development & data, and focusing project selection criteria on more direct evaluation of project benefits and impacts. This involved multiple meetings over six months and included meetings with the RPC Executive Directors as well as the TPC.
- 
Coordination with other MPOs: Met with SRPC and KACTS to discuss common issues and areas where we can work together such as performance measures and performance based planning, transit planning, and interagency agreements. Staff work routinely with SNHPC on the Greater Derry-Salem CART transit system, the Greater Derry-Salem RCC for transit coordination issues, and the Robert Frost/Old Stagecoach Scenic Byway initiative. Staff also work routinely with SRPC staff on projects related to the COAST transit system and the Southeast NH RCC transit coordination initiative.
- 
Interagency MOUs: Worked with the other New Hampshire MPOs, NHDOT, FHWA, FTA, and regional transit agencies to develop a Memorandum of Understanding (MOU) that is intended to replace and expand the existing MOU between the RPC/MPO, the NHDOT, COAST and CART . Previously, the RPC had four separate MOUs in place:
 - Between RPC, SRPC, NHDOT and COAST;
 - Between RPC, SNHRPC, NHDOT and CART
 - Between RPC, MVMPO and NHDOT (NH-MA)

- Between RPC, SRPC, KACTS and NHDOT (NH-ME)

Under the new MOU structure, the first two are combined into a master MOU with subagreements as needed. The bi-state MOUs with MVMPO and KACTS remain as they are. These agreements were largely in place prior to the end of FY15 and were approved by the MPO on July 8th, 2015.

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 • **MOU with MVPC:** Discussed, reviewed, and commented on an MOU with Merrimack Valley Planning Commission. It is anticipated that the MOU will be approved and signed by both agencies in Fall, 2015.
- 
 • **Working Groups:** RPC and SRPC staff worked together to initiate a Performance Based Planning and Programming workgroup for the New Hampshire MPOs and other interested agencies. This group has met several times and is working to identify a common set of performance measures that all of the New Hampshire MPOs and NHDOT can utilize to create a core group of metrics applicable to the urban areas of the state. In addition, the group will be creating a larger list of optional measures that each MPO can choose to utilize to expand the core measures and develop a more complete picture of transportation in their region. This group will be continuing its efforts through 2016.

Task 204 Interagency Consultation

OBJECTIVE:

Coordination of activities and efforts with adjacent MPOs, State Agencies, and Federal planning partners is an important activity that reduces duplication of effort and ensures that issues of common concern are addressed.

ACCOMPLISHMENTS:

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 • **Interagency Consultation Process:** Participated in 18 interagency conference calls and meetings discussing amendments and minor revisions to the Transportation Improvement Program as well as other inter-agency coordination issues.
- 
 • **RPC Executive Director Meetings:** The RPC Directors met approximately 12 times with NHDOT and/or FHWA staff during the 2 year UPWP project period. Transportation topics included: Ten Year Plan process and common criteria development, Local Project Administration manual, UPWP requirements and funding, as well as others.

Task 205 Transportation Improvement Program

OBJECTIVE:

To maintain the 2013-2016 Transportation Improvement Program, and approve the 2015-2018 Transportation Improvement Program.

ACCOMPLISHMENTS

-  • **2015-2018 Transportation Improvement Program (TIP):** The 2015-2018 TIP was approved by the MPO on December 10th, 2014. The document establishes the projects proposed for implementation over the next four years and is based on the adopted State Ten Year Plan and NHDOT estimates on project timeframes. The approval of the TIP included the prioritization of projects, the development of financial constraint estimates, and complimentary amendments to the Long Range Transportation Plan list of projects to maintain consistency between the two documents. A 30 day comment period for the TIP began on November 10th, 2014 and concluded on December 9th, 2014 and was followed by a public hearing on December 10th, 2014 at the MPO Policy Committee meeting.
-  • **TIP Amendments:** Processed Amendments 2,3,4,5, and 6 to the FY2013-FY2016 TIP and Amendment 1 to the 2015-2018 TIP. This included the publication of the 10-15 day public comment period for each, review and analysis of each proposed amendment. Each time, the amendment was presented to the TAC for a recommendation and to the Policy Committee for a public hearing and approval. Upon approval, an amendment approval letter was drafted and sent to appropriate State and Federal agencies and other interested parties.
-  • **TIP Administrative Adjustments:** Processed TIP Administrative Adjustments during most months of Fiscal Years 2014 and 2015, and occasionally multiple times per month. Approximately 24 Administrative Adjustments were processed during the two fiscal years and this entailed analysis and summarization of the changes, and notification of TAC and Policy committee members of the changes via email. Any comments received were addressed, the Executive Director signed off on the changes, and the approval of the change was forwarded to NH DOT.
-  • **Annual List of Obligated Projects:** Researched project status and discussed project implementation with NH DOT as part of developing the Annual List of Obligated Projects for 2013 and 2014. The lists was completed in December of each year and showed the projects in the region that FHWA committed to providing funding for during each of those fiscal years. The list was published in two regional newspapers and a report for each was distributed to the TAC and Policy Committees and can currently be found on the RPC website. The map of projects was updated and converted into a more long term database for use in the GIS.
-  • **Cooperative Revenue Forecasting:** The MPO continues to work with NH DOT, Federal Highways, and the other NH MPOs to develop cooperative revenue forecasting methods that will provide the MPOs with acceptable regional budget targets for the Ten Year Plan and enable the MPO to meet the spirit of the fiscal constraint requirements established by FHWA. For two Ten Year Plan cycles NHDOT has provided MPOs and RPCs with a target budget for capital highway project expenditures based on consideration of population and lane miles of roadway. The RPC has utilized these targets to provide financial constraint to both our prioritized list of projects proposed for the State Ten Year Plan as well as to restrict the Long Range Transportation Plan to the estimated resources available to the region.

Task 206 Congestion Management Process

OBJECTIVE:

To complete all work related to the implementation and maintenance of the Congestion Management Process undertaken to satisfy the requirements of 23 USC § 134.

ACCOMPLISHMENTS:

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 • ***Congestion Management Process (CMP):*** A Congestion Management Process was completed and approved by the MPO in October, 2010. The focus during the 2014-2015 UPWP continued to be on data collection via an enhanced traffic counting program. Staff also continued efforts to utilize the National Performance Management Research Data Set (NPMRDS) travel time data made available by FHWA for many of the roads included in the CMP and RPC GIS staff is in the process of learning how to analyze and map that information for presentation to communities. GPS equipment was updated with newer versions of ArcPAD to assist in future data collection efforts. Most recently, CMP related efforts have revolved around integrating this process with the Performance Based Planning initiative that is being undertaken in cooperation with the other New Hampshire MPOs.
- 
 • ***Travel Time Studies:*** No additional travel time studies were undertaken during the UPWP as the focus was on utilizing the NPMRDS information to track CMP corridor travel time changes.
- 
 • ***CMP Corridor Committees and Reports:*** While the MPO has been able to expand the data collection and analysis related to the congestion management, the implementation of the corridor based committees and reports has not been undertaken to date. Corridor committees are planned for US 1, NH 125, NH 33/108, and NH 111 however other priority projects have made finding the time for staff to undertake this effort more difficult.

Task 207 Intelligent Transportation Systems Architecture

OBJECTIVE:

Maintain the regional Intelligent Transportation Systems (ITS) Architecture and strategic plan developed in cooperation with the Strafford Regional Planning Commission.

ACCOMPLISHMENTS:

- 
 • ***Updated ITS Architecture & Strategic Plan:*** Working again with SRPC and the IBI Consulting group, the ITS Architecture and Strategic Plan was updated in June, 2012 and minimal work has been conducted since that time. The work in 2012 expanded the existing federally-compliant ITS Architecture for the Strafford and Rockingham Planning Commissions based on version 7.0 of the National ITS Architecture, and updated regional needs and priorities. In addition, the ITS Strategic Plan was updated to reflect a prioritized, project-based deployment strategy for phased implementation of ITS projects in the region. This data structure was implemented on the RPC/MPO website.



- **Incident Management Systems:** Continue to monitor and participate in KACTS IMS and Newington-Dover IMS as needed.

TASK 208 Regional Master Plan – Transportation Components

OBJECTIVE:

To complete work updating the transportation components of the Regional Master Plan which includes the Transportation and Scenario Planning chapters as well as work on the overall vision, goals, and objectives and development of background demographic data.

ACCOMPLISHMENTS:



- **Transportation Chapter:** Work was completed on the Transportation Chapter to the Regional Master Plan in December, 2014 and was the culmination of over a year of effort. This chapter of the Regional Master Plan describes the transportation network of the Rockingham Planning Commission (RPC) region and the current issues and challenges faced in aligning limited financial resources with growing transportation network needs. The overarching goal of the Transportation Plan is to establish and maintain a modern multi-modal passenger and freight transportation system that has sufficient capacity, is resilient to natural hazards, is safe and convenient, affordable, and equitable for all users. The transportation system will support sustainable economic growth and development patterns, and foster stewardship of natural, historic, and cultural resources. The document also establishes the transportation planning philosophy of the region:

- The transportation planning process will be comprehensive, cooperative, and continuous as required by the federal “3C” process.
- Transportation investments recommended by the MPO will be those that best support the New Hampshire Livability Principles, the goals and policies of the Regional Master Plan, and the MPO Long Range Transportation Plan.
- Transportation planning efforts of the region will be integrated and coordinated with state, regional, and local land use, economic, and environmental planning.
- The Transportation Investment priorities of the region are:
 1. Preserve, maintain, and modernize the existing transportation system
 2. Improve the safety and operations of existing transportation facilities
 3. Increase multi-modal capacity, particularly transit, bicycle and pedestrian connections



- **Scenario Planning Exercise & Chapter:** A component of the Regional Master Plan that is directly related to the transportation planning efforts of the MPO is the Scenario Planning exercise that was conducted. That effort utilized the different perspectives offered by regional population and employment perspectives to anticipate transportation network needs in future years. Based on the divergent visions offered by the population and employment projections, alternate growth scenarios were developed from a “low growth” which saw a slight growth in

population but a slight decline in employment to a “high growth” which envisions a large employment increase that is supported by a growth in the regional population. These scenarios also allowed the MPO to estimate the impacts of different growth patterns and the different transportation needs of a dispersed growth pattern versus a pattern that focused population and employment growth primarily into current regional job centers. As part of the ongoing Long Range Transportation Plan update, this effort will be expanded to include a scenario where the job growth is located in the regional employment centers but the population increase goes to other regions increasing the volume of commute traffic in the region.



- ***Natural Resources and Land Use Chapters:*** Work was completed on the Natural Resources Chapter incorporating the impact of transportation and the transportation network on natural resource and how natural resources impact transportation infrastructure. The Natural Resources chapter included information on recreational uses the transportation network provides. Work on the Land Use chapter was largely completed, but to date has not been finalized due to focus on other chapters; it is anticipated this chapter will be finalized in 2016.

TASK 209 Air Quality Conformity

OBJECTIVE:

To complete work related to satisfying the requirements of the USC and other policy documents from FHWA and EPA relating to air quality conformity. As of July 20th, 2013, the region will be reclassified as an attainment area (Maintenance) meaning that regional Conformity Determinations are not necessary with TIP and Plan updates however updates to air quality standards could change this in the future.

ACCOMPLISHMENTS:



- ***Air Quality Conformity Analysis:*** As the region is currently considered an attainment area, no Air Quality Conformity analysis and determinations are necessary for transportation projects to move forward and so MPO efforts in this area have been minimal and largely limited to discussions occurring during interagency consultation calls.

Task 210 Long Range Transportation Plan

OBJECTIVE:

To develop and maintain the Rockingham MPO Transportation Plan and related policies in a manner that is consistent with the requirements of 23 CFR Part 450, Subpart C.

ACCOMPLISHMENTS:



- ***2040 Long Range Transportation Plan(LRTP):*** A minor update of the MPO Long Range Transportation Plan was approved in December, 2014 along with the adoption of the 2015-2018 TIP. This update primarily focused on updating the project timeframes and addressing

new fiscal constraint assumptions. Some additional aspects of the LRTP were worked on throughout the course of the UPWP:

-  • **Population and Employment Projections:** The population projects developed by the NH Association of RPCs in conjunction with NH Office of Energy and Planning were incorporated into the Plan as were employment projections developed by the NH Department Of Employment Security. These estimates then were utilized to form the basis of the scenario planning exercise developed for the Regional Master Plan and that will be expanded for the LRTP to include additional permutations.
-  • **Data Updates:** As part of the LRTP update information was made current (2014) regarding the “existing conditions” of the region. Much of this information was included in the Transportation chapter of the Regional Master Plan, but is also forming the baseline for the full revision to the LRTP that is currently ongoing. Updated information included statistics on motor vehicle crashes, freight volumes and flows, traffic volumes and classification.
-  • **Performance Based LRTP:** Staff spent time researching the process of integrating performance measures into the LRTP and developing a Performance Based Long Range Transportation Plan as recommended by FHWA. This has involved review of the FHWA guidance on “Model Long Range Transportation Plans: A Guide for Incorporating Performance Based Planning”, as well as the Performance-Based Planning and Programming Guidebook. In addition, staff is working with the other NH MPOs, NHDOT, FHWA, FTA, and other regional planning partners to develop a framework for performance-based planning in New Hampshire. The results of this process will be a set of performance measures that will be incorporated into the LRTP and other planning documents and efforts.
-  • **2040 Long Range Transportation Plan Amendments:** The LRTP is amended in conjunction with TIP Amendments to maintain consistency and so was adjusted with Amendments 3,4, & 5 to the 2013-2016 TIP and Amendment #1 to the 2015-2018 TIP.
-  • **Fiscal Constraint:** Updated the fiscal constraint analysis methods and process to incorporate basic Cooperative Revenue Forecasts from NH DOT as well as techniques discussed at a STIP workshop and in an AASHTO webinar on best practices. Included costs of PE and ROW in the analysis for the first time as well as updated assumptions regarding inflationary costs and funds available for projects in the future.
-  • **Project Development Process:** While largely focused around the State Ten Year Plan, changes to the MPO project solicitation and development process have improved the amount of information available for LRTP projects as well. In preparation for the development of the 2017-2026 Ten Year Plan MPO staff worked with NHDOT and the other New Hampshire regional planning commissions to develop a common project application form and to create an electronic submittal process to reduce the amount of data entry required to collect and organize project data.

- **Project Selection Criteria Development:** Staff participated in the development by NHDOT of common selection criteria designed to work with a software based priorities evaluation model which was integrated into RPC's selection process after an initial screening of projects. In preparation for the development of the 2017-2026 Ten Year Plan and the full revision to the LRTP, staff helped lead an effort working with NHDOT and the other New Hampshire regional planning commissions to further refine the project selection criteria that had been developed two years before. This involved reducing the number of criteria, reorganizing them, and establishing a weighting system that all parties were comfortable with. These project selection criteria will be utilized in the prioritization of projects for the MPO LRTP although a different weighting distribution may be utilized to better reflect transit, bicycle, and pedestrian projects which are largely excluded from the Ten Year Plan process.
- **Full Revision/Update to MPO Long Range Transportation Plan:** RPC staff completed a great deal of the public engagement and data analysis for the next full update to the MPO Long Range Transportation Plan as part of the development of the new RPC Regional Master Plan in 2013-2015. This work will be combined with further refinement of scenario planning, some additional targeted focus group work, and the ongoing work of the multi-MPO performance based planning work group to complete the full update to the Long Range Plan by October 2016.

Category 300: Public Outreach

Category 300 efforts are centered on the public involvement program of the MPO and the operation of the MPO Transportation Advisory and Policy Committees. Overall expenditures and hours spent within Category 300 are shown in **Figure 9**. Within this task area, time spent in public involvement was slightly greater than anticipated using 102% of budgeted hours however, the cost of that work was slightly less than anticipated utilizing 97% of budgeted funds. Approximately 1000 hours of staff time was spent on public involvement related work, primarily supporting the MPO TAC and Policy Committees and working on the redesign and update of the MPO website as that became a more heavily utilized resource for the agency. IN addition, considerable public outreach was done as part of the work to update the Regional Master Plan transportation chapter and the Long Range Transportation Plan. Highlights of work in Category 300 include:

- 9 Transportation Advisory Committee meetings
- 10 MPO Policy Committee Meetings
- Website redesign in progress

Task Area	Hours		Cost
300 Public Involvement	1054.5	100.0%	\$ 77,940 100.0%
301 Transportation Advisory Committee	309.5	29.4%	\$ 20,083 25.8%
303 Public Participation Plan	2.5	0.2%	\$ 105 0.1%
304 Public Outreach	212	20.1%	\$ 19,932 25.6%
305 MPO Policy Committee	530.5	50.3%	\$ 37,819 48.5%

Figure 9: Distribution of time and costs for Category 300

Task 301 Transportation Advisory Committee

OBJECTIVE:

Provide for the on-going organizational support of the Transportation Advisory Committee (TAC).

ACCOMPLISHMENTS:



- **Transportation Advisory Committee (TAC):** Prepared for and attended MPO Technical Advisory Committee meetings during September and December of 2013, February, April, June, and October of 2014 as well as January, March, and June of 2015. Items presented to the TAC included:
 - Draft 2015-2024 Ten Year Plan and draft set of comments prepared for the GACIT hearings occurring in September and October, 2013.
 - Consideration of the changes proposed by 2013-2016 TIP Amendments 3, 4, 5, and 6
 - Post-GACIT hearing discussion on the 2015-2024 Ten Year Plan & GACIT Process Outcomes
 - Update on New Hampshire 1A/1B Coastal Scenic Byways Project

- Update on the Hampton NH 101/US1 Interchange and Intermodal Center Study
- 2013 Annual List of Obligated Projects
- 2012-2013 UPWP Performance Report
- Proposed NH Highway Corridors (Tiers) Presentation
- NHDOT Project Mapper Demonstration
- SEA3 Facility (Newington) Regional Impact
- Draft Regional Master Plan Transportation Chapter
- Robert Frost Scenic Byway Update
- Plaistow MBTA Rail Extension and Plaistow Train Station and Layover Facility Study Update
- Proposed Transportation Alternatives Program competitive funding round
- Transportation Futures – Input received from the Granite State Futures Regional Conversations about transportation
- Regional Master Plan Transportation Chapter – Discussion of Population and Employment Projections/Scenarios
- Mid-contract UPWP Updates for FY15
- Draft of the 2015-2018 TIP for approval
- Transportation Alternatives Program regional project ranking
- Scenario Planning for the Regional Master Plan and Long Range Transportation Plan
- Project Solicitation for the 2017-2026 Ten Year Plan and the 2040 Long Range Transportation Plan.
- Electric Vehicle Charging Station Supporting Grant
- Draft 2016-2017 UPWP for approval
- 2015-2018 TIP Amendment #1 for approval
- Long Range Transportation Plan Update discussing the organizational strategy for the plan during 2015 and 2016.
- RPC Stream Crossing Inventory and Assessment
- NH MPOs UPWP Agreements
- East Coast Greenway Update
- RPC Website overhaul

Task 303 Public Participation Process

OBJECTIVE:

To evaluate and maintain the MPO Public Participation Process.

ACCOMPLISHMENTS:



- ***Public Participation Process Review:*** A Request for Qualifications/Proposals was developed and released for the update to the MPO website. A design firm was selected and staff has

developed contractual agreement covering three development components: agency-wide element, Regional Plan component, and MPO Transportation Planning and project components. It is expected that the redesign of the website will be completed in the fall of 2015.

-  • **Revisions to the Public Participation Process:** RPC incorporated minor changes to the MPO Public Participation Process, incorporating language specifying that the MPO public participation process meets the requirements in the region for the respective Programs of Projects of NHDOT, CART and COAST.
-  • **Separate Public Participation Process document from the MPO Prospectus Document:** This was not completed due to additional staff time needed on other projects.

Task 304 Public Outreach

OBJECTIVE:

To increase public awareness and participation in the transportation planning process and the implementation of plans and projects.

ACCOMPLISHMENTS:

-  • **MPO Website:** Staff maintained transportation related elements of the MPO websites, including event and meeting calendars, posting draft and final documents for public review/comment (Long Range Plan, TIP, etc); and notices of MPO actions such as TIP Amendments. Staff developed and distributed RFQ for creating a new MPO and agency wide website. Five proposals were reviewed by an internal selection committee and a preferred vendor was selected based on highest score of ranked proposals. Staff interviews selected consultant and prepared detail content map for new website, as well as desired site features and attributes.
-  • **Media Monitoring:** Staff monitored Congressional work on reauthorization of SAFETEA-LU, with particular emphasis on advocacy efforts to modify restrictions on use of FTA Section 5307 funding for transit operating assistance in Urbanized Areas (UAs) of over 200,000 population, to limit potential adverse impacts to COAST and CART of 2010 Census UA redesignations.
-  • **Public Outreach:** MPO staff participated in multiple public input sessions relating to the update of the Regional Master Plan to gather input on both the current state and future needs of the transportation system. In addition a public opinion poll was conducted that included a large number of transportation related questions and provided insight as to desired services.
-  • **Website Redesign:** A Request for Qualifications/Proposals was developed and released for the update to the MPO website. A design firm was selected and staff has developed contractual agreement covering three development components: agency-wide element, Regional Plan component, and MPO Transportation Planning and project components. Substantial work has begun on developing and modifying content for the new website but the bulk of the content creation will occur in the fall of 2015 when it is expected that the redesign of the website will be completed.

Task 305 Policy Committee

OBJECTIVE:

Provides for on-going organizational support of the MPO Policy committee.

ACCOMPLISHMENTS:



- ***MPO Policy Committee:*** Prepared for and attended MPO Policy Committee meetings during July and October of 2013, January, March, April, July, October, and December of 2014, and February and April of 2015. This includes posting of legal notices, preparation of material presented at the meetings, recording and transcription of minutes, as well as assembly and mailing of agendas and meeting materials. Items presented to the Policy Committee included:
 - Public hearings and discussion on FY2013-2016 Transportation Improvement Program Amendments #2, 3, 4, 5, and 6.
 - Status of MPO Project Recommendations for Ten Year Plan Development
 - New Guidelines for CMAQ and the new “Transportation Alternatives” Program Category under Map-21
 - Outcomes and recommendations from the MPO Planning Review conducted by FHWA and FTA.
 - Long Range Transportation Update: Input from the Policy Committee on Key Questions
 - Review of draft 2015-2024 Ten Year Plan Contents and Changes from 2013-2022 Plan
 - Proposed MPO Comments on draft 2015-2024 State Ten Year Plan
 - 2015-2024 Ten Year Plan & GACIT Process Outcomes
 - Overview of the findings of the Hampton NH 101/US 1 Interchange and Intermodal Center Study as well as interim updates on progress.
 - 2013 Annual List of Obligated Projects
 - Overview of the 2012-2013 UPWP Performance Report
 - Updates on the progress and status of the Plaistow MBTA Rail Extension Study
 - Introducing CommuteSMARTseacoast
 - Draft Regional Master Plan Transportation Chapter
 - Update on Frost Scenic Byways Project
 - Transportation Alternatives Program update
 - Proposed Regional Rail Safety Committee
 - Transportation Scenario Planning for the Regional Master Plan: Modeling transportation impacts from population & employment scenarios/Scenarios
 - Release of Draft TIP/STIP (State Transportation Improvement Program) for FY 2015-2018
 - Transportation Alternatives Program update : Letter of Intent and Project submissions from the RPC region
 - Regional Master Plan – Review of revised Transportation Chapter and Scenario Planning for the Regional Master Plan

- RPC 2015-2018 Transportation Improvement Program and updated 2040 RPC Metropolitan Transportation Plan
- Transportation Alternatives Program: Prioritization of Projects from the RPC region
- FY2014-15 Unified Planning Work Program – Mid Course Adjustments
- Project Solicitation for 2017-2026 Ten Year Plan
- Overview and priorities discussion related to the FY2015-16 Unified Planning Work Program
- NH 1A/1B Coastal Scenic Byway Management Plan
- RPC/MPO as Fiscal Agent for ACT region - NHDOT/FTA 5310 Purchase of Service Program
- Project Selection & Prioritization for State 2017-2026 Ten year Plan
- Proposed FY2016-17 Unified Planning Work Program
- 2040 MPO Long Range Transportation Plan Update: Process & Schedule

Category 400: Planning Support

Category 400 encompasses the transportation data collection program for the MPO as well as GIS data analysis and mapping, and the maintenance and use of the regional travel demand model. Time spent in this category was about 13% over what was anticipated however expenditures were under budget at about 99% of what was planned. This was primarily due to more extensive work than anticipated on the travel demand model and on the regional land use buildout for the model as part of the scenario planning effort. We were able to utilize interns for data collection and analysis in some cases which increased the hours of work while limiting the costs. Hours and funds spent on the task areas within Category are shown in **Figure 10**, and highlights of specific projects include:

- 288 traffic counts conducted
- Compiling and cleaning crash data for the region
- Transportation System Vulnerability Analysis and database
- Population and Employment projection updates
- Bicycle and Pedestrian count equipment purchased

Task Area	Hours		Cost			
400 Planning Support	3719	100.0%		301991.51	100.0%	
401 Traffic Count Program	433.5	11.7%		\$ 91,019	30.1%	
403 Geographic Information Systems Support	2216	59.6%		\$ 123,981	41.1%	
404 Demographic Analysis	177.5	4.8%		\$ 14,790	4.9%	
405 Equipment	39	1.0%		\$ 12,338	4.1%	
406 Regional Travel Demand Model	853	22.9%		\$ 59,864	19.8%	

Figure 10: Distribution of time and costs for Category 400

Task 401 Traffic Count Program

OBJECTIVE:

To collect and analyze traffic data in the MPO Study Area.

ACCOMPLISHMENTS:



- **Traffic Count Program – Volume Counts:** Staff reviewed the traffic counts to be done, including those not completed during the previous fiscal year. The traffic count locations were delivered to the consultant with comments and any questions. During the count season, staff reviewed traffic count submissions for quality and managed the flow of information from the consultant to NH DOT. Staff worked with NH DOT as traffic counts were reviewed and questions

came up. 137 counts were completed for the 2013 count season and 151 for the 2014 count season.

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 • **Traffic Count Program – Classification Counts:** For the 2013 calendar year traffic count season, 10 class counts were completed. For the 2014 season, 17 class counts were completed.
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 • **Traffic Count Program – Manual Turning Movement Counts:** A turning moment count was conducted at the intersection of Island Pond Road and Westside Drive in Atkinson.
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 • **Traffic Count Program – Requests:** Staff answered a variety of data requests for traffic count information from the public and private sector including explaining the data structure and options available on-line. Staff responded to a variety of requests for historical traffic counts. Requests were referred to the existing DOT on line data reports as appropriate. More detailed in house records were used as needed. Count data was also used for town based and project based reports and maps.
- 
 • **Pedestrian & Bike Counting Program:** Improving bike/ped usage data is a priority for RPC and a number of the other planning commissions as part of the move toward performance based planning. The BPTAC identified the various bike/ped counting technologies currently on the market and recommended purchase of a combination of tube-based and optical units produced by Eco-Counter. Key factors in this recommendation are that Eco-Counter makes portable tube counters suitable for on-road bicycle counts as well as optical sensors designed for pedestrian or multi-use trail counts. Their software integrates counts generated by these different units, and can be used for data sharing statewide among the various planning commissions. The other manufacturers' produced either tube counters for bikes or optical sensors for sidewalks/trails, but not both, and lacked straightforward means of integrating the data. The RPC purchased two of these counters which will enable monitoring sidewalks and shoulders on both sides of a roadway at the same time. This equipment was acquired at the end of FY15 and has not been utilized in any data collection efforts of the FY14-FY15 UPWP. That being said, RPC did conduct a series of manual bicycle and pedestrian counts as part of the NH 1A/1B Coastal Scenic Byway Corridor Management Plan update [Scenic Byways program] including using video cameras to monitor one location for full daylight hours.

Task 402 Form 536 Data Collection

OBJECTIVE:

To assist NH DOT through the collection of Federal Form 536 local transportation revenue and expenditure data.

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 • In 2013, after the adoption of the UPWPs, RPCs were no longer asked to collect this data due to the difficulty that each had getting communities to supply the appropriate information in the necessary timeframes.

Task 403 Geographic Information Systems

OBJECTIVE:

To collect and analyze transportation, land use, environmental, and socio-economic data relevant to the MPO Study Area and to support data requirements in the development of the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, Transportation Conformity analysis, transit planning, population projections, traffic analysis, regional travel demand modeling as well as other transportation planning efforts of the MPO.

ACCOMPLISHMENTS:

-  • ***GIS Data Layers for the RPC Region:*** Many datasets were added to the RPC GIS during the UPWP period, as well as significant updates and maintenance on many datasets. LiDAR: The RPC has leveraged the 2011 LiDAR data for creation of contours, a newer updated DEM, Inundation scenario modeling. Subsequently, the RPC has received and incorporated a 2014 Coastal LiDAR update as well as an Update of the coastal area in response to hurricane Sandy. NWI: the NWI in the seacoast region was updated into the RPC database while continuing to maintain the existing NWI where needed. Steep Slopes data was refined from new LiDAR, this has been used in the Hampton Intermodal and a North Hampton road sight distance project. The Geocoding data service has been updated several times a year throughout the UPWP. National and State Historic Register data was created from lists found on the websites of those agencies. Heatmaps of the accident database were created for use in regional masterplan as well as long range plan. Added updated NHDOT datasets to RPC GIS as updated.
-  • ***Standard Map Set Update: The RPC created an update to our Standard Map Set.*** Final revisions and distribution will be completed in the upcoming months, delayed to other priorities. This Standard mapset contains 20 maps per community and is the most requested thing on the RPC website.
-  • ***Requests for Maps and Data: The RPC continued to respond to requests from local communities, State and Federal Agencies for data and maps.*** Maps of Census designated urban areas were supplied to many communities as they prepared for the upcoming MS4 permits. Supplied data to consultants on Plaistow rail projects. Assisted CART with spider map for fixed route transit planning efforts. Prepared bike map to coordinate with Southern Maine Planning.
-  • ***Crash Data Compilation for Region:*** The crash dataset has been updated from NHDOT releases. It is being used for map design as described under the requests for data. The updated information was utilized in the development of the Regional Master Plan Transportation Chapter as well as providing background data for the Long Range Transportation Plan.
-  • ***Database Updates:*** Database development was ongoing for a variety of GIS data layers. Roads were updated as they became available from NH DOT, traffic counts data was maintained for

access in addition to submitting to the NH DOT database, construction projects were inventoried for use in the model updates, and staff supported the development of digital orthophoto products.

-  • **Major Employer Database:** The databases was checked and updated using the town reports.
-  • **Updated HPMS Information:** All traffic counts submitted by the RPC have been used by the NHDOT to prepare the annual HPMS report. The state is now dealing directly with the towns to collect the additional information necessary.
-  • **Regional Buildout Analysis:** Regional buildout analysis has been completed and leveraged for use in regional masterplan scenario planning effort. Formal documentation and final report need to be finalized. The buildout framework will be used for a subsequent update.
-  • **Travel Time Data:** Travel time data was collected as it became available through 2015. The data was processed and tested for use in the Congestion Management report maps. This has been supplemented by the FHWA travel time dataset for National Highway System roads.
-  • **HSIP Problem Area Analysis:** No HSIP analysis was conducted during FY 14 or 15 although the Safety Analyst software was utilized in the evaluation of transportation projects for the MPO Long Range Transportation Plan and the State Ten Year Plan.
-  • **Development Database:** The object of this project is to develop and maintain a database of major developments/traffic generators with potentially regionally significant traffic impacts as they occur in the communities of the region. Initially, contact was made at the NH DOT District level office to assess their records for highway access permits and it was indicated that they were in the process of digitizing their records. The RPC is awaiting the completion of that process and the determination of a methodology to incorporate their data into our database. In further phases of the work, the methodology will include spatially locating the development in the RPC GIS as point locations. As newer aerial photos are acquired, the point locations may be automated for inclusion in the existing land use database, depending on photo resolution. This work will be coordinated with any similar efforts under way at the RPC or at NH GRANIT. Ideally this would include links to electronic copies of proposals, impact studies, and environmental and traffic mitigation requirements. Most recently critical facility locations were collected to improve the organization and access for a variety of applications, including transportation related projects. Staff also continued with data acquisition and storage as well as data backup. We now manage a database of approximately 200 gigabytes.
-  • **Transportation System Vulnerability Assessment Database:** This extensive data set is discussed further under Task 202 which produced a regional vulnerability assessment report and map set, individual vulnerability assessment reports and map sets for the seven coastal municipalities, and an extensive data set. This effort paired state and municipal transportation and other infrastructure, critical facilities, historic resources, and natural resources with the 2011 LiDAR, with a regional Digital Elevation Model to develop and analyze six coastal sea-level rise and storm surge scenarios and identify the location and create statistical data of where specific assets and resources coincided with the flood scenarios.

Task 404 Demographics

OBJECTIVE:

To collect and analyze socio-economic and demographic data relevant to the MPO Study Area and to support data requirements in the development of the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, Transportation Conformity analysis, transit planning, population projections, traffic analysis, regional travel demand modeling as well as other transportation planning efforts of the MPO.

ACCOMPLISHMENTS:

-  • **Regional Population Projections:** Staff updated the population projections developed in cooperation with the Office of Energy and Planning and the other New Hampshire RPCs to incorporate new population information and to integrate the work into the regional travel demand model.
-  • **Population Projections—Town Cohorts:** Work started during the 2012-2013 UPWP was completed to create town level age and gender cohort projections for the RPC and to integrate this new information into the regional travel demand model.
-  • **Regional Employment Projections:** Regional employment projections to 2040 were constructed based on the NH Employment Security Economic and Labor Market Information (ELMI) Bureau 2012-2022 Employment Projections by Industry and Occupation.
-  • **Updated CEDS Data Tables and Summaries:** RPC staff updated key demographic and economic and infrastructure related information for the annual CEDS update. New demographic information included population, housing, employment, major employers and updated population projections developed jointly by the nine NH RPCs, OEP and OEP's consultant, RLS Demographics .
-  • **Census 2010 Journey To Work data analysis:** RPC staff attended training on new CTPP datasets and monitored listservs for CTPP. Staff analyzed mode share and commuter flow data from the American Community Survey 2007-2009 three-year data compilation at the County level, and 2006-2010 five-year data compilation at the County subdivision (town/city) level.
-  • **Analysis of other census data:** RPC updated Urban area and Functional class datasets for the area using 2010 census data. Staff prepared presentation to commissioners and MPO about Census 2010 program and data expectations. Staff extracted from the census many demographics for transportation projects and masterplans.

Task 405 Equipment and Resources

OBJECTIVE:

Purchase of equipment and transportation planning resources such as books, manuals, and software.

ACCOMPLISHMENTS:

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 • ***Bike/Pedestrian Counting Equipment:*** RPC staff participated in BPTAC review of automated bicycle/pedestrian counting units, and field tested the Eco-Counter tube and optical units recommended by the BPTAC committee report. Tested video-based counting using webcam at several locations along NH1A & NH1B. Purchased Eco-Counter units in June 2015.
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 • ***Traffic Counting Equipment - Repairs:*** No repairs to traffic counting equipment were necessary.
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 • ***CMP Implementation Equipment:*** NO additional equipment was necessary for CMP implementation.
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 • ***GIS Software Licenses: ArcView and ArcInfo:*** ARC Info continues to be the primary mapping tool, and the license for adequate seats is updated annually.
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 • ***Travel Demand Model License:*** The primary software for Travel Demand Modeling continues to be TRANSCAD. The current model, which has been incrementally developed for a number of years, is coded to work with TRANSCAD software. This software license is updated annually.
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 • ***Transportation Analysis Software:*** HCS+ and TSIS maintenance licenses were purchased in 2014 however only HCS+ was purchased in 2015. This was simply a cost reduction measure as TSIS was rarely, if ever, being utilized.
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 • ***Computer Hardware and Software:*** Purchased and prepared computers for transportation staff and interns. Purchased/collected iPads for data collection.
- 
 • ***High Volume Facilities Traffic Counting Equipment:*** There are a few areas around the region where traffic volume counts are needed that staff and the traffic counting consultant have felt unsafe placing out the count tubes due to the volume of traffic experienced on the roadway. RPC has planned to purchase traffic count equipment that uses something other than tubes to safely and effectively collect data on high volume facilities that are difficult and unsafe to set out the usual tube-based system.

Task 406 Travel Demand Modeling**OBJECTIVE:**

Continue work on maintaining and improving the capabilities and operational aspects of the RPC/SRPC MPO travel demand model. Utilize model for air quality conformity analysis under the 8-Hour Ozone Conformity Standard and for other travel demand and land use forecasting applications. The model is used to evaluate the impacts on air quality attainment, system efficiency of proposed transportation improvement projects and plans, and to refine and improve the Congestion Management Process (CMP).

ACCOMPLISHMENTS:

-  • **Replacement of Peak/Off-Peak Models with Daily Model:** The scope of work for the model update included a transition from three separate models (AM, PM and Daily) to a single model from which time of day could be extracted. This contract was completed and a working model for the year 2010 was delivered in July of 2013, and tested and utilized in 2014 and 2015. This was a shared effort with Strafford Regional Planning Commission.
-  • **Update Model Base Year:** Further validation of the model will be done after a regional household survey is undertaken.
-  • **Coordination of Model Development and Maintenance:** Staff worked with the Strafford MPO to continue testing and training on the model. This included additional staff training as a result of turnover at SRPC.
-  • **Transit Model Development:** Staff reviewed the transit modeling capabilities with the consultant, RSG of the existing model's potential for use in future scenario planning; discussed potential improvements in modeling transit mode share. During the 2010 model update, a separate network was developed for transit. Use of the transit model additions were assessed during the regional scenario planning exercise component of the Regional master Plan and will be utilized as part of the work for the MPO Long Range Transportation Plan.
-  • **Data Efficiency Improvements:** Improved data management capabilities have been incorporated during the most recent model update work.
-  • **US 4 Bunker Creek Bridge Analysis:** Staff worked with the model consultant and NHDOT to model the closure of the Bunker Creek Bridge on US 4 in Durham and to estimate the impacts to travellers that usually use that route. Model outputs were utilized to estimate the distribution of traffic around alternative routes and to estimate the impacts on travel time and distance for the closure period.
-  • **Regional Master Plan Land Use Scenario Modeling:** Staff utilized the Travel Demand Model to support transportation scenario planning and to the development of transportation system impacts of various development patterns. Two future population and employment scenarios (low growth or high) were created along with two complimentary land use development patterns (dispersed or concentrated) and the employment and population information entered into the model for each scenario. The low and distributed growth scenario showed the lowest population and employment levels and less employment density than the 2010 baseline. This scenario continued the further distribution of the population to more rural areas of the region but the overall population change is very small. The high growth scenarios would add approximately 50,000 people to the region to support around 30,000 new jobs anticipated by extending the ELMI Ten Year Projections out to 2040. Condensing this growth primarily into the five regional employment and population centers increased accessibility to employment for all residents in terms of the number of jobs within a 15 minute commute while minimizing the impacts on the regional transportation system. Highlights of the results are the following:

- The slow growth scenario has the longest work trip distances and times, followed by the dispersed growth scenario. The Concentrated development pattern, capitalizes on both the focus of employment and housing as well as the geographic distribution of the employment centers to produce the shortest work trips.
- The dispersed development pattern produces the longest shopping trips in both time and distance.
- The concentrated development pattern produces the shortest “Other” trips (recreational for instance) as well as trips that are not home based (such as from work to a restaurant). This indicates that this type of growth configuration places destinations in closer proximity to origination points than other patterns.
- The slow growth pattern produces the least increase in Vehicle Miles of Travel (VMT) and the lowest VMT per capita of all scenarios. This is likely due to the reduced level of activity in the region from the small population increase and decrease in the work force and employment.
- Strong growth will increase traffic over the volumes seen today and result in moderate increases in travel times in most cases. Aggregate delay, or total delay experienced by all drivers during peak travel times will increase significantly.

Overall, results indicate that the concentrated development pattern provides significant efficiency gains compared to the dispersed pattern. Shorter automobile trip lengths and times are seen for all trip purposes when compared to the dispersed development scenario indicating that more desired destinations are closer to where people live when land use is more concentrated into urban centers. Vehicle Miles of Travel statistics help to support that notion, as travel under congested conditions is decreased both in volume and in hours of delay during both the morning and evening peak periods when comparing the concentrated pattern to the dispersed pattern.



- **Long Range Transportation Plan Land Use Scenario Modeling:** Building off the successful completion of the scenario planning work for the Regional Master Plan, staff continues to examine the capacity of the Travel Demand Model to support land use scenario planning and the transportation system impacts of various development patterns for the Long Range Transportation Plan. Work continues on the development of scenarios using the regional buildout results as well as population and employment distributions to add a commuter based setting to provide another possible future set of transportation needs for the MPO Long Range Transportation Plan.



- **Household Travel Survey:** Updating the regional travel demand model with a household travel survey that has been conducted within the region was a recommendation that came out of the MPO Planning Review conducted by FHWA in January of 2013. This was a work product included in the UPWP as part of the model maintenance with the intent of working with NHDOT and the other New Hampshire MPOs to formulate a plan for accomplishing a household travel survey that all parties could utilize. For part of the UPWP time period the MPO had planned to set aside some funding to save for the expected cost of conducting a survey however NHDOT has indicated that they have the resources available to accomplish this and will be working with the MPOs during the FY16-17 UPWP to do so.

Category 500: Technical Assistance

The technical assistance to communities and other agencies is included within Category 500 as is transit, bike, and pedestrian planning. Work in this category was slightly less than anticipated during the budgeting process both in terms of the hours spent (93%) and costs (96%) and this is primarily due to fewer than anticipated requests for technical assistance from RPC communities. In addition, I-93 Expansion, Newington-Dover, Memorial Bridge, and NH 125 improvement projects have moved beyond the point where much involvement is needed by the MPO and so fewer hours were spent involved in these, and other, construction projects. Overall hours and funding spent on the task areas within Category 500 are shown in *Figure 11*. A wide variety of work was completed within this category including:

- Site traffic analysis of a new public safety complex in North Hampton.
- Island Pond Road/ Westside Drive intersection analysis in Atkinson.
- Access Management MOU in Hampton Falls.
- 1600 hours of assistance to regional transit agencies.
- Participation on the Memorial Bridge, Sarah Long Bridge, and New Castle-Rye NH1B Project Advisory Committees.
- 650 hours of bicycle and pedestrian planning efforts.

Task Area	Hours			Cost		
500 Technical Assistance	4384.5	100.0%		\$ 303,355	100.0%	
501 Local/Regional Technical Assistance	1426	32.5%		\$ 85,475	28.2%	
502 State Project Assistance	163.5	3.7%		\$ 12,734	4.2%	
503 LPA Program Support	132	3.0%		\$ 9,804	3.2%	
504 Special Projects	22.5	0.5%		\$ 1,905	0.6%	
505 Regional Coordinating Councils	226	5.2%		\$ 16,040	5.3%	
506 Transit/TDM/Bike/Pedestrian Planning	2414.5	55.1%		\$ 177,397	58.5%	

Figure 17: Distribution of time and costs for the 500 Category

Task 501 Local and Regional Assistance

OBJECTIVE:

Regional planning projects and technical assistance to communities. This includes scoping and performance of studies, attending community meetings on specific issues or items, review of development impacts for transportation issues.

ACCOMPLISHMENTS:

-  • ***Comments on Traffic Impact Studies and Development Proposals:*** RPC staff reviewed subdivision and commercial site plan developments along state highways within the Town of Greenland, Seabrook, Plaistow, Epping, Hampstead, Hampton Falls, and the City of Portsmouth to ensure safe sight distance, driveway placement, and access management criteria were being met.
-  • ***Scoping of Transportation/Land Use projects:*** RPC staff reviewed the Route 1 Corridor study in Hampton Falls in order to make recommendations regarding re-zoning along the Route 1 corridor and possible road layout and access management opportunities that may exist along the corridor.
-  • ***General Transportation Assistance:*** RPC staff assisted the MPO communities with a number of local transportation planning efforts of varying types:
 - Attended Seabrook Planning Board meeting to discuss contents of a traffic impact study for a development proposed on US 1.
 - Prepared for and attended a Seabrook planning board subcommittee about Route 1 Access Management plan and map, and discussed options for property owner outreach for Route 1 north area.
 - Reviewed and provided comments for multiple development proposals on NH 33 in Greenland.
 - Participated in Regional Impact Committee meeting discussing impacts of proposed SEA3 propane distribution facility in Newington.
 - Assisted North Hampton with a traffic analysis for the proposed relocation of the Town Safety Complex.
 - Reviewed Access Management MOU between the town of Kensington and NHDOT.
 - Attended Plaistow Highway Safety Committee meeting to discuss safety and operations at the intersection of Main Street and Elm Street and other Main Street related issues.
 - Prepared for and attended a meeting with Hampton Falls Planning Board to discuss the US 1 traffic signal configuration as well as the recommendations of the US 1 Corridor Plan.
 - Updated traffic volume, crash, bridge status, project status, and other information to be incorporated into the Plaistow Master Plan Transportation Chapter.
 - Presented on Complete Streets philosophy and methods to the Exeter Board of Selectmen.
 - Assisted the Town of Newfields to develop grant proposal for sidewalks.
 - Staff assisted Kingston with understanding the impacts of NH 125 improvements on adjacent property.

-  • **Robert Frost/Old Stage Coach Scenic Byway:** RPC staff collaborated with Southern NH Planning Commission to complete a Corridor Management Plan (CMP) for the Robert Frost/Old Stage Coach Scenic Byway, and have provided ongoing technical assistance to the Byway Council made up of representatives from the towns of Atkinson, Hampstead, Chester, Auburn and Derry.
-  • **Hampton Community Planning Grant Support:** Data Collection, access management recommendations and standards as part of these grants. Assisted Town of Hampton with their Community Planning Grant focused on the Route 1 Corridor from 101 to High Street (Hampton town center) by participating in the Study advisory committee and advising on parking and traffic considerations and on the integration of the Hampton Branch rail/trail into future plans.
-  • **Seabrook NH107 Study:** The initial scope of this project had RPC staff working with the Town of Seabrook to analyze the transportation infrastructure and other impacts of redevelopment along the NH 107 corridor west of Interstate 95. The scope of this study shifted however to study rezoning the area and a focus on water resources protection with no transportation component and so no work was conducted under the UPWP for this project.
-  • **Hampton Falls Access Management:** RPC staff developed an Access Management Plan for state highways in Hampton Falls as well as a Access Management Memorandum of Understanding (MOU) between the community and NHDOT. This work was based off changes proposed in the the Route 1 Corridor Study, zoning along state highways in Hampton Falls, as well as the Access Management MOU between Seabrook and NHDOT. This plan and agreement will improve the communication between the community and NHDOT with regard to development of access to Route 1 and the other state highways as well as lay out a plan for what is desired for the future.
-  • **North Hampton Public Safety Complex traffic impact analysis:** RPC completed a report for the Town of North Hampton examining the traffic impacts of relocating the town safety complex to a site adjacent to its current location. This involved determining the traffic generated by the site and distributing that traffic to each of the proposed driveways for two alternatives to estimate the impacts on Alden Avenue. In addition, safety concerns were raised regarding the sight distances along Atlantic Avenue in that vicinity, particularly for vehicles exiting Alden Avenue and the area of the town hall. An analysis was done examining the vertical changes in the roadway that would be necessary to eliminate current limitations and mitigate those safety concerns.
-  • **Stream Crossing Assessment Project:** Since 2013, the RPC staff and interns have been assessing stream crossings (culverts and bridges) within the region to provide state agencies and municipalities with information to identify critical and hazardous crossings. The main objective of this project is to identify those stream crossings that may fail, particularly during major storm events. These failures occur because the crossing does not allow for adequate passage of water, sediment or debris due to design, stream erosion, crossing deterioration or changes to the streambed or increase in stream flow due to higher rates of stormwater runoff. Failures can cause infrastructure and property damage, cut off evacuation routes and negatively

impact waterways. A secondary benefit of this project is that it can identify if a crossing is a barrier to aquatic organisms, fish and other wildlife movement. Knowing the condition of stream crossings can help guide municipalities prioritize those crossings most in need of retrofit or replacement. Results from this assessment can be incorporated into municipal and regional hazard mitigation plans, vulnerability assessments and site specific restoration and mitigation projects. Utilizing the NH Storm Crossing Assessment Protocol and University of New Hampshire SADES process, RPC staff is conducting data collection and meeting with municipal staff to determine how each municipality can best use the information. The data will be added to a statewide stream crossing database. As of September 2015, RPC has collected this information in 18 out of 26 communities (accounted for over 850 stream crossings out of 1,200 in the region). Analysis of data collected during the spring and summer of 2015 will be conducted during the fall of 2015. Once analysis is completed, results will be communicated with state and municipal officials with information on how the information can be utilized, particularly at the local level to help prioritize structure replacement for those that may be in danger of failing during emergencies. The data collection associated with this project is slated to end in 2016.



- ***Atkinson Island Pond/Westside Drive Intersection Study:*** The RPC was asked by the Road Agent for the Town of Atkinson to examine the potential for removing stop signs at the current all-way stop intersection of Island Pond Road and Westside Drive. The Manual of Uniform Traffic Control Devices (MUTCD) establishes recommended approaches for addressing control changes at intersections. However, there are no mandated or universally accepted procedures for assessing the impacts of removing stop controls. The basic approach recommended by the MUTCD is to determine if the intersection meets minimum traffic and safety requirements (known as warrants) for a particular type of control (stop or signal) through studies and use engineering judgment to determine the appropriateness of the control scheme. This analysis utilizes many of the same techniques as an engineering study, it was not conducted by professional traffic. The intent of this study was make an initial assessment as to whether the stop signs on Island Pond Road could be safely removed, as well as provide the Town insight regarding the utility of pursuing a full engineering study for the intersection. As part of this project traffic volume data was collected in October, 2014 with a turning movement count conducted on a single day during that time period as well. In addition, the state crash records database and the Atkinson Police Department were queried for data with only two incidents identified to be occurring in the area, neither of which had much to do with the intersection itself. The analysis indicated that the intersection was operating at about 40% of capacity during peak periods and that no substantial safety concerns exist at the location. The analysis also indicated that switching to a two-way stop control allowing for Island Pond Road traffic to progress through the intersection without stopping is a feasible undertaking that should not impact the function or safety of the location in any significant manner however any traffic control changes should only occur after a review by a licensed traffic engineer and under their supervision.

-  • **Access Management Manual Update:** The RPC Access Management Manual was published in the late 1990s and is in need of an update. A draft of this document was developed during the summer and fall of 2013 that incorporates updated graphics, more recent standards and practices, as well as guidance on developing an Access Management MOU with NH DOT and implementing access management regulations and policies in communities. The project remains incomplete due to limited time availability to finish the update including the development of improved and more recent graphics.
-  • **Regional Complete Streets Policy and Guidance:** Began the development of a regional Complete Streets policy as well as a guidance document for area communities regarding the benefits of a Complete Streets approach to planning and project development. This project was intended to be completed during FY14 but was not given the limited availability of staff to work on the project as well as other, higher priority projects.
-  • **Hampton Beach Master Plan Transportation Chapter Update:** Assisted consultant for Hampton Beach Transportation Masterplan with data requested. This is a Hampton Beach Area Commission study and RPC involvement is primarily as a participating stakeholder.
-  • **Hampton Falls Transportation Master Plan Chapter:** Staff completed a first draft of the chapter for review and comment by the Planning Board; the document will be completed by the fall of 2015 and will incorporate information derived from community-wide visioning sessions held in late summer of 2015. Work on the chapter is expected to be completed in the fall of 2015.

Task 502 Statewide Assistance

OBJECTIVE:

Provide resources to support NH DOT in the development of corridor studies, feasibility studies, project development, and other transportation studies and projects as requested.

ACCOMPLISHMENTS:

-  • **Memorial Bridge:** Continued involvement in the development and implementation of the Memorial Bridge replacement through construction completion in the summer of 2013. Staff participated in the Stakeholder and Steering Committees for the ME-NH Connections Study, as well as a bicycle-pedestrian advisory committee during the design-build process. Analysis supported seasonal expansion of shuttle service for pedestrians/bicycle riders during bridge closure.
-  • **Interstate 93 Improvements:** Worked with SNHPC, FHWA, and NH DOT to determine the appropriate listing of the I-93 projects and sub-projects in MPO planning documents and to determine the financial impact of the project on the Long Range Plan. Integrated this financial data into the financially constrained component of the Long Range Transportation Plan.

Construction on the I-93 project is largely concluded within the RPC region and our role is reduced to participating on corridor-wide initiatives such as the I-93 TDM Task Force.

-  • **I-93 TDM Task Force:** MPO serves as a member of the I-93 TDM Task Force and on its Land Use-Transportation work group. The task force was established in 2012 to monitor and prioritize the implementation of TDM recommendations and projects developed as part of the I-93 FEIS. Staff participated in 3 meetings of the Task Force and 5 meetings of the working group to develop a prioritized list of projects that could be implemented. Work is ongoing.
-  • **Plaistow MBTA Extension:** RPC staff participated in Advisory Committee for study, conceptual design, capital and operating cost, ridership and environmental alternatives analysis for the extension of MBTA service to Plaistow, and relocation of MBRA Haverhill layover facility to Plaistow. Staff participated in six advisory committee meetings over the project period four public informational meetings and numerous Plaistow Selectmen's meetings. Staff made presentations at two of the public informational meetings describing the MPO's transportation planning process, and the path for identifying, prioritizing and recommending projects for the 10 Year Plan. Staff met twice with local citizens group organized in opposition to the project to provide information and a regional perspective on the project; staff attended multiple project team meetings (including Plaistow, Consultant and NHDOT officials).
-  • **Sarah Long Bridge:** Staff serves as representation for the MPO on the Stakeholder committee for the Sarah Long Bridge (US 1 Bypass between Portsmouth, NH and Kittery, ME) replacement project. Participated in design workshops for the replacement of the Sarah Mildred Long Bridge. Staff will continue in this role until construction is completed.
-  • **Newington-Dover Little Bay Bridges:** Continue to participate in the Newington-Dover Incident Management committee meetings discussing adjustments to the existing management plans and scenarios as necessary.
-  • **New Castle-Rye NH1B Bridge:** RPC is participating in the Advisory Committee formed for this committee. Construction is not anticipated to begin on this project until FY 17 and RPC will continue to be involved in the advisory committee until it is no longer necessary.
-  • **HSIP Project Selection:** Staff participates on the Statewide HSIP committee and attends the monthly meetings of that group. As part of that committee, works with NHDOT to facilitate the selection of HSIP projects as proposals come forward. Recent work in that group has focused on restructuring the process by which Road Safety Audit sites are selected, as well as developing selection criteria for projects.
-  • **State Freight Plan:** Staff anticipated working with NHDOT on the development of the State Freight Plan however the last information received on the project was that consultant selection was in progress. No work was done on this project during the course of the FY14-15 UPWP.
-  • **US 1 Widening in Seabrook:** Staff attended a NHDOT public hearing in Seabrook regarding the widening of US 1 between NH 107 and Railroad Avenue. This project will begin construction

during the timeframe of the FY16-17 UPWP and staff will participate in hearings and public meetings.

Task 503 Local Project Administration (LPA) Programs

OBJECTIVE:

To aid communities and regional agencies through assistance with the administration and implementation of locally managed projects.

ACCOMPLISHMENTS:

-  • ***Transportation Alternatives Program Application and Evaluation Process:*** Conducted regional solicitation for summer 2014 round of TA applications. Provided guidance to several communities with Letter of Interest and full application development. Reviewed, scored and ranked projects at regional level in collaboration with MPO TAC and Policy Committees.
-  • ***TA Project Monitoring and Implementation Assistance:*** The three communities who received TAP projects in the first round (Salem, Portsmouth and Exeter) are moving forward with project implementation and have not requested MPO assistance. Early in the biennium RPC staff did provide assistance to Exeter in determining whether to carry forward with their Downeaster Station Improvements TE project.
-  • ***Congestion Mitigation and Air Quality (CMAQ) Application and Evaluation Process:*** No work was done on this task as there was no CMAQ project solicitation round in SFY14-SFY15 and there has not been since 2009.
-  • ***CMAQ Project Monitoring and Implementation Assistance:*** RPC staff have monitored the progress of the CMAQ Hampton-Portsmouth Hampton Branch Rail Corridor acquisition project, and begun work with communities on draft Trail Management Agreements to be completed once the corridor is secured by the state. See more information under Multi-Use Trails (Task 506).
-  • ***Safe Routes to School (SRTS) Projects:*** RPC staff provided technical assistance to the Safe Routes to School programs in Hampton and Seabrook. Staff began work on a Safe Routes to School Travel Plan for Seabrook Elementary and Middle Schools, including school zone traffic counts, student mapping, parent surveys and selection of a firm to do conceptual design work. The town was ordered to stop work when its sole LPA certified employee changed jobs and the projects were subsequently put on the inactive list. While the transition in staff resulted in problems in billing for the SRTS Start-Up grant, which is the fault of the town, the MPO has expressed concern to NHDOT about its handling of this and other SRTS projects under the LPA program.
-  • ***Local Public Agency (LPA) Training & Technical Assistance:*** One RPC staff member attended training for LPA Phase I and Phase II recertification. Staff have not yet completed the new Labor

Compliance training, though that training is recommended in tandem with an active construction project which we do not currently foresee managing.

Task 504 Special Projects

OBJECTIVE:

To perform studies and develop reports for individual communities. This includes such things as performing small corridor or intersection studies, updating of transportation related community master plan and regional master plan chapters, as well as development of regional guidance documents.

ACCOMPLISHMENTS:

-  • **Special Projects:** No “special projects” were requested by communities during the course of the FY14-15 UPWP and so no time was spent in this task area.

Task 505 Regional Coordinating Councils

OBJECTIVE:

Support and participate in the operation of Regional Coordinating Councils in the MPO Region.

ACCOMPLISHMENTS:

-  • **Expanded and diversified funding for Southeast NH RCC/ACT service:** Staff chaired the Southeast NH RCC and provided technical assistance together with Strafford RPC. Worked with COAST/ACT and Endowment for Health (EFH) staff to extend EFH grant funding for ACT project.
-  • **Update to Seacoast Coordinated Public Transit/Human Service Transportation Plan as needed:** The Coordinated Public Transit/Human Service Transportation Plan for the Southeast NH RCC (Region 10) was last updated in spring 2012, so will be due for full update by spring 2017. Staff did participate in a strategic planning process for the Region 10 RCC in late 2013/early 2014; and will be fielding surveys to update data on transportation need and current supply of transportation services in late 2015/early 2016.
-  • **Greater Derry-Salem RCC Funding diversification and expansion:** Developed grant applications for Section 5310 Purchase of Service and Section 5310 Formula funding to support collaborative efforts of CART, Easter Seals NH, Rockingham Nutrition Meals on Wheels (RNMOW) program, Greater Salem Caregivers and Green Cab of Derry.
-  • **Greater Derry-Salem RCC Service Improvements:** Worked with CART, ESNH and RNMOW to plan and implement a new Hampstead-Derry-Londonderry shuttle based on M-W-F dialysis schedule. Assessed taxi-voucher program usage and recommended expansion of service hours.

Worked with RNMOV on Section 5310-funded service expansion at Vic Geary Center in Plaistow, and with Greater Salem Caregivers on volunteer recruiting and training.



- **Updated Coordinated HHS Transit Plans as needed:** The Coordinated Public Transit/Human Service Transportation Plan for the Greater Derry-Salem RCC (Region 9) was last updated in spring 2012, so will be due for full update by spring 2017. Staff have developed a set of client, transportation provider and local welfare officer surveys to be distributed this fall and inform an update to the Coordinated Plan to be completed by mid-2016.

Task 506 Transit Assistance, TDM, Bicycle, and Pedestrian Planning

OBJECTIVE:

Promote the incremental development of public transportation and transportation demand management services in the MPO area by working with existing transit agencies, other public and private transit operators, and regional Transportation Management Associations (TMAs). Also to develop facilities and programs that encourage bicycling and walking as an alternative to driving, improve bicycle and pedestrian safety, and expand the contribution of bicycle tourism to the economy of the region.

ACCOMPLISHMENTS:



- **COAST Ridership Survey:** Staff participated in COAST's biennial rider survey in spring 2015, conducting all surveying on Routes 40/41 (Pease/Lafayette Trolley).



- **Feasibility Assessment for US 1 Service and Adjustments to Route 7 Service:** Staff worked with COAST staff to develop cost and ridership estimates for a US1 service extension connecting Seabrook to Portsmouth as part of the Hampton US1/NH101 Interchange Realignment & Intermodal Transit Center Feasibility Study. Staff participated in COAST's planning process for reorienting Route 7 service in response to loss of funding from several communities.



- **Other COAST Technical Assistance:** RPC staff continued to serve on the COAST Board of Directors and Executive Committee, including serving as Board Chair during FY14. Provided assistance with demographic analysis for an update to COAST's Title VI Civil Rights program, assistance with preparation for Triennial Review, updates to COAST's Bylaws, and annual review of the Executive Director.



- **Derry-Salem CART Technical Assistance:** RPC staff time commitment to CART during FY14-FY15 was much higher than in prior years, and higher than it will be in FY16. CART's Executive Director stepped down in late 2013 and the Board discovered the agency was in worse financial shape than previously understood. With approval from FTA Region I, RPC and SNHPC staff played a major technical assistance role in the management of the organization from early 2013 to early 2015. RPC staff serve on the CART Board of Directors and Executive Committee. Staff led negotiations with Nashua Transit Service and Lowell Regional Transit Authority for FTA Section 5307 funding apportioned to the Nashua Urbanized Area for FFY14 and FFY15; led

development of CART's annual budget and well as service planning; developed financial projects and a plan for funding development and service changes to get the organization back on its feet financially; completed National Transit Database and other FTA reporting; led preparation for CART's 2014 Triennial Review and FY13 annual audit; updated CART's Title VI Civil Rights Plan and Disadvantaged Business Enterprise Plan; served as liaison with CART member communities in the RPC region on annual funding requests; and participating in Executive Director search committee and the procurement process for CART's major operating contracts. Staff were closely involved with orientation for the New Executive Director hired in early 2014, and as of the end of the fiscal year have returned to a more traditional technical assistance role for the agency. Assisted CART director with various technical support requests.

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 • ***Analysis of potential fixed/demand responsive routes for CART:*** Worked with CART, ESNH and Town of Hampton to develop a Section 5310-funded Hampstead-Derry-Londonderry Shuttle service based around dialysis schedules. Worked with MTA and CART to implement service changes to the CART Salem Shuttle to shorten headways and remove low-volume stops. Began planning for ADA Complementary Paratransit service for the Salem Shuttle.
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 • ***Financial plan for CART:*** Developed three year financial and cash-flow projections for CART. Worked with FTA Region I to identify cost saving measures for the organization.
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 • ***Expanded funding for TASC:*** Staff serve on the TASC Board of Directors, and assisted TASC with outreach to try and build private sector contributions. Staff began work with TASC and COAST to acquire a wheelchair accessible minivan to be driven by volunteers. Having capacity to provide wheelchair rides will enable TASC to meet requirements of the Americans with Disabilities Act (ADA) necessary to access FTA Section 5317 New Freedom mobility management funding previously secured for the agency.
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 • ***Integration of TASC ride reservation functions with COAST/ACT call center:*** Staff have facilitated meetings with TASC and COAST staff and the TASC Board regarding call center procedures and contract provisions. A hold-up with this has been the need to have capacity to provide wheelchair rides referenced above, and that the volunteer component of the HBSS call center software being used by COAST/ACT is less well adapted to TASC's needs than the custom-built software TASC is currently using.
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 • ***Participation in NHTA and SCC:*** Staff attended SCC meetings based on specific agenda items, and participated in the NHTA Legislative Committee. Participated in the SCC Strategic Planning retreat in early 2014, Volunteer Driver Forum in spring 2015, and combined SCC, NHTA and TransportNH planning meetings.
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 • ***Participation in Transportation Solutions NH and other collaborative efforts:*** Staff participated in TransportNH's Theory of Change strategic planning process along with staff from NHDOT, other RPCs and transit providers. Staff currently participate in TransportNH's Steering Committee.
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 • ***Support for TMA Services:*** Staff serve on the advisory committee for commuteSMARTseacoast, the regional Transportation Management Association managed by COAST as part of CMAQ-

funded mitigation efforts for the Newington-Dover/Little Bay Bridges highway widening project. RPC collaborates with commuteSMART on annual events for Seacoast Bike/Walk to Work Week.

-  • **Site selection for MBTA Extension:** Staff participated extensively in the Project Advisory Committee which worked with the project's consulting engineers (HDR Engineers) and NHDOT to define suitable sites for both an MBTA layover facility and for a station with parking. Over two dozen sites were narrowed to four, and a preferred site recommendation made by the Advisory Committee. Staff reviewed and commented on extensive documentation developed by HDR. Ultimately the Town of Plaistow rejected the project due to concerns about localized impact from the layover facility and the project did not move forward to the design phase. See also description in Task 502.
-  • **East-West Bus Service Implementation:** The service launched in November 2013, and staff participated in the ribbon cutting event at the Portsmouth Transportation Center. Staff developed demographic analysis for the Title VI Civil Rights plan for the East-West Express including analysis of language barriers and Limited English Proficiency populations.
-  • **Exeter Transportation Committee:** Staff provided technical assistance to the Exeter Transportation Committee, working with various agencies providing general public transit and special needs transportation in Exeter.
-  • **Exeter Downeaster Station Committee:** Continued participation in Exeter Downeaster Station Committee, overseeing operations of station area and planning for station expansion and station area redevelopment.
-  • **Capital Corridor Commuter Rail Study Participation:** RPC staff provided multiple GIS and demographic data sets to the project consulting engineers (URS). Staff attended two of four project public information meetings and reviewed and commented on project reports developed by the consultant. Completed a comparative analysis of ridership estimates for the Capital Corridor and Plaistow Extension projects.)
-  • **Exeter Park and Ride Study:** This study was proposed by NHDOT at the time of UPWP development but did not move forward.
-  • **Reestablishment of NHDOT Bicycle/Pedestrian Transportation Advisory Committee (BPTAC):** RPC staff represent the MPOs on the NHDOT BPTAC. The BPTAC provides technical assistance to NHDOT staff on a range of bicycle and pedestrian safety, infrastructure, education and encouragement activities. Staff participate in monthly BPTAC meetings and have served on the BPTAC Lane Marking Committee, and BikePed Plan/Economic Impact Study Committee, and in planning for improving bicycle and pedestrian volume counting by RPCs.
-  • **Share the Road Outreach Program:** This project has not materialized. Studies in recent years have found motorist misinterpretation of Share the Road Signs to mean that bicycles should get off the road to make room for cars. The BPTAC has recommended alternative use of MUTCD-approved "Bicycles May Use Full Lane" signage, at RPC staff are currently preparing draft edits to the NHDOT Traffic Bureau's policy on Bicycle Warning Signage.

-  • **Technical Assistance to Communities:** Participated in NHDOT-organized bicycle and pedestrian safety field reviews. Analyzed proposed state Vulnerable Road User legislation in comparison to other state VU laws, and provided testimony to legislative committee. Responded to inquiries regarding state and local laws pertaining to bicycles riding two or more abreast. Provided assistance to City of Portsmouth, Pease Development Authority and the Tenants Association at Pease with implementation of the Pease Tradeport Multi-Use Path project. Served on advisory committee for Sarah Mildred Long bridge replacement project. Provided input on bicycle and pedestrian access on new bridge. Provided input on Newmarket-Newfields NH108 shoulders project.
-  • **Commute Green NH & Seacoast Bike/Walk to Work Day:** Coordinated regional activities for the 12th and 13th annual Bike/Walk to Work Day and Green Commute Week events. Events included 12 free bicycle/pedestrian commuter breakfasts around the region; the 8th and 9th annual Corporate Commuter Challenge; and coordinating with commuteSMARTseacoast.
-  • **Updated Bike/Walk to Work Day Workplace Coordinator's Guide:** Updated promotional materials for Corporate Commute Challenge and expanded outreach to employers, increasing employer participation in the Challenge by 30%.
-  • **Participation in regional trails initiatives:** Attended several meetings of the Seacoast Trails Initiative that focused on using the NH Seacoast Greenway as a spine route to connect multiple local trails and establish an integrated regional trails network as a tourism draw similar to the Jackson XC ski network in NH or Kingdom Trails in VT. Analyzed and incorporated recreational uses of the transportation network for bicycle and pedestrian use, along with access to public lands via road right of ways into the Regional Master Plan.
-  • **Development of NH Seacoast Greenway:** Staff continued to facilitate the regional NH Seacoast Greenway Advisory Committee, working to develop the NH segment of the East Coast Greenway. Staff worked with the towns of North Hampton, Hampton and Seabrook to develop local trail committees, and with all corridor communities and NHDOT on development of draft Trail Management Agreements. Other initiatives of the regional group include developing recommendations to NHDOT for trail surface and safety treatments at grade crossings for the Hampton-Portsmouth CMAQ corridor acquisition and trail construction project, and development of estimates of economic impact of the trail for the region. Organized NHSG ride for opening of Memorial Bridge. Provided oversight to UNH MPH intern gathering health impact assessment data for NHSG.
-  • **Implementation of Statewide and Regional Bicycle/Pedestrian Counting Program:** RPC staff participated in BPTAC review of automated bicycle/pedestrian counting units, and field tested the Eco-Counter tube and optical units recommended by the BPTAC committee. Purchased Eco-Counter units in June 2015. Tested video-based counting using webcam at several locations along NH1A & NH1B. Staff are developing a list of monitoring sites based on previous manual count locations and high volume areas identified through Strava Metro data analysis.
-  • **Hampton Intermodal Center Study:** The conceptual design work for the US1/NH101 Interchange Reconfiguration and Intermodal Center Study was completed in late 2013, along with the Phase II Environmental Site Assessment for the brownfield parcel. RPC staff are in the process of revisiting ridership and cost estimates for the transit service component of the project based on additional data on Hampton Beach employment as a rider base for a beach shuttle system.

-  **Regional Bike Route Plan:** RPC has held off on initiating this planning process in order to coordinate outreach efforts with NHDOT when the state updates the State Bicycle/Pedestrian Plan in 2016. Recent access to Strava Metro GIS data on bicycle usage will aid in this development process and the information has already been imported into the RPC GIS data.
-  **Hampton Branch Rail Corridor Abandonment & Acquisition Planning:** RPC staff have continued to monitor state negotiations with Pan Am railways to acquire the Hampton-Portsmouth segment of the Hampton Branch corridor abandoned in 2013. Staff have worked with the towns of Hampton and North Hampton to establish local trail committees and draft Trail Management Agreements in anticipation of corridor acquisition. Based on strong corridor community interest the regional NH Seacoast Greenway Committee resumed regular monthly meetings in spring 2015 with additional representation from municipal staff.

Other Planning Activities

This area of work is intended to include other projects that are included in the UPWP for completeness but are funded primarily by sources outside of the UPWP. During the 2014-2015 UPWP, this includes the NH 101/US 1 Interchange realignment and intermodal center study as well as the NH Coastal Scenic Byway Corridor Management Plan update as well as a large number of land use and environmental resource focused planning projects that have a transportation component.

- Completed Hampton Intermodal Center Feasibility Study
- Completed NH 1A/1B Coastal Scenic Byway Management Plan Update
- Completed Regional Master Plan
- Completed Broadband Planning Study.

Hampton Intermodal Center Feasibility Study

OBJECTIVE:

Fulfillment of the requirements and tasks established in the FTA 5304 State Planning and Research funds grant for the Hampton Intermodal Center Feasibility Study.

ACCOMPLISHMENTS:

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Assessment of demand for transit and parking services: Staff developed demand estimates for Park & Ride facility based on two sketch planning approaches: one from the Institute for Transportation Engineers based on traffic volume on adjacent roadways and one based on Census Journey to Work data. Ridership estimates for individual transit services developed in collaboration with service providers including COAST, C&J and Flight Line. Staff are currently updating ridership projections based on more recent cost and demand data.
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Phase 1 Brownfields Site Assessment: A Phase I Environmental Site Assessment (ESA) for the US1/NH101 interchange parcel was completed by Credere Associates in the summer of 2012. A Phase II ESA was completed by Credere Associates in summer 2013.
- 
Conceptual design for interchange reconfiguration: Three conceptual design alternatives were developed for reconfiguring the US1/NH101 interchange by McFarland Johnson under contract to RPC. Designs were prepared based on traffic data and volume projections from RPC and Resource Systems Group, and a pair of public meetings held in Hampton. The preferred alternative identified by the Project Advisory Committee and the final public meeting places US1 traffic on the current southbound barrel of US1, while using the current northbound barrel as access to ramps for NH101 in a diamond configuration. A pair of roundabouts handle traffic at the junctions where the current northbound and southbound barrels split at either end of the interchange.

- **Conceptual design for intermodal center:** Three conceptual design alternatives for an intermodal transit center and park and ride facility on the interchange parcel were developed by DHK Architects, as subcontractors to McFarland Johnson. The preferred alternative identified by the Project Advisory Committee and the final public meeting sites the facility to the south of NH101 adjacent to the Hampton Branch rail corridor and set back from resource conflicts and high voltage lines on the portion of the site adjacent to Hampton Marsh. Staff prepared cursory elevation model of intermodal area for consultants using LiDAR data.
- **Implementation Plan:** RPC staff prepared implementation recommendations including preferred interchange, transit center and transit service alternatives identified by the Project Advisory Committee and public meeting participants.
- **Ongoing Efforts:** RPC staff are completing development of the Implementation Plan and final study report using FY14-FY15 UPWP resources. RPC will provide assistance to the Town of Hampton, Hampton Beach Area Commission and transit providers in pursuing funding for implementation if requested.

NH Coastal Scenic Byways Corridor Management Plan Update

OBJECTIVE:

Fulfillment of the requirements and tasks established in the Federal Scenic Byways Program grant for updating the Corridor Management Plan for the New Hampshire Coastal Byway.

ACCOMPLISHMENTS:

- **Established and supported work of Corridor Advisory Committee** – Staff assembled and worked with a Corridor Advisory Committee (CAC) including locally-appointed representatives from the six corridor communities, Hampton Beach Area Commission (HBAC), NHDOT, DRED Division of State Parks, the two State Senators from the region, Greater Portsmouth Chamber of Commerce, Coastal Economic Development Commission, NH Seacoast Greenway Committee, and Seacoast Area Bicycle Riders (SABR). The Advisory Committee met 8 times during the project.
- **Develop, implement and analyze community survey** – With CAC input Staff developed and fielded a Community Resident Survey is to gather local and regional input on use of the Byway and adjacent resources, improvement needs, resource protection needs, and priorities for enhancements. The online survey was disseminated through articles in local media, announcements and emails from local boards and committees, notices on local access cable. A total of 525 surveys were completed.
- **Conduct Visitor Survey & Tourism Needs Assessment** – RPC contracted with the University of New Hampshire Tourism Planning and Development Program to a Visitor Survey and Tourism Needs Assessment is to assess byway traveler needs using on-site visitor interviews and a follow-up online survey. The survey addressed reasons for visiting the corridor, activities during visit, value placed on various existing and potential amenities, visitation to specific sites and perceptions of those sites, and opportunities for improvement. A total of 2900 responses were collected for the visitor intercept survey.

-  • **Community visioning sessions** – Three community visioning sessions were held along the corridor in May and June 2014, including meetings in Portsmouth, Rye and Hampton. Meetings included presentation of existing conditions and community survey data, followed by questions for attendees on corridor needs.
-  • **Update resource inventories** – Staff updated inventories of historic, natural and scenic resources from the 1996 CMP, drawing on work for the RPC Regional Master Plan, the Land Conservation Plan for NH’s Coastal Watersheds and other documents; and interviews with management agencies including NH Division of Historic Resources, NH State Parks, etc. New fieldwork was completed for a scenic resource inventory.
-  • **Right of Way mapping and future needs assessment** – RPC GIS staff took best available NHDOT right of way data for NH1A & NH1B imported them into the RPC GIS system, producing aerial photo maps showing right of way boundaries compared to current pavement width and adjacent structures. Maps were compared to hazard areas where traffic, crash and public engagement data point to the need for corridor widening to better accommodate bicycle and pedestrian travel or other safety improvements. Right of way data included the Dudley Survey and surveyed project plans for the Pioneer Road section of NH1A in Rye, sections of Hampton Beach and the New Castle Ave causeway on NH1B.
-  • **Roadway and traffic assessment** – The roadway, traffic and parking assessment integrated information from traffic counts at key locations along byway, data on travel lane and shoulder width, crash data, parking counts and recent local parking studies in Rye and Hampton Beach.
-  • **Multi-modal transportation needs assessment** – This element included identification of hazard areas along the byway that will benefit from better safety markings in the short term and eventual engineering improvements. The chapter also assessed transit opportunities, concluding that a transit service running the length of the corridor is likely not viable, though a shuttle connecting Hampton Beach, Hampton Town Center and satellite parking may have potential.
-  • **Land use and zoning assessment** – Staff inventoried and mapped existing land use and zoning in corridor communities, and developed recommendations for zoning related strategies to effectively manage the intrinsic qualities of the Byway while supporting economic development and quality of life in the corridor.
-  • **Revise and update Corridor Management Plan and Implementation Strategy** – Staff worked with the Corridor Advisory Committee (CAC) to assess data from resource inventories, transportation and land use assessments and public input; and developed final Recommendations and Implementation Plan. The project was completed in March 2015.

Other Regional Planning Studies

The RPC is involved with many land use and environmental planning activities that are interconnected with transportation issues. While transportation isn’t the necessarily the focus of these efforts, it is part of the discussion. Transportation planning for the MPO makes up approximately 45% of the RPC annual budget with the remainder of staff time and resources going to regional and local land use and environmental planning efforts. A general description of this work is included below along with general funding sources and amounts where known.

ACCOMPLISHMENTS:

-  • **Regional Master Plan Update:** The 2015 Draft Regional Master Plan is the comprehensive plan for the development of the RPC region, as required under RSA 36:47. The Regional Master Plan is an advisory document intended to serve as a resource to communities in developing local master plans and to recommend policies about the future development of the region for land use, transportation, economic development, infrastructure, housing, public health, energy, and cultural, historic, and natural resources. This update was completed in March, 2015.
-  • **HSEM Hazard Mitigation Planning Grant:** This grant from FEMA produced a regional vulnerability assessment report and map set for NH coastal communities, develop a model Coastal Flood, Hazards and Adaptation Chapter to be incorporated into coastal community Hazard Mitigation Plans, tailor recommendations to update Local Hazard Mitigation Plans in each eligible coastal community to specifically incorporate the vulnerability assessment, and incorporate specific recommendations for mitigation and adaptation.
-  • **Community Planning Grants:** New Hampshire Housing Finance Authority was awarded a \$1,000,000 three-year Community Challenge Planning Grant from the US Department of Housing and Urban Development to create the New Hampshire Community Planning Grant (CPG) Program. The CPG Program offers competitive matching grants for New Hampshire communities to conduct work on local regulations that will promote economic development, affordable housing, and resiliency in the face of changing conditions. In the RPC region the communities of Seabrook (2 grants), Hampton, and Hampton Falls have received these grants. RPC staff has been involved in each of the projects to some extent.
-  • **Green Infrastructure for NH Coastal Watershed Communities:** The project *Green Infrastructure for Sustainable Coastal Communities* proposed to build municipal capacity in coastal watershed communities for Green Infrastructure by engaging local and regional stakeholders in a planning and implementation process that is supported by technical resources, no-cost project implementation and municipal engagement through training and workshops. The project integrated the collaborative process to build trust, legitimacy and relevance for the intended-users - municipalities and built community resilience and improved capacity for managing water resources and related ecosystem services.
-  • **NH Coastal Adaptation Workgroup (NH CAW):** Formed in January 2010 as an Ad Hoc Collaboration, NH CAW currently involves 19 agencies, organizations, municipalities, and NGOs with 28+ individual members. NH CAW partnerships have received 12 grants and currently have 4 proposals under review and several in development. These project grants represent nearly \$2.5 M in assets that enables NH CAW to work with 25+ communities with 3 of the projects providing specific decision support tools for all coastal communities.
-  • **Emergency Management/ Hazard Mitigation Planning Grants:** This program provides funding to accomplish the preparation and up-dating of local all-hazard mitigation plans. These plans document all the hazards existing in communities and serve as prerequisite documents for many funding programs offered by the NH Office of homeland Security and emergency

management. Some examples of eligible projects that fall under most of the grant programs listed above include property acquisition, structural demolition and relocation, structural elevation, mitigation reconstruction, dry flood proofing of historic residential structures, dry flood proofing of non-residential structures, minor localized flood reduction projects, structural retrofitting of existing buildings, non-structural retrofitting of existing buildings and facilities, safe room construction, infrastructure retrofits, soil stabilization and wildfire mitigation. These programs are funded through the NH Office of Homeland Security via the following emergency management and hazard mitigation planning grants: Hazard mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss (SRL). In addition, Pre-Disaster Mitigation (PDM) grants funded by FEMA through the New Hampshire Department of Homeland Security and Emergency Management provide the resources for the RPC to conduct Hazard Mitigation Plan updates for member communities.

-  • ***US Environmental Protection Agency – Brownfield Program:*** The RPC receives grant funds from EPA, on a national competitive basis, to assist municipalities and property owners with redevelopment of underutilized or abandoned properties. The EPA defines Brownfields as, “the real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” Examples of Brownfield sites in the RPC region include closed gas stations, old mill sites, and vacant industrial properties. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off green spaces and working lands (USEPA). The RPC uses the grant funds to conduct Phase I and Phase II Environmental Site Assessments and redevelopment planning on properties poised for redevelopment.
-  • ***Broadband Mapping and Planning:*** The New Hampshire Broadband Mapping & Planning Program (NHBMPP) is a multi-year, multi-agency effort to map areas in the state that are currently served and underserved by the State’s 70+ broadband providers. The initial broadband access mapping effort was completed in 2011 with annual updates in subsequent years. The Broadband Planning effort is now underway to help the region plan for existing and future broadband capacity and infrastructure by enhancing town and regional master plans to address broadband barriers and needs and create appropriate development strategies. This program is funded through the National Telecommunications & Information Administration/US Dept. of Commerce.
-  • ***Developments of Regional Impact (DRI):*** The RPC conducts reviews of development of regional impact to assist in fulfilling obligations under RSA 36:58. This provides for convening the RPC DRI committee and supporting it as necessary, preparation of written responses and attendance at local land use board meeting concerning developments of regional impact as required. This program is funded through the NH Office of Energy and Planning (OEP) Targeted Block Grant (TBG) program.
-  • ***Circuit Rider Planning Services and Technical Assistance:*** The RPC provides part-time professional land use planning services to the Planning Boards of ten member communities and

technical assistance to all twenty six communities as requested. General duties include assistance in developing revisions to community Zoning Ordinance, Site Review, and Subdivision Regulations, review of development proposals, and assistance with the development of Capital Improvement Programs (CIPs). These services are paid through RPC dues and contracts with individual communities for circuit rider services. Tasks such as updating community master plan chapters are also undertaken, often under a separate contract.

-  • ***New Hampshire Coastal Program Technical Assistance Grants:*** This program provided funding to the regional planning commission's that have coastal communities to engage in planning projects that implement the coastal resource management goals of the NH Coastal Program. Any planning projects that can be accomplished by RPC staff are eligible. Examples include community master planning, natural resources inventories, land use and natural resources mapping, and adaptation planning. This program is funded by the US Dept. of Commerce/NOAA funds provided through NHDES/NH Coastal Program.
-  • ***Comprehensive Economic Development Strategy:*** Funded through the US Department of Commerce's Economic Development Administration, The Rockingham Economic Development Corporation (www.redc.com) annually updates the Comprehensive Economic Development Strategy (CEDS) in support of on-going regional economic development planning efforts. RPC provides support in updating demographic and economic data and associated analysis, providing information on proposed transportation projects and improvement needs, and updating goals, objectives and recommendations.