

MINUTES
Rockingham Planning Commission
Transportation Advisory Committee
June 25, 2020

Virtual Meeting via Zoom and Public Input

Per RSA 91-A:2, III(b) the RPC Chair has declared the COVID-19 Outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting.

Members Present: P. McDermott, Chairman (H. Falls), P. Coffin (Kingston), L. St. John (NH DOT), D. Seigle (Rye), S. Gerrato (Greenland), T. Austin (Stratham), C. Cross (Newington), T. White (NHDES), C. Jacobs (Hampton), R. Nichols (COAST), B. Landman (N. Hampton), L. Levine (FHWA)

Guests: Shelley Winters (DOT)

Staff: D. Walker (Assistant Director/Transportation Manager), S. Bogle (Sr. Transportation Planner), T. Roache (Executive Director), C. Matthews (Transportation/GIS Analyst), A. Warhaft (Office Coordinator)

- 1. Chairman McDermott convened the meeting at 9:04 am; Introductions and Zoom etiquette were discussed.**
- 2. Minutes of April 23, 2020**

*R. McDermott moved to approve the Minutes of April 23, 2020 as presented; Austin seconded. Roll Call vote was taken. 4 abstentions. **SO VOTED.***

- 3. Draft Congestion Management Process – D. Walker**

D. Walker reviewed the draft document of the Congestion Management Process (CMP). The CMP is a regional approach for managing congestion that is linked to planning and environmental review processes, which will become a part of the Long Range Transportation Plan. The CMP identifies congested sections of roadways, suggests ways to mitigate congestion, and prioritize projects for the Transportation Improvement Plan and Ten Year Plan. Walker reviewed the findings of the draft CMP. Walker and Matthews presented a draft of the CMP StoryMAP which presents data in a user friendly format and will be updated annually. The StoryMAP includes visual representations of traffic patterns in different areas of the region and will be a tool to keep the public and municipal officials informed about where and when and to what extent congestion is affecting travel. Discussion followed.

4. RPC/SRPC takeover of commuteSMART Seacoast – S. Bogle

Bogle explained what the commuteSMART Seacoast program is and how it has helped encourage behavior that will help to reduce congestion and the environmental effects of commuting through “gamification”. Friendly competition between organizations is used to encourage modification to normal commuting practices. The project had been managed by Anne Rugg with COAST from SEMAC funding. A. Rugg is retiring and the SEMAC funding is reaching its conclusion. To continue the effort and positive results seen in the competition in the Seacoast region, the RPC and SRPC will be taking over the management of the program. The hope is to integrate the program with CommuteSmart New Hampshire.

5. Upcoming Long Range Plan/Ten Year Plan Project Solicitation – D. Walker

Walker reviewed the yearly cycle of activities for the Long Range Plan and the Ten Year Plan. In the coming months, focus will be on project solicitation and prioritization. Currently work is being done to update the project selection criteria for local, regional and interregional projects. A survey will be presented to the committee and to the public to gather input on which projects should be prioritized.

6. Project Updates – D. Walker/S. Bogel

D. Walker will send an email to the committee with current project updates.

7. Open Discussion/Comments

B. Landman brought up the current state of telecommuting and increased traffic and problems with broadband communication. Discussion followed.

Meeting adjourned at 11:08 a.m.

Respectfully submitted,
Amy Warhaft, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Dave Walker, Assistant Director
Date: 07/16/2020

RE: 2020-2021 Project Solicitation and Selection Process

After concluding a cooperative update effort with the nine regional planning commissions, NHDOT has released the guidance for the development of RPC priorities for the next cycle of the Ten Year Plan. This includes updated timelines, methodologies, and project selection criteria. This guidance is available on the [Project Solicitation and Selection](#) page of the RPC website.

Important points include:

1. Communities and RPCs should confirm continued support for any projects already on the Ten Year Plan.
2. Regional funding targets remain the same as the previous cycle. RPC will receive a regional allocation of about \$6,674,000.
3. All new projects will be targeted for construction (CON) phase programming in 2031 and 2032. Other phases may be programmed in advance of that.
4. All projects must account for 2.8% annual inflation and 10% indirect costs in estimates. This will be calculated by RPC.
5. Scope and cost review by a licensed engineer is required for all proposed projects. RPC will be asking NHDOT to perform this function for all candidate projects and they are due to NHDOT by November 6, 2020.
6. Evaluation criteria have been updated, expanded, and reformatted to provide additional background information regarding the data and considerations involved in each. See attached *NH Ten Year Plan: Regional Project Review* document.
7. Final regional priorities for the Ten Year Plan are due to NHDOT by March 31, 2021.

Project Solicitation/Selection Timeline

Project solicitation starts	7/15/2020
Project Selection Criteria weighting process	7/23 – 8/12/2020
Projects proposals due to RPC	9/1/2020
TAC meeting to prioritize candidate projects	9/24/2020
Policy Committee finalizes candidate projects for NHDOT review	10/14/2020
Candidate projects & supporting documentation due to NHDOT	11/6/2020
NHDOT Project Engineering and Cost Review concludes	2/2021
TAC approves draft project priorities for the Ten Year Plan.	2/25/2021
Policy finalizes Ten Year Plan project priorities.	3/10/2021
RPC priorities submitted to NHDOT for the draft Ten Year Plan	3/31/2021

Project Solicitation

An email was sent to communities and transit agencies on July 16, 2020 requesting that they provide the following by September 1, 2020:

1. Confirmation of continued priority for existing Ten Year Plan and Long Range Transportation Projects.
2. If the community has multiple projects in the LRTP, establish the relative priority of each.
3. Submit any new projects using the new project application form.

A link to a project application form was provided for any newly identified projects. All guidance materials are available on the RPC web page related to [Project Solicitation and Selection](#).

Project Selection

Project selection will follow a similar process as in past cycles:

1. Staff will review all LRTP projects for updated information and check scopes/costs.
2. New project proposals will be added to the project dataset.
3. Staff will score projects according to the project selection criteria as weighted by the TAC and approved by the MPO.
4. Draft scores will be presented to the TAC with a short list of priorities for each of the project scales (local, regional, inter-regional). TAC will make a recommendation for candidate projects to submit to NHDOT for engineering review.
5. Policy Committee will finalize candidate projects list for submittal to NHDOT.

Project Selection Criteria and Weighting

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

RPC staff proposes to conduct this in the following manner:

1. TAC establishes weights for each of the eight categories and the criteria within them.
2. Staff will Score projects according to approved criteria and create a short-list of top projects at each scale (local, regional, inter-regional).
3. The short-list will be presented to the TAC to create a "Candidate Projects List" that is constrained to regional funding targets and represent priorities for the Ten Year Plan.
4. TAC will recommend the "Candidate Projects List" for approval by the Policy Committee.

The attached *NH Ten Year Plan: Regional Project Review* provides overall guidance on the definitions and considerations for each criteria category, and the table on the following page provides the initial take from staff on how each criterion should be approached. This table is also included in the survey that TAC members are filling out to start the weighting process. Results of that survey will be sent to the TAC on July 22 to allow for some review prior to the meeting.

Recommendation

The need for the July meeting is to establish the draft weights for the project selection criteria. Recommend that the TAC set draft project selection criteria weights for approval by the MPO Policy Committee at the August meeting.

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

RPC 2023-2032 Ten Year Plan Approach

9 July 2020

1. **Confirmation of continued support for existing Ten Year Plan projects:** As with past TYP rounds, we are asking that RPCs confirm that existing projects in the TYP are still regional priorities.
 - a. If there are projects proposed to be removed, please provide confirmation that this is acceptable to the RPC(s) and town(s) impacted.
 - b. Projects that are no longer priorities may be removed from the TYP, and existing projects may be advanced in the TYP within the dollars for the removed projects and/or funding can be reallocated to new projects.
2. **Anticipated regional programming allocation:** Based on the success of the 2021-2030 TYP process, NHDOT is again proposing to allocate \$50M in funding in the draft 2023-2032 TYP to the 9 RPCs to use for regional project programming.

The Department continues to review the projects from the approved 2021-2030 TYP. The reality is that the Plan ultimately approved through the statutory process was reasonably constrained based on estimated appropriations in the FAST Act. As we know, we are currently in a federal funding reauthorization window and pandemic, meaning the actual amount of funding available may continue to be refined. As a result, the amount of funding available for new projects may be less than \$50M. How much less (if any) is still to be determined.

3. **Calculation of the Programming Allocation for each Region:**
 - a. NHDOT proposes to use the same methodology as was used for the 2021-2030 TYP to allocate funding on the basis of 50% Regional census population and 50% Federal-Aid Eligible (FAE) Lane Miles.
 - b. The budget allocation applies to new and existing, underfunded projects in the 2023-2032 TYP.
 - c. All new projects will be targeted for CON phase programming in 2031 & 2032. NHDOT will make recommendations on other necessary phases (PE/ROW/OTHER) based on appropriate project schedules and available funds to accomplish this.
 - d. All new project proposals must account for annual inflation (2.80%) and indirect costs (10%) in the proposed estimates.
4. **Engineering review required for all new projects:**
 - a. As we implemented in the 2021-2030 TYP process, all new projects proposed by RPCs for inclusion in the TYP will need to have undergone engineering review by a licensed professional engineer for completeness and accuracy. We continue to encourage/support RPC efforts to obtain the services of professional engineers through

on-call consultant contracts to support regional cost estimating efforts as well as other ongoing conceptual design work to support planning efforts.

For those RPCs that lack the services of a licensed professional engineer to perform these reviews, NHDOT will continue to provide additional review and comment.

5. Evaluation criteria:

- a. All proposed TYP projects for the 2023-2032 TYP will be evaluated utilizing the project evaluation criteria and application form developed by the TPC. Those criteria are attached to this document.
- b. All 9 RPCs will apply all of the project evaluation criteria to proposed projects consistently to evaluate those projects.
Please note: Each RPC maintains the ability to weight criteria based on respective regional priorities.
- c. Each RPC prioritizes new projects to TYP by the criteria and weights and submit to NHDOT by November 6, 2020.
Submittals *must* include a completed project application for each project submitted along with an initial understanding of project ranking using the evaluation criteria.
- d. November 2020 -February 2021 NHDOT estimate review committee will review top projects from each region to vet the scope and estimates. Comments from the Estimate Review Committee will be provided to RPCs for consideration in developing final list of regional projects.
- e. Individual RPCs meet with NHDOT over January - February 2021 to discuss:
 - Results of the NHDOT review of proposed projects.
 - NHDOT strategy re: development of the draft 2023-2032 NH TYP, including proposed approach to GACIT for 2023-2032 TYP.
 - RPC questions regarding the 2023-2032 TYP efforts
- f. Final list of regional priorities due to NHDOT by March 31, 2021.

6. **Presentation to Commissioner's Office:** Final list of projects to be presented to Commissioner's Office for their consideration by end of May 2021.

NH TEN YEAR PLAN: Regional Project Review

NEW HAMPSHIRE'S "TEN YEAR PLAN"

The *New Hampshire 10-Year Transportation Improvement Plan* ("Ten Year Plan") is a fiscally-constrained program of state- and federal-funded transportation projects. The *Ten Year Plan* is updated biennially, pursuant to the requirements of New Hampshire RSA 240.

The *Ten Year Plan* includes projects related to roadway improvements, bicycle and pedestrian travel, public transportation, aviation, and natural hazard resiliency.



REGIONAL PROJECT REVIEW PROCESS

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

Projects eligible for consideration through the regional review process:

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

FEDERAL HIGHWAY SYSTEM PERFORMANCE MEASURES

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

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

PROJECT REVIEW CRITERIA

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

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

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

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

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

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

REGIONAL EVALUATION CONSIDERATIONS

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

POTENTIAL RESOURCES & DATA SOURCES

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

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

NH TEN YEAR PLAN: *Regional Project Review*

PROJECT SCORING PROCEDURES

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

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

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

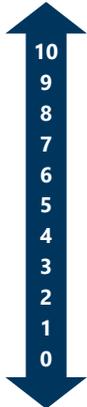
EVALUATING PROJECT NEED & PROJECT IMPACT

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

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

PROJECT SCORING SCALES

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



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

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

Local & Regional Economic Development **IMPACT**

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

Resources:

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

Freight Movement **IMPACT**

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

Resources:

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

Federal Performance Measures Addressed

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

Equity, Environmental Justice, & Accessibility

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

REGIONAL EVALUATION CONSIDERATIONS

Equity & Environmental Justice

IMPACT

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

Accessibility

IMPACT

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

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

Resources:

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

Federal Performance Measures Addressed

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

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

REGIONAL EVALUATION CONSIDERATIONS

Mobility Need & Performance

NEED

Facility Purpose

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

Planning

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

Motor Vehicles

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

Rail and Transit

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

Bicycle and Pedestrian

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Functional Classification

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

Planning

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

Motor Vehicles

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

Rail and Transit

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

Bicycle and Pedestrian

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

Federal Performance Measures Addressed

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

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

REGIONAL EVALUATION CONSIDERATIONS

Mobility Intervention

Motor Vehicles

IMPACT

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

Rail and Transit

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

Bicycle and Pedestrian

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

Federal Performance Measures Addressed

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

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

Motor Vehicles. Including but not limited to:

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

Rail & Transit. Including but not limited to:

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

Bicycle and Pedestrian. Including but not limited to:

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

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

REGIONAL EVALUATION CONSIDERATIONS

Natural Hazard Risk

NEED

Hazard Risk

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

Natural Hazard Mitigation

IMPACT

Hazard Mitigation - All Projects

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

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

Hazard Mitigation - Additional Stream Culvert & Bridge Project Considerations

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Hazard Risk

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

Resources:

Hazard Mitigation - All Projects

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

Hazard Mitigation - Stream Culvert & Bridge Projects

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

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

REGIONAL EVALUATION CONSIDERATIONS

Traffic Volume

NEED

Vehicular volume

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

Bicycle & pedestrian volume

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

Facility Importance

NEED

Origins and Destinations

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

Network Centrality

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

Alternate Routes

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Vehicular volume

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

Bicycle & pedestrian volume

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

Resources:

Origins and Destinations

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

Network Centrality

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

Alternate Routes

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

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

REGIONAL EVALUATION CONSIDERATIONS

Safety Performance

NEED

Crash data considerations (past 5 years):

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

Additional safety performance considerations:

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Crash data

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

Additional safety considerations

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

Federal Performance Measures Addressed

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

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

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

REGIONAL EVALUATION CONSIDERATIONS

Safety Measures

IMPACT

Highway and Bridge Safety Measures:

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

Rail & Transit Safety Measures:

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

Pedestrian Safety Measures:

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

Bicycle Safety Measures

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Highway and Bridge Safety Measures:

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

Rail & Transit Safety Measures:

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

Pedestrian Safety Measures:

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

Bicycle Safety Measures

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

Federal Performance Measures Addressed

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

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

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

REGIONAL EVALUATION CONSIDERATIONS

POTENTIAL RESOURCES & DATA SOURCES

State of Repair

NEED

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

Resources:

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

Maintenance Considerations

IMPACT

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

Resources:

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

Federal Performance Measures Addressed

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

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

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

REGIONAL EVALUATION CONSIDERATIONS

Support

NEED

Local Support

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

Regional Support

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

Statewide Support

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

Emergent Needs

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

Public Involvement

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

POTENTIAL RESOURCES & DATA SOURCES

Resources:

Local Support

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

Regional Support

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

Statewide Support

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

Emergent Needs

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

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

Public Involvement

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

2023-2032 NH Ten Year Plan Regional Planning Commission Process

9 July 2020

JULY-SEPTEMBER 2020:

- RPC review/questions/comments on 2023-2032 TYP criteria, process & schedule.
- RPCs complete criteria weighting efforts and provide details to potential applicants.

SEPTEMBER 2020 – NOVEMBER 2020:

- RPCs work to confirm existing project listings in their respective regional TYPs – or make revisions. Prepare individual project information sheets for each project proposed for inclusion in the 2023-2032 NH Ten Year Plan.
- RPCs evaluate all proposed regional Ten Year Plan projects using the TPC developed criteria and application form.

Please note: all project applications must be complete for all projects submitted to NHDOT and project evaluations must be done with the consistent application of all TPC developed criteria.

- RPC complete *initial* ranking and estimating.
- RPCs submit complete candidate package for NHDOT engineering & cost estimating review.

To avoid multiple votes of the TAC/TTAC/Policy Committee, NHDOT recommends that the initial submittal be submitted as a draft candidate list and not the 'final' list of projects from the RPC to NHDOT for review and comment. Project list = initial list of projects estimated to be within the regional allocation + 2 additional priority projects.

PLEASE NOTE: As with the 2021-2030 Ten Year Plan process all Ten Year Plan project candidates must have been vetted by licensed professional engineering staff prior to consideration for inclusion in the 2023-2032 Ten Year Plan. NHDOT will continue to make professional engineering staff available to assist with engineering reviews, provided that submittals are made by the identified deadlines.

NOVEMBER 6, 2020

- All RPCs will submit candidate projects to NHDOT for scope/estimate review by November 6, 2020.

NHDOT project/estimate review committee reviews proposed projects for:

- Completeness of project scope
- Accuracy of proposed project cost estimate
- Other NHDOT comments on proposals for RPC consideration (potential programmatic, to be addressed by another NHDOT, identification of potential project overlaps, etc.)

JANUARY – FEBRUARY 2021:

Individual RPC meetings with NHDOT scheduled to discuss:

- Results of NHDOT review of proposed projects
- NHDOT strategy re: development of the draft 2023-2032 NH TYP
- RPC questions regarding the 2023-2032 TYP efforts
- Proposed approach to the GACIT process for the 2023-2032 TYP

MARCH 2021:

RPCs finalize (TAC/TTAC/Policy Committee) their formal 2023-2032 TYP submittals to NHDOT.

MARCH 31, 2021:

Final prioritized listing of projects due from RPCs. Meetings to discuss any outstanding issues/questions as necessary.

JUNE 2021:

NHDOT finalizes work on draft 2021-2030 NH Ten Year Transportation Plan

JULY 2021:

GACIT Kick-off meeting – start of NH statewide transportation consultation process.

Projected Regional Allocations for New Projects in the 2023-2032 NH TYP

RPC	FAE Lane Miles	%	Population	%	50% By FAE Lane Miles	50% Population	Total available for 2031-2032 Projects
NCC	1,536	18%	82,350	6%	\$ 4,530,229.37	\$ 1,575,857	\$ 6,106,086
UVLSRPC	721	9%	85,867	7%	\$ 2,127,026.04	\$ 1,643,159	\$ 3,770,185
LRPC	956	11%	119,725	9%	\$ 2,818,612.00	\$ 2,291,068	\$ 5,109,680
SWRPC	808	10%	99,566	8%	\$ 2,383,931.58	\$ 1,905,304	\$ 4,289,235
CNHRPC	764	9%	113,248	9%	\$ 2,252,871.89	\$ 2,167,124	\$ 4,419,996
SNHPC	1,173	14%	266,278	20%	\$ 3,458,115.57	\$ 5,095,520	\$ 8,553,635
NRPC	759	9%	205,765	16%	\$ 2,238,359.83	\$ 3,937,538	\$ 6,175,897
RPC	1,040	12%	188,521	14%	\$ 3,066,281.25	\$ 3,607,555	\$ 6,673,836
SRPC	720	8%	145,112	11%	\$ 2,124,572.47	\$ 2,776,876	\$ 4,901,449
Totals	8,477	100%	1,306,432	100%	\$ 25,000,000	\$ 25,000,000	\$ 50,000,000