

**MINUTES**  
**Rockingham Planning Commission**  
**Transportation Advisory Committee**  
**July 23, 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:** R. McDermott, Chairman (H. Falls), B. Watson (NHDOT), C. Cross (Newington), C. Jacobs (Hampton), D. Seiglie (Rye), D. Sharples (Exeter), K. Latchaw (Newington), L. St. John (NHDOT), M. Whitten (Manchester Transit), P. Coffin (Kingston), S. Gerrato (Greenland), T. Austin (Stratham), T. Moore (Plaistow), T. White (NHDES)

**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 June 25, 2020**

*P. Coffin moved to approve the Minutes of June 25, 2020 as presented; S. Gerrato seconded. Roll Call vote was taken. 1 abstention. **SO VOTED.***

- 3. Project Solicitation & Prioritization Process & Project Selection Criteria Weighting (Attachment #2) – Dave Walker**

D. Walker explains that the NHDOT is starting the process for updating the Ten Year Plan and the MPO is going through the process of project solicitation and evaluation. The target funding is approximately \$6.7 million, which includes inflation and indirect costs; new projects are added in the last two years of the Ten Year Plan. There is a common set of criteria to select projects and they must undergo a cost and engineering review by NHDOT or other licensed engineers. Call for projects were sent to communities and transit agencies for any project updates or new projects that should be considered. The current and submitted projects will be evaluated, data will be confirmed, and projects will be classified into “Local”, “Regional”, and “Inter-regional”. Evaluation includes determination on whether the project is feasible, supported and eligible for Federal funding programs. The project selection criteria must be weighted before projects can be scored. TAC Committee members were surveyed and the results were used as the starting point for discussion for the committee. Comments and questions followed. *T. Austin moved to endorse the criteria weights as presented for MPO Policy Committee approval; seconded by P. Coffin. Roll Call was taken. 1 abstention. **SO VOTED.***

*P. Coffin moved to endorse the selection process as presented for the MPO Policy Committee Approval; seconded by T. Moore. **SO VOTED.***

**4. Derry/Salem/Manchester Transit Coordination Plan Update – Scott Bogle**

S. Bogle discussed the changes and updates to the Transit Plan for Derry/Salem/Manchester. The Federal mandate under the FAST Act requires MPOs to develop Coordinated Public Transit/Human Service Transportation Plans, which are a prerequisite for accessing certain FTA funding streams and need to be updated every 5 years. The RPC participates in 2 of the Regional Coordination Council (RCC) Regions: Greater Manchester (Region 8) and Greater Derry-Salem (Region 9). There have been several changes since the plan was last updated in 2016: merger of Region 8 and Region 9, merger of CART & MTA, new regional mobility manager, possible access to flexed CMAQ funding, consolidation of service providers, and short and long term implications of COVID-19. The plan update will include: 3 surveys, demographic analysis, identification of service gaps, update and refine strategies, a public comment period and adoption by the MPO. Discussion followed.

**5. Project Updates – Dave Walker/Scott Bogle**

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

**6. Open Discussion/Comments**

No further questions or comments were discussed.

Meeting adjourned at 11:05 am

To view a video recording of this meeting, see The Rockingham Planning Commission's YouTube Channel:

<https://youtu.be/yMzx8fjkz18>

Respectfully submitted,  
Amy Warhaft, Recording Secretary

## Memorandum

DATE: September 18, 2020  
TO: MPO Transportation Advisory Committee  
FROM: David Walker, Assistant Director  
RE: Project Selection for the Ten Year Plan

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The next phase in the project prioritization process is for the MPO to identify candidate projects for the State Ten Year Plan from the projects in the Long Range Transportation Plan and those recently submitted by communities. Including the new projects identified by communities this summer, the MPO Long Range Transportation Plan contains 127 total projects. Of these projects, 30 are already included in the State Ten Year Plan or Transportation Improvement Program leaving 97 to evaluate. Twenty-four of these projects are currently not eligible for federal funding or are otherwise infeasible, are not needed in the next ten years, or are being funded via other methods. This leaves seventy-three to score against the project selection criteria and rank. Those projects have been distributed into three groups based on scale (Local, Regional, Inter-Regional) as shown in the table below. Each of those 73 projects has been scored against the established statewide criteria using the weights set by the TAC on July 23, 2020 and approved by the MPO on August 12, 2020.

Total Projects	127		
Already in the Ten Year Plan	30		
Not eligible/feasible/Needed	24		
Scored for Ten Year Plan	73		
			Inter-
	Local	Regional	Regional
Categorized	24	27	22

The top five projects from each category are included in the attached **Preliminary Candidate Project List** worksheet. In addition to the location, scope, and inflated cost information, the worksheet includes a "Reasons to Fund" column that indicate aspects of the project that help identify why it should be a priority. This column references three recent regional analysis conducted by RPC:

- **Congestion Management Process (CMP):** Regional analysis that identifies congested corridors and segments based on travel time data.
- **Level of Traffic Stress (LTS):** A study that looked at roadways critical to a connected bicycle network of "low stress" facilities from the cyclists perspective and identified gaps where riders would need to use high stress routes.

- **Regional Pedestrian Infrastructure Network Assessment:** A study of locations in the region that with populations likely to be dependent upon pedestrian infrastructure such as senior and disabled populations, as well as children.

Other important information from the table:

- Projects are listed alphabetically by category (Local, Regional, Inter-Regional) and the top ranked project in each is identified by a light orange highlight.
- Each project has costs inflated 8 years for engineering, 9 years for right-of-way, and 10 years for construction as a starting point. This may need to be adjusted once the NHDOT review is complete.
- Each project includes an additional 10% indirect costs as per NHDOT guidance.
- Funding the top priority from all three categories would cost roughly 320% of our regional target allocation (\$6,674,000) for the two years.
- The following projects have had relatively recent estimates completed by engineers: Portsmouth Islington St (6379028); Portsmouth Maplewood Avenue (6379005); Hampton Ocean Blvd (6197014), East Coast Greenway (6001019); and Stratham Circle (6431001).
- US 1 Bypass, US 1, and NH 125 project costs are based on estimates included in those corridor studies completed in 2004, 2011, and 2008 respectively.
- The Portsmouth Bartlett Street bridge project and Epping Signalization at NH 125/155 are likely under-estimated and could see a substantial increase from NHDOT review.
- Before being constructed, each project will go through an alternatives analysis and design process that will refine the scope and costs. Scopes listed could change considerably over the course of implementation and those listed are a starting point.

The TAC will use this worksheet to select projects to be the candidates submitted to NHDOT for engineering and cost review. *The direction provided by NHDOT is to select up to the regional allocation target (\$6,674,000) plus an additional two projects for review.* Ideally, this would include at least one project from each category.

The MPO Policy Committee will consider the draft candidates project list at the October 14, 2020 meeting and once approved, will be submitted to NHDOT for cost and engineering review. Once NHDOT review has been completed, updated costs and scope considerations will be shared back to RPC (Jan-Feb, 2021). The RPC TAC and Policy Committees will produce a finalized priority list for the Ten Year Plan to be submitted to NHDOT by April 1, 2021.

**Recommended Action: Produce a financially constrained candidate projects list for the MPO Policy Committee to consider and approve.**

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**Preliminary Candidate Projects List - Needs to be constrained to the Target Amount (\$6,674,000) plus two projects**

RPC Project					Inflated	Cumulative	
Number	City/Town	Roads	Scope	Reasons to Fund	Cost	Cost	
LOCAL PROJECTS	6197011	Hampton	Church Street	This project would rebuild all of Church Street within the urban compact area including reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	Project is in an area susceptible to flooding from sea level rise and these improvements could mitigate that. Regional sidewalk analysis indicates this area is a higher priority to maintain and improve connections	\$2,483,467	
	6375004	Plaistow	NH 121A	Intersection improvements at North Avenue And NH 121A In Plaistow	Project would improve traffic flow and safety on Main Street in Plaistow. Use of a roundabout might move trucks back to NH 125 and the area is identified as a mid-range sidewalk priority	\$2,601,018	
	6379028	Portsmouth	Islington St	Reconstruction of Islington Street including subsurface utility work, sidewalk improvements, street lighting and street furniture, curbing and bump outs as well as traffic signal improvements and realignment of the Bartlett St / Islington St intersection.	Project would improve bike/pedestrian facilities connecting residential neighborhoods to commercial areas. Area is identified as congested in the Congestion Management Process, an important link in the Level of Traffic Stress (bike) study, and a higher priority area in the sidewalk analysis.	\$2,880,229	
	6379005	Portsmouth	Maplewood Ave	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	This project addresses a red list bridge in an area that is susceptible to impacts from sea level rise. The roadway has been identified as congested in the CMP, is a critical link in the LTS analysis, and a lower sidewalk priority in the regional sidewalk analysis.	\$9,110,700	
	6379013	Portsmouth	Bartlett St	Bridge upgrade / replacement over Hodgson Brook	This project addresses a red list bridge. The roadway has been identified as congested in the CMP, is a critical link in the LTS analysis, and a lower sidewalk priority in the regional sidewalk analysis.	\$491,409	
REGIONAL PROJECTS	6197014	Hampton	Ocean Blvd	(Ocean Blvd Phase II) Capacity and traffic flow improvements on Ocean Boulevard from the Highland Avenue Intersection to the Church Street Intersection	Project would implement Phase 2 of the Hampton Beach Transportation Master Plan and would enhance bike and pedestrian facilities and safety as well as improve traffic flow. Project is on a road identified as congested in the CMP, and a mid-range priority in the sidewalk analysis	\$6,219,575	
	6001019	Hampton Falls	East Coast Greenway	Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor, elevating the causeway through the marsh 2'-3' for resiliency purposes and span washouts with sections of boardwalk.	Project would complete the East Coast Greenway in NH and would provide some coastal resiliency benefits by improving tidal flow in the Hampton Marsh. US 1 is identified as congested in the CMP and this would provide an off-road alternative for pedestrians and cyclists.	\$5,475,209	
	6199001	Hampton Falls	US 1	Improve intersection function and traffic flow on US 1 through the center of Hampton Falls.	Location is a major bottleneck and cause of congestion on the US 1 corridor in Hampton Falls and Seabrook. The route is identified as congested in the CMP and a mid-range priority for sidewalks	\$5,298,063	
	6383004	Raymond	NH 27	Address safety and capacity issues at the intersection of NH 27 and NH 156	Project would address congested intersection and improve traffic flow. The area is identified as congested in the CMP and is a mid-range sidewalk priority	\$1,036,850	
INTER-REGIONAL PROJECTS	6431001	Stratham	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	Reconfigure the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District for improved traffic flow and safety, pedestrian and bicycle access and safety.	Project would reduce speeds and improve safety through Stratham town center and remove the outdated traffic circle design. Would also improve bicycle and pedestrian access. The area is identified as a mid-range priority in the sidewalk analysis.	\$4,243,169	
	6147006	Epping	NH 125	Signalize intersection of NH 125 with Lee Hill Road	This project would improve access to NH 125 from NH 155 and the safety of the left-turn movement at the intersection. This location is identified as congested in the CMP and is a low priority for sidewalks	\$431,061	
	6345011	North Hampton	US 1	Capacity improvements at Intersection of US 1 and Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access	This intersection is a bottleneck on US 1 in North Hampton and is a lower sidewalk priority	\$1,075,528	
	6379006	Portsmouth	US Route 1 Bypass	Reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	This project would bring the southern segment of the US 1 Bypass up to current standards and would improve access/egress to that facility. Facility is identified as congested in the CMP, and is a mid-range priority for sidewalks	\$14,205,432	
	6379021	Portsmouth	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	This project would replace the traffic circle with a modern design (signals or roundabout) with the intent of reducing the number of crashes and improving the flow of traffic. The location is identified as congested in the CMP and is a low priority for sidewalks.	\$7,243,446	
6379020	Portsmouth	US Route 1 Bypass	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	This project would bring the US 1 Bypass northern segment up to current standards and would improve access/egress from that facility. The facility is identified as congested in the CMP and is a low sidewalk priority.	\$10,927,255		

Target    \$6,674,000    \$0