

ATTACHMENT 2

Memorandum

DATE: March 20th, 2015
TO: Transportation Advisory Committee
FROM: David Walker
RE UPWP for FY16 and FY17

The Unified Planning Work Program (UPWP) is the document that guides the work that the MPO undertakes over a two year period. It translates establishes planning priorities, expected work products, and general timeframes for project completion. The MPO planning functions are supported by FHWA Urban Planning (PL) and FTA Transit Planning funds which are combined together under FHWA jurisdiction in a unified contract. These funds are supplemented by Federal State Planning and Research (SPR) funds apportioned to New Hampshire, and all must be matched with a 20% local contribution. One half of that 20% match is provided via RPC community dues. The other half is provided by NHDOT via "Turnpike Toll Credits" which allows the MPO meet the match requirement but provides no actual revenue.

The TAC saw a draft of the UPWP in January and the document has been revised substantially since that time based on comments from NHDOT, FHWA, and FTA. The bulk of the revisions were including more robust explanations of particular tasks and work efforts but there were a few other important changes that need to be called out:

- Road Surface Management Systems Task Added (Task 402)
- Bike and Pedestrian Planning (Task 211) separated from Transit and TDM (Task 506)
- Road Infrastructure Vulnerability Analysis relocated to Planning Support (Task 403)
- Budget assumptions and distributions adjusted
- Several completed projects were removed

A final UPWP for FY 2016 and FY 2017 needs to be submitted to NHDOT early in April in order to get through the contract approval process in time for the July 1st start date. The document will be considered for approval at the April 8th, 2015 MPO Policy Committee meeting.

Recommended Action: Recommend approval of the 2016-2017 UPWP to the MPO Policy Committee.

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2016-2017

Unified Planning Work Program



DRAFT



ENDORSEMENTS

Committee/Agency

Date of Endorsement

Amended

ROCKINGHAM PLANNING COMMISSION

Technical Advisory Committee

MPO Policy Committee

Technical & Budget Revisions (Funding & Task Tables)

NH DEPARTMENT OF TRANSPORTATION



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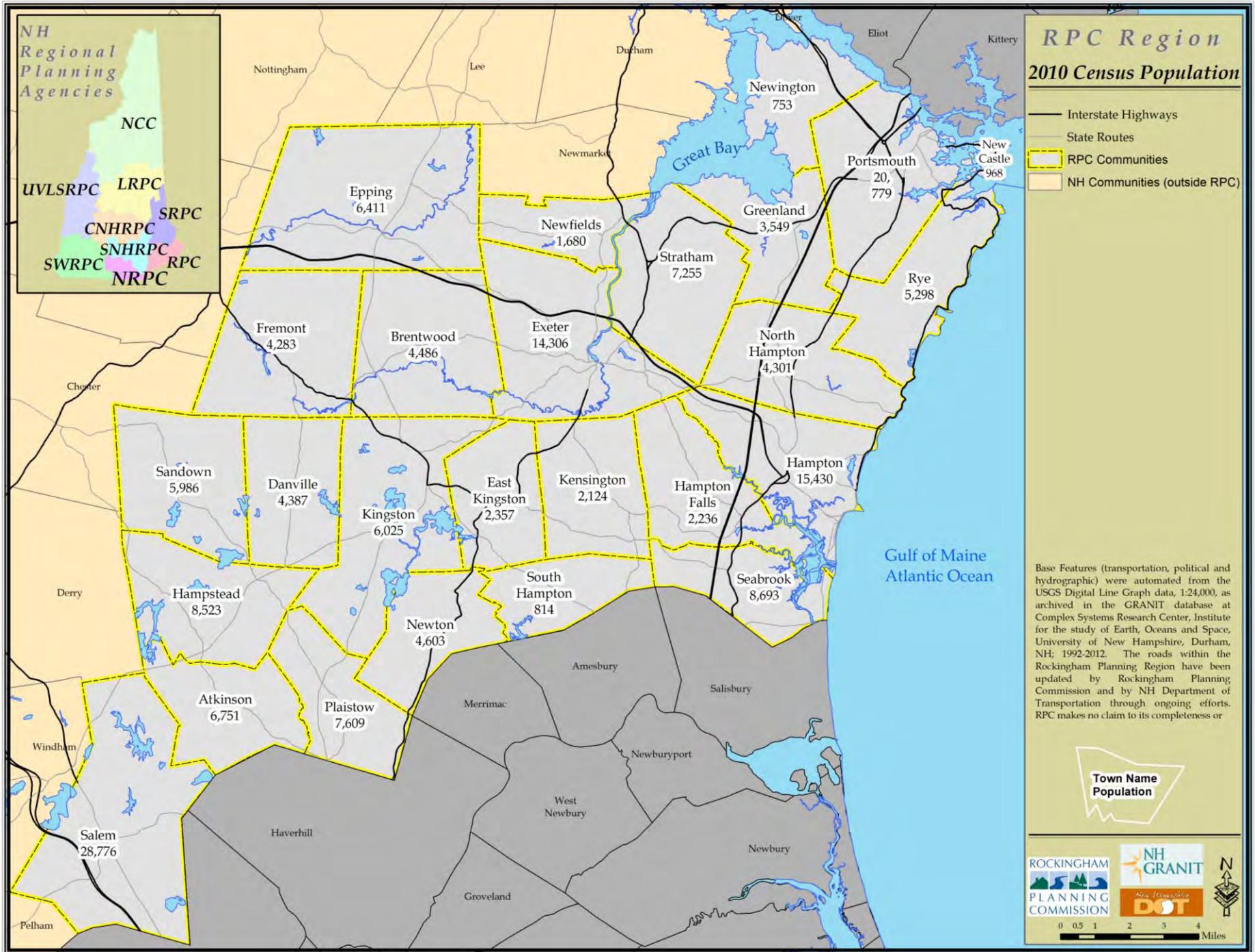
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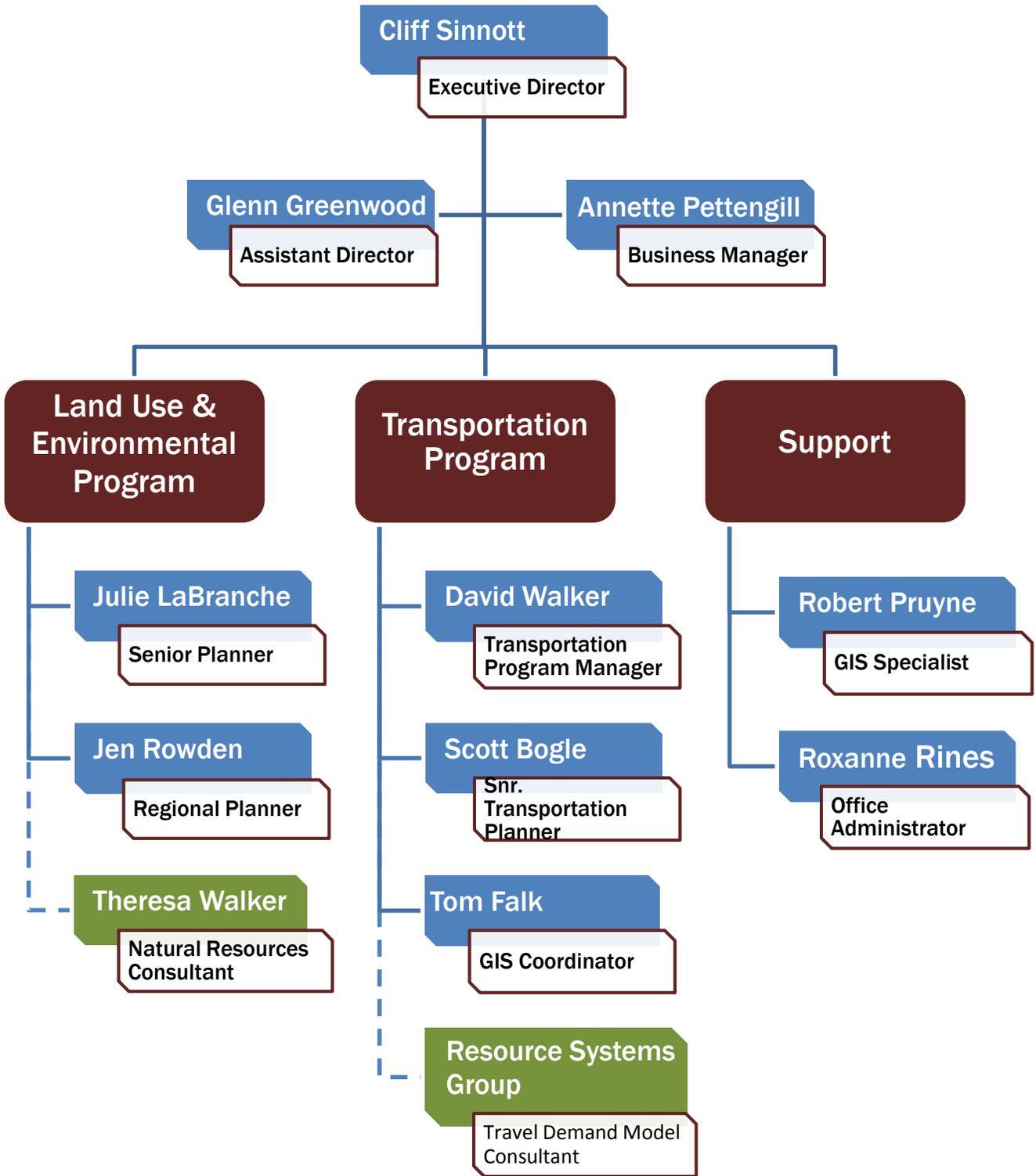




Figure 3: LIST OF ABBREVIATIONS and ACRONYMS

- ACTAlliance for Community Transportation
- ADA.....Americans with Disabilities Act of 1990
- ADT/AADTAverage Daily Traffic / Average Annual Daily Traffic
- CAA.....Clean Air Act Amendments of 1990
- CFR.....Code of Federal Regulations
- CMAQCongestion Mitigation/Air Quality Program
- CARTGreater Derry-Salem Cooperative Alliance for Regional Transportation
- COAST.....Cooperative Alliance for Regional Transportation
- CTPPCensus Transportation Planning Package
- DBE/WBEDisadvantaged Business Enterprises/Women's Business Enterprises
- FHWAFederal Highway Administration
- FTA.....Federal Transit Administration
- GISGeographic Information System
- GPSGlobal Positioning System
- HPMS.....Highway Performance Monitoring System
- HPR.....Highway Planning and Research Funds
- ISTEA.....Intermodal Surface Transportation Efficiency Act of 1991
- MVPC.....Merrimack Valley Planning Commission
- MVRTA.....Merrimack Valley Regional Transit Authority
- MPO.....Metropolitan Planning Organization
- MSAMetropolitan Statistical Area
- MAP-21.....Moving Ahead for Progress in the 21st Century
- NHDESNew Hampshire Department of Environmental Services
- NHDHHSNew Hampshire Department of Health & Human Services
- NHDOT.....New Hampshire Department of Transportation
- NRPC.....Nashua Regional Planning Commission
- OEP.....New Hampshire Office of Energy & Planning
- PL.....MPO Planning Funds administered by FHWA
- RCCRegional Coordinating Council for Community Transportation
- RPCRockingham Planning Commission
- RTAPRural Technical Assistance Program
- SACSpecial Advisory Committee on Transportation Needs for the Elderly and Disabled
- SAFETEA-LUSafe Accountable Flexible Efficient Transportation Equity Act – Legacy for Users
- SABRSeacoast Area Bicycle Routes
- SCC.....State Coordinating Council for Community Transportation
- SIP.....State Implementation Plan (for Air Quality Conformity)
- SMRPC.....Southern Maine Regional Planning Commission
- TACTechnical Advisory Committee
- TASCTransportation Assistance for Seacoast Citizens
- TAZ.....Traffic Analysis Zone
- TCSP.....Transportation and Community System Preservation
- TDM.....Transportation Demand Management
- TMATransportation Management Association –ALSO- Transportation Management Area
- TEA-21Transportation Equity Act for the 21st Century
- TIP.....Transportation Improvement Program
- UZA.....Urbanized Area
- UPWPUnified Planning Work Program
- 3Cs.....Continuing, Comprehensive, and Cooperative Transportation Planning

Table 1: Revenues and Expenditures

2016-2017 UPWP Revenues

	Total	2016	2017
2015-16 PL Funds	\$ 642,680	\$ 321,340	\$ 321,340
Transfer from FTA	\$ 163,710	\$ 81,855	\$ 81,855
State Planning & Research Funds	\$ 180,000	\$ 90,000	\$ 90,000
Total Federal Funds	\$ 986,390	\$ 493,195	\$ 493,195
RPC Match*	\$ 109,599	\$ 54,799	\$ 54,799
Total Revenues	\$ 1,095,989	\$ 547,994	\$ 547,994

Planned Expenditures

	Total Hours	2016 Hours	2017 Hours	Total	2016	2017
Personnel Expenditures	15410	7760	7650	\$ 997,611	\$ 498,777	\$ 498,834
Category 100: MPO Administration	2040	960	1080	\$ 148,687	\$ 69,014	\$ 79,673
Category 200: Policy & Planning	5440	2760	2680	\$ 374,248	\$ 189,154	\$ 185,093
Category 300: Public Involvement	920	480	440	\$ 60,205	\$ 31,249	\$ 28,956
Category 400: Planning Support	4270	2280	1990	\$ 219,065	\$ 117,719	\$ 101,346
Category 500: Technical Assistance	2740	1280	1460	\$ 195,405	\$ 91,640	\$ 103,765
Non-Personnel Expenditures				\$ 98,378	\$ 49,217	\$ 49,161
6114 Office Supplies				\$ 1,138	\$ 597	\$ 541
6115 Contracted Services				\$ 60,000	\$ 30,000	\$ 30,000
6116 Travel				\$ 10,000	\$ 5,000	\$ 5,000
6117 Newspaper/Media				\$ 6,000	\$ 3,000	\$ 3,000
6120 Dues/Subscriptions				\$ 2,640	\$ 1,320	\$ 1,320
6121 Training & Workshops				\$ 5,000	\$ 2,500	\$ 2,500
6124 Equipment				\$ 5,000	\$ 2,500	\$ 2,500
6125 Equipment & Software Maintenance				\$ 8,000	\$ 4,000	\$ 4,000
6126 Telephone				\$ 600	\$ 300	\$ 300
Total Expenditures				\$ 1,095,989	\$ 547,994	\$ 547,995

* The Required 20% match is provided 1/2 by the RPC funds and State Turnpike Toll Credits that provide no revenue to the RPC.

	Percentage of Hours	Percentage of Funding
Category 100: Administration	13% 	15% 
Category 200: Policy & Planning	35% 	38% 
Category 300: Public Involvement	6% 	6% 
Category 400: Planning Support	28% 	22% 
Category 500: Technical Assistance	18% 	20% 

	2016	2017	Total	% of Total Hours
Executive Director	680	640	1320	 9%
Assistant Director	40	40	80	 1%
Transportation Program Manager	1720	1720	3440	 23%
Senior Transportation Planner	1720	1720	3440	 23%
Transportation Analyst/GIS	1600	1600	3200	 21%
GIS Specialist	340	320	660	 5%
Planners (2)	680	640	1320	 9%
Business Manager	120	120	240	 2%
Office Administrator	200	200	400	 3%
Intern(s)	660	650	1310	 9%
	7760	7650	15410	

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TABLE 2
FY 16-17 Metropolitan Planning Funds -- Annual Local Match Requirements

	POPULATION DISTRIBUTION				FHWA (PL) FUNDS				LOCAL MATCH (DUES) FUNDS					
	2000 Pop	DOT Adjusted 2000Pop	2013 Pop	Pop. Share of MPO	PL Funds	PL State Match*	PL Local Match**	Total PL	Total Local Match	FY-2016 Dues Assessed	Dues per capita (2015 Pop)	Portion of Dues for MPO Match	Adjusted Local Match to Account for Non-dues	Additional Dues Used to Cover Non-members
ATKINSON	6,178	6,178	6,732	3.7%	\$ 18,470	\$ 2,052	\$ 2,052	\$ 20,522	\$ 2,052	\$ 6,463	\$ 0.96	31.8%	\$ 2,442	\$ 390
BRENTWOOD	3,197	2,398	4,666	2.6%	\$ 12,801	\$ 1,422	\$ 1,422	\$ 14,224	\$ 1,422	\$ 4,479	\$ 0.96	31.8%	\$ 1,692	\$ 270
DANVILLE	4,023	4,023	4,436	2.5%	\$ 12,170	\$ 1,352	\$ 1,352	\$ 13,523	\$ 1,352	\$ 4,259	\$ 0.96	31.8%	\$ 1,609	\$ 257
E. KINGSTON	1,784	1,784	2,372	1.3%	\$ 6,508	\$ 723	\$ 723	\$ 7,231	\$ 723	\$ 2,277	\$ 0.96	3.5%	\$ 179	\$ (544)
EPPING	5,476	5,476	6,617	3.7%	\$ 18,154	\$ 2,017	\$ 2,017	\$ 20,171	\$ 2,017	\$ 6,352	\$ 0.96	31.8%	\$ 2,400	\$ 383
EXETER	14,058	14,058	14,454	8.0%	\$ 39,655	\$ 4,406	\$ 4,406	\$ 44,061	\$ 4,406	\$ 11,738	\$ 0.81	37.5%	\$ 5,243	\$ 837
FREMONT	3,510	3,510	4,432	2.5%	\$ 12,159	\$ 1,351	\$ 1,351	\$ 13,510	\$ 1,351	\$ 4,255	\$ 0.96	31.8%	\$ 1,608	\$ 257
GREENLAND	3,208	3,208	3,699	2.1%	\$ 10,148	\$ 1,128	\$ 1,128	\$ 11,276	\$ 1,128	\$ 3,551	\$ 0.96	31.8%	\$ 1,342	\$ 214
HAMPSTEAD	8,297	8,297	8,547	4.8%	\$ 23,449	\$ 2,605	\$ 2,605	\$ 26,055	\$ 2,605	\$ 8,205	\$ 0.96	31.8%	\$ 3,100	\$ 495
HAMPTON	14,937	14,937	14,979	8.3%	\$ 41,096	\$ 4,566	\$ 4,566	\$ 45,662	\$ 4,566	\$ 11,990	\$ 0.80	38.1%	\$ 5,433	\$ 867
HAMPTON FALLS	1,880	1,880	2,241	1.2%	\$ 6,148	\$ 683	\$ 683	\$ 6,831	\$ 683	\$ 2,151	\$ 0.96	31.8%	\$ 813	\$ 130
KENSINGTON	1,893	1,420	2,113	1.2%	\$ 5,797	\$ 644	\$ 644	\$ 6,441	\$ 644	\$ 2,028	\$ 0.96	31.8%	\$ 766	\$ 122
KINGSTON	5,862	5,862	6,011	3.3%	\$ 16,492	\$ 1,832	\$ 1,832	\$ 18,324	\$ 1,832	\$ 5,771	\$ 0.96	31.8%	\$ 2,180	\$ 348
NEW CASTLE	1,010	1,010	971	0.5%	\$ 2,664	\$ 296	\$ 296	\$ 2,960	\$ 296	\$ 932	\$ 0.96	31.8%	\$ 352	\$ 56
NEWFIELDS	1,551	1,551	1,683	0.9%	\$ 4,617	\$ 513	\$ 513	\$ 5,130	\$ 513	\$ 1,616	\$ 0.96	31.8%	\$ 610	\$ 97
NEWINGTON	775	775	748	0.4%	\$ 2,052	\$ 228	\$ 228	\$ 2,280	\$ 228	\$ 718	\$ 0.96	31.8%	\$ 271	\$ 43
NEWTON	4,289	4,289	4,734	2.6%	\$ 12,988	\$ 1,443	\$ 1,443	\$ 14,431	\$ 1,443	\$ 4,545	\$ 0.96	31.8%	\$ 1,717	\$ 274
NORTHHAMPTON	4,259	4,259	4,421	2.5%	\$ 12,129	\$ 1,348	\$ 1,348	\$ 13,477	\$ 1,348	\$ 4,244	\$ 0.96	31.8%	\$ 1,604	\$ 256
PLAISTOW	7,747	7,747	7,563	4.2%	\$ 20,749	\$ 2,305	\$ 2,305	\$ 23,055	\$ 2,305	\$ 7,260	\$ 0.96	31.8%	\$ 2,743	\$ 438
PORTSMOUTH	20,784	20,784	21,280	11.8%	\$ 58,383	\$ 6,487	\$ 6,487	\$ 64,870	\$ 6,487	\$ 14,707	\$ 0.69	44.1%	\$ 7,719	\$ 1,232
RYE	5,182	5,182	5,336	3.0%	\$ 14,640	\$ 1,627	\$ 1,627	\$ 16,266	\$ 1,627	\$ 5,123	\$ 0.96	31.8%	\$ 1,936	\$ 309
SALEM***	28,112	28,112	28,688	16.0%	\$ 78,707	\$ 8,745	\$ 8,745	\$ 87,452	\$ 8,745	\$ 16,485	\$ 0.57	53.0%	-	NA
SANDOWN	5,143	5,143	6,184	3.4%	\$ 16,966	\$ 1,885	\$ 1,885	\$ 18,851	\$ 1,885	\$ 5,937	\$ 0.96	31.8%	\$ 2,243	\$ 358
SEABROOK	7,934	7,934	8,768	4.9%	\$ 24,055	\$ 2,673	\$ 2,673	\$ 26,728	\$ 2,673	\$ 8,417	\$ 0.96	31.8%	\$ 3,180	\$ 508
SO. HAMPTON	844	633	810	0.5%	\$ 2,222	\$ 247	\$ 247	\$ 2,469	\$ 247	\$ 778	\$ 0.96	31.8%	\$ 294	\$ 47
STRATHAM	6,355	6,355	7,280	4.0%	\$ 19,973	\$ 2,219	\$ 2,219	\$ 22,192	\$ 2,219	\$ 6,989	\$ 0.96	31.8%	\$ 2,641	\$ 421
SUB-TOTAL	168,288	166,805	179,765	100.0%	\$ 493,195	\$ 54,799	\$ 54,799	\$ 602,794	\$ 54,799	\$ 134,784	\$ 0.76	40.7%	\$ 54,799	\$ 8,064

* State match is provided utilizing Toll Credits not actual funding

** This distribution is shown as if the State of NH was paying 1/2 of the match.

*** = Non-dues paying/non-member



1.0 INTRODUCTION

The Unified Planning Work Program (UPWP) of the Rockingham Planning Commission Metropolitan Planning Organization (MPO) specifies the planning priorities and work tasks that the MPO will address during the program period. The development of the UPWP is required as part of the 3Cs metropolitan planning process and specifically the Metropolitan Planning Rules (23 CFR 450:308). The “unified” aspect, as indicated in the document name, means that it encompasses all MPO transportation planning activities that are foreseen at the time of its preparation, regardless of funding source or implementing agency.

The UPWP encompasses a two year scope of work and is developed in coordination with the NHDOT, FHWA and FTA. A two year scope is used instead of a single year to be more forward looking and to streamline the contracting process as well. Accordingly, this UPWP covers the MPO’s planning work projected to occur in the ensuing two-year period, from July 1, 2015 to June 30, 2017.

The MPO study area extends to all 26 communities of the Rockingham Planning Commission as (until July 2013) all were located within a designated air quality non-attainment area. The MPO region is illustrated in **Figure 1**. Staffing of the MPO is provided by the Rockingham Planning Commission as shown in the organization chart (**Figure 2**). The Planning Commission, with the addition of appropriate State, Federal and regional transportation agencies, acts as the policy-making body of the MPO.

Consistent with past programs, this UPWP has been prepared to reflect the ongoing implementation of the Clean Air Act Amendments of 1990 (CAAA) and the last authorized Federal surface transportation act, Moving Ahead for Progress in the 21st Century (Map-21) passed in 2012. These laws and their implementing regulations mandate a high level of transportation planning and analysis as identified through the general Planning Factors identified in MAP-21 and in the annual emphasis areas suggested by FHWA and FTA. New planning regulations for MAP-21 have been drafted but not finalized and the MPO will continue to operate under the existing rules and regulations until new ones are approved. When new planning rules are approved changes in the UPWP may be required to reflect the new or amended provisions of the legislation.



2.0 CONTENTS OF THE UPWP

Section 450.308 of the Metropolitan Planning Rules (which implement the Metropolitan Planning requirements of MAP-21) specify that a UPWP should be developed cooperatively with the State (NHDOT) and the public transportation operators in the MPO area (COAST and CART) and should address the following elements:

- Planning priorities for the MPO;
- Work proposed for the program period by major activity and task (including activities to address the MAP-21 planning factors);
- The agency/entity responsible to perform each task;
- Schedule for performing the tasks;
- Anticipated products
- Funding sources, both totals by source and itemized by activity or task.

In addition, NHDOT has issued guidance on the contents of this UPWP which requests additional details regarding clearer identification of completion deadlines and deliverables for tasks that are not ongoing. Several requests regarding specific tasks to be undertaken are addressed as well.

DEVELOPMENT OF THE UPWP

The format and general contents of the UPWP were established by consensus of Federal, State, and Regional agencies in 2010. Budget information for the 2016-2017 period was provided to the RPC by NH DOT in December, 2014 and work began on developing a draft UPWP at that time. An initial draft was completed and provided to the TAC for review at the January 22, 2015 meeting and provided to NH DOT, FHWA, and FTA on January 29th, 2015 to review. A UPWP review meeting was held on March 18th, 2015 with input provided by NH DOT, FHWA, and FTA. The RPC Transportation Advisory Committee reviewed and recommended approval of the draft UPWP on March 26th, 2015 and this was followed by approval from the MPO Policy Committee on April 8th, 2015. Adjustments to budgets and activity descriptions continued during the approval process to reflect updated information.

PREVIOUS WORK

The proposed UPWP is, for the most part, the extension and continuation of past transportation planning work in the region. In some cases the work is part of an ongoing and/or mandated process, such as the support for Policy and TAC committees, traffic data collection, model maintenance, or TIP and Plan maintenance. In other cases it is a specific project or task with definable start and end points, as with the development of a Congestion Management Process (CMP), completion of a corridor study, development of MAP-21 compliant planning documents, and the identification of



specific tasks to address the 2016-2017 Planning Emphasis Areas identified by FHWA and FTA. In preparing the UPWP the status of all ongoing and carryover work was evaluated, including a review of the MPO UPWP Performance Report for FYs 2012-2013 (the last completed UPWP), the most recent MPO Planning review conducted by FHWA and FTA (January, 2013), and the most recent mid-contract UPWP review conducted with NHDOT (September, 2014).

PLANNING FACTORS AND REQUIREMENTS OF MAP-21

When developing the work program for the FY 2016-2017 UPWP, the eight planning factors identified in 23 U.S. Code § 134 (23 C.F.R. Part 450.306 of the Planning Regulations) were considered. Each task and work product in the UPWP has a basis in one or more of these planning factors:

1. Support the economic viability of the metropolitan area, especially by enabling global - competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.

The metropolitan planning rules also specify several other elements that should be addressed in the scope of the planning process. They call for increased integration of transportation and land use planning, as well as consideration for employment and housing patterns, community and economic development, and the natural and built environment. Other elements identified in the rules focus on ensuring coordination and consistency with:

- the statewide planning process;
- intelligent transportation systems (ITS) architectures;
- a coordinated public transit-human services transportation plan;
- the Strategic Highway Safety Plan, and transit safety and security plans and programs
- the cooperative development of a Congestion Management Process involving adjacent MPOs and NHDOT;

The tasks identified within the FY 2016-2017 UPWP are consistent with the Planning Factors, transportation planning emphasis areas and the Goals and Objectives as identified in the Rockingham



MPO Long Range Transportation Plan. They are intended to facilitate the effective and efficient implementation of the Plan and Transportation Improvement Programs for the MPO area.

ORGANIZATION OF THE UPWP

The UPWP summarizes the tasks that will be undertaken to support the MPO's planning effort. Each task is identified as part of one of the following work areas that are presented sequentially in Section 4.0 along with a description and the related SAFETEA-LU/MAP-21 Planning Factors:

CATEGORY 100 – Administration and Training

CATEGORY 200 – Policy and Planning

CATEGORY 300 – Public Involvement and Coordination

CATEGORY 400 – Plan Support

CATEGORY 500 – Technical Assistance and Support

Within each of these major program areas, tasks are listed which include the following elements:

- Objectives
- Proposed Activities
- Work products and schedules

Following the detailed discussion of the work tasks is a section that describes the other transportation planning activities that the MPO is involved with outside of the UPWP contract. The final section of the document provides details on funding sources, cost and distribution of hours, and scheduling of tasks for the two fiscal years.

FUNDING OF THE UPWP

The Unified Planning Work Program for the Rockingham MPO is primarily funded by the Federal Highway Administration (FHWA) through the Metropolitan Planning (PL) and the State Planning and Research (SPR) programs, and Federal Transit Administration (FTA) through the 5303 Program via a unified planning grant under FHWA purview. Federal sources, which pass through NHDOT, are subject to a 20% match of state and/or local funds as shown in **Table 1**. This match is currently provided by local revenues from the Rockingham Planning Commission (RPC) communities and with 10% Turnpike Toll Credits from NHDOT in place of actual dollars. **Table 2** shows the allocation of local funds used to support the metropolitan planning process and local funds required to match the PL and 5303 funds are collected by the RPC as a component of the annual dues assessment made to the communities within its planning district. The anticipated schedule for work tasks and deliverables are shown in **Table 3**.



3.0 PLANNING PRIORITIES

The work tasks identified and addressed in this UPWP reflect the transportation planning needs and priorities within the Rockingham Planning Commission region and are from several sources:

- Consultation with staff from FHWA, New Hampshire Division, FTA Region I, NHDOT Bureau of Planning and Community Assistance, COAST, and CART;
- Consultation with the MPO Technical Advisory Committee and Policy Committees.
- The requirements for implementing MAP-21 and current Metropolitan Planning Rules (CFR 450.300);
- The specific needs and circumstances of the MPO,
- Completion of certain tasks begun under the previous UPWP,
- Addressing findings and recommendations made during the MPO Planning Reviews conducted by FHWA and FTA in January of 2009 and 2013.

During the preparation of the UPWP, the FHWA New Hampshire Division Office and FTA Region I Office recommended that three national planning emphasis areas and 12 region specific emphasis areas be addressed as planning priorities. The priorities that have been developed for the RPC region from these various efforts are the following and the UPWP should reflect appropriate work elements and resources to address:

National Planning Emphasis Areas

1. ***Transition to Performance Based Planning and Programming.*** The UPWP should include appropriate work towards the development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
2. ***Models of Regional Planning Cooperation.*** The UPWP should promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This cooperation could occur through metropolitan planning agreements, through the development of joint planning products, or by other locally determined means.
3. ***Ladders of Opportunity.*** The UPWP should include work efforts that promote access to essential services as part of the transportation planning process. Essential services include housing, employment, health care, schools/education, and recreation. This work should include the identification and development of performance measures and analytical methods to measure the transportation system's connectivity to essential services. This information can then be used to identify gaps as well as solutions to address those gaps.

New Hampshire Planning Emphasis Areas

4. ***MAP-21 Compliance, Planning Performance Measures.*** The UPWP should include appropriate work efforts to ensure that the MPO complies with the metropolitan planning and programming requirements of MAP-21 and the subsequent planning regulations



developed by FHWA and FTA. Specifically, cooperative development of statewide and regional consensus, and collect data in support of the establishment of baseline and targeted performance measures are a top priority.

5. **Urbanized Area Suballocation and Project Selection.** MAP-21 requires suballocation of resources and project selection authority for the Surface Transportation (STP) and Transportation Alternatives (TAP) Programs and the UPWP should include the collaborative efforts to ensure that these requirements are implemented.
6. **Congestion Management Process implementation.** The MPO Congestion Management Process (CMP) has been established and work elements should support the data collection and monitoring efforts necessary to implement an effective CMP.
7. **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.
8. **Fiscal Constraint and Financial Planning.** Continue to improve methods and practices to show fiscal constraint (by year) in planning documents, and for 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.
9. **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 and developing applications to utilize the model in transportation planning functions.
10. **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).
11. **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.
12. **Climate Change.** Ensure that the LRTP and other planning efforts address climate change impacts, identify transportation infrastructure vulnerabilities, as well as mitigation, and adaptation strategies.
13. **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.
14. **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 highway, bike/pedestrian, and transit projects.
15. **Program Monitoring and Reporting.** Federal law and planning regulations require reports documenting the activities performed with FHWA planning and research funds. The UPWP



will ensure that all program monitoring and reporting activities applicable to the MPO are implemented in a timely manner.

Along with the eight SAFETEA-LU Planning Factors, these areas of emphasis have been integrated into the UPWP tasks discussed in Section 4.0 and apply to each task as shown in **Figure 4**.

Figure 4: Matrix of Tasks and Related Planning Factors and Emphasis Areas

Category & Task	Planning Factors								FHWA/FTA Planning Emphasis Areas															
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
CATEGORY 100: MPO ADMINISTRATION																								
Task 101 Accounting & Invoices							✓		✓			✓												✓
Task 102 MPO Program Administration	✓						✓		✓			✓												✓
Task 103 Staff Training	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 104 Indirect Cost Rate Adjustment																								
Task 105 UPWP Monitoring and Reporting	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓				✓	✓	✓	✓	✓	✓	✓	✓	✓
CATEGORY 200: POLICY AND PLANNING																								
Task 201 State Ten Year Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 202 Land Use & Environmental Linkages	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 203 Transportation Planners Collaborative	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓			✓			✓	✓	✓	✓	✓	✓	✓
Task 204 Interagency Consultation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 205 Transportation Improvement Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 206 Performance Based Planning	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 207 Intelligent Transportation Systems		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 208 Regional Master Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 209 Transportation Conformity	✓			✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 210 Long Range Transportation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 211 Bicycle and Pedestrian Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CATEGORY 300: PUBLIC INVOLVEMENT																								
Task 301 Technical Advisory Committee	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓
Task 302 Planning Commission Meetings																	✓	✓	✓	✓	✓	✓	✓	✓
Task 303 Public Participation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓
Task 304 Public Outreach	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓
Task 305 Policy Committee	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓
CATEGORY 400: PLAN SUPPORT																								
Task 401 Traffic Counts	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 402 Form 536							✓	✓				✓		✓		✓								
Task 403 Geographic Information Systems	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 404 Demographics	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 405 Equipment & Resources	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓											
Task 406 Transportation Model	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CATEGORY 500: TECHNICAL ASSISTANCE																								
Task 501 Local and Regional Assistance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Task 502 Statewide Assistance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 503 Local Project Administration (LPA) Assistance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 504 Special Projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 505 Regional Coordinating Councils	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Task 506 Transit and TDM Assistance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



4.0 CATEGORY & TASK DESCRIPTIONS

Section 4 of the UPWP contains the detailed descriptions of the five work categories. The narrative for each includes the general purpose of the category and the tasks included under each. The task areas list the objective as well as the proposed activities and expected work products. Specific budgeting information related to these categories is include in tables at the beginning of the document which establishes the time and funding allocated to the specific tasks as well as the general timeframe and schedule in which they will be worked on. The RPC is the lead agency on all tasks except for where specifically noted in a particular activity or work product.

CATEGORY 100: MPO ADMINISTRATION

Purpose: Facilitates 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 maintain compliance with MPO requirements.

Task 101 — Accounting and Invoices

Objective: Staff efforts related to the development, submittal, and approval of reimbursement requests, for monitoring financial controls and ensuring compliance with contract obligations.

Proposed Activities & Products

1. **Financial Management and Reporting:** The day to day accounting needs of the MPO. This includes continued refinements to the MPO financial accounting and reporting system to better meet agency and reporting needs. Includes the development and monitoring of the Indirect Cost Rate in accordance with OMB Circular A-87 as a predetermined fixe indirect cost rate to be used as the basis of monthly billing and cost allocation and adjusted post-audit.

Work Product: Monthly UPWP invoices

Work Product: Indirect Cost Rate (ICR) analysis and predetermined fixed rate established for each fiscal year

2. **Audits and Audit Preparation:** Preparation for annual financial audits in compliance with OMB Circulars A-87 and A-133, and others as appropriate.

Work Product: Annual Financial Audit for each fiscal year meeting the requirements of OMB Circulars A-97 and A-133 and submitted through the federal clearinghouse.



Task 102 — MPO Administration

Objective: To provide for the development of the MPO UPWP and Prospectus, general administrative and clerical services, and coordination of efforts with other agencies supporting the timely completion of UPWP tasks.

Proposed Activities & Products:

- 1. Development of Unified Planning Work Program:** The development, implementation, and administration of the MPO Unified Planning Work Program (UPWP). Occasionally changes to the UPWP are required to adjust the document to fit unanticipated needs or shifting priorities. This can be a minor budget adjustment, movement of funding/resources from one category to another, or adding/removing of work tasks. Minor revisions may occur multiple times over the course of the UPWP with larger modifications or amendment processed much less frequently each cycle.

Work Product: UPWP for Fiscal Years 2016-2017

Work Product: Minor revisions, modifications, and amendments to the UPWP for Fiscal Years 2016-2017 (as Needed)

- 2. UPWP Administration:** General administrative tasks relevant to the fulfillment of the FY 2014-2015 MPO Unified Planning Work Program and to ensure compliance with federal and state regulations. This includes completion of timesheets and monthly work program reports, attendance at staff meetings, attendance at coordination meetings with NHDOT and other agencies, and other administrative tasks.

Work Product: Monthly Work Program Reports and other required reports.

Work Product: Completion of employee timesheets

- 3. Contract Management:** Tasks related to the conduct of the UPWP contract and any related sub-contracts and agreements and related procurement process. Includes meetings with NH DOT to discuss UPWP contracts, maintenance of the DBE program and goals, and Title VI implementation.

Work Product: DBE Program and goal analysis

Work Product: RPC internal procurement guidelines, model RPF, RFQ, and third party contract.

- 4. MPO Prospectus Updates:** Updates to the MPO Prospectus document which has three functions; establish the federally mandated "3C" transportation planning process, defines the roles and responsibilities of the various Federal, State, Regional, and local agencies involved in the MPO, and it documents the interagency agreements between involved agencies. A significant update was made to incorporate MAP-21 and 2010 Census changes in 2014-2015; minimal work



envisioned for 2016-2017 however some changes to the TIP/STIP Amendment procedures are being discussed and will be incorporated if implemented.

Work Product: Amendments to the MPO Prospectus (as needed)

Task 103 — Staff Training

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

Proposed Activities and Products:

- 1. Conferences, Seminars, and Workshops:** Continued training of MPO planning staff through attendance at transportation related conferences, workshops, and seminars. Emphasis will continue to be placed on travel demand modeling/scenario planning, highway capacity, and traffic impact analysis and land use/transportation interrelations, and climate change and adaptation planning. Attending at least one national transportation conference each year such as the Transportation Research Board (TRB), Association of Metropolitan Planning Organizations and/or National Association of Regional Councils (NARC) national transportation planning conferences will be emphasized. Attendance at other conferences and/or training workshops with content relevant to transportation planning may include the American Planning Association (APA), Northern New England Chapter of the APA (NNECAPA), Urban and Regional Information Systems Association (URISA), Community Transportation Association of America (CTAA), New England Bicycle and Pedestrian Conference, and the Pro-bike/Pro-walk Conference.

Work Product: Staff trained on various topics; attendance and report to TAC and Policy Committees as appropriate on conferences.

Work Product: Attendance at AMPO, TRB or other national transportation related conference.

- 2. Model/Software Training:** Continued specialized staff training in the theory and application of travel demand modeling as well as the specific workings of the MPO regional Travel Demand Model through the MPO model Consultant or through Caliper Software. Training in other specialized software relevant to the business of the MPO such as the EPA MOVES model, Highway Capacity Software, modelling, scenario planning, or others may also be included as opportunities arise.

Work Product: Staff trained on regional travel demand modeling and the MPO model.

Work Product: Staff trained on other transportation analysis software programs.

Task 104 — Not Used



Task 105 — Performance Reporting

Objective: To measure the performance of the MPO in terms of completing efforts listed in the UPWP. This takes the form of the mid-contract UPWP progress reviews completed just after the first year of the two year UPWP, FHWA/FTA Planning Reviews which occur every four years, and the UPWP Performance Report completed at the end of each contract.

Proposed Activities & Products:

- 1. UPWP Performance Report:** The MPO UPWP performance report provides an assessment of tasks completed and progress made on efforts undertaken during the previous UPWP contract. This document also includes an explanation of tasks not completed or carried over to the next UPWP. The materials utilized to prepare for the mid-term progress review will be utilized as the Performance Report for the first half of the UPWP contract (Year 1).

Work Product: MPO UPWP Performance Reports

- 2. Planning, Billing, and Progress Reviews:** Meet with NHDOT, FHWA, and FTA to discuss progress on the current UPWP and any ongoing issues and concerns with work to date.

Work Product: Mid-term UPWP progress review meeting with NHDOT (~June, 2016)

Work Product: Planning Review conducted by FHWA/FTA every 4 years (next in January, 2017)

Work Product: FHWA/FTA Billing Review when required.

CATEGORY 200: POLICY AND PLANNING

Purpose: Provide for the development and update of the Rockingham MPO Long Range Transportation Plan and other guiding documents and reports produced for the region. Also includes the conduct of special studies and projects such as updates to transportation and related chapters of the RPC Regional Master Plan, the initiation of corridor monitoring committees, and participation other relevant statewide and regional planning efforts.

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.



Proposed Activities and Products:

1. **GACIT Hearings and Ten Year Plan Process:** Participation in the hearings and efforts of the Governor's Advisory Council on Intermodal Transportation related to the adoption of the State Ten Year Plan. This also includes comments/response to the draft Ten Year Plan and development of a list of priority projects that the MPO recommends be added to the Ten Year Plan.

Work Product: Priority project listing for submittal to NH DOT for addition to the Ten Year Plan (Generally April of odd numbered years)

Work Product: Comments/Responses to Draft State Ten Year Plan

Work Product: Participation in GACIT Hearings & Ten Year Plan process (September-October of odd numbered years)

Task 202 — Land Use and Sustainability

Objective: Work related to the role of the transportation system in relation to climate change, livability, overall sustainability, and includes activities that involve the nexus between land use and transportation. RPC will work to implement appropriate transportation, land use, livability, and climate change recommendations identified in the newly adopted RPC Regional Master Plan.

Proposed Activities and Products:

1. **Natural Resources Coordination Studies/Projects:**

- **Southeast Watershed Alliance:** The Southeast Watershed Alliance was formed to create better municipal, inter-municipal, and regional planning and coordination relative to wastewater and water quality, especially non-point source and stormwater management. The intent is to establish a regional framework for coastal watershed communities to plan, implement, and invest in wastewater and stormwater, non-point source controls and integrated management approaches that protect the water quality, natural hydrology, and habitats of the state's coastal resources and associated waters. RPC staff will continue participation in the SWA and provide technical assistance regarding stormwater management and non-point source pollution. Within the SWA is the Stormwater Coalition which assists communities in meeting Phase II of the National Pollutant Discharge Elimination System Federal Stormwater Regulations and the Municipal Separate Storm Sewer System (MS4) requirements which for New Hampshire communities is primarily concerned with managing roadway drainage and runoff.

Work Product: Participation & technical assistance to Southeast watershed alliance and the Stormwater Coalition, especially relating to managing runoff and non-point source pollution and related MS4 requirements pertaining to roads, parking facilities and drainage facilities.



2. **Planning and Environmental Linkages:** Through the development of a project specific Long Range Transportation Plan, the MPO is ideally situated to incorporate a collaborative and integrated approach to the planning and project development process in the region. By better linking environmental, community, and economic goals more environmentally sensitive transportation projects can be designed that will enhance conservation efforts, improve relationships with resources agencies, and reduce duplication of effort during the NEPA review process.

Work Product: Development of integrated system level planning activities that can aid in linking transportation and conservation planning

Work Product: Consultation with Resource Agencies regarding Long Range Transportation Plan consideration of natural, historic, and cultural resources.

Work Product: Incorporating Eco-logical principles of infrastructure planning and design into the MPO Long Range Transportation Plan and project development efforts.

Work Product: Integration of Ecosystems approach to planning to better link transportation planning with the activities of resource agencies, land management agencies, and local planning efforts..

3. **Climate Change Initiatives:** Incorporating consideration of climate change mitigation and adaptation into the MPO Planning Process. In cooperation with other agencies, participation in studies, working groups, and other efforts to understand the vulnerability of the region to climate change, to understand the effects of climate change, and help communities mitigate negative consequences.

- **Coastal Adaptation Workgroup (CAW):** RPC Staff will continue to participate in the Coastal Adaptation Workgroup which assists New Hampshire Coastal communities with training and education in preparing for natural hazard and climate change impacts. The goal of CAW is to help coastal communities develop and implement adaptation strategies through training, education, technical assistance, and outreach. Projected sea level rise, increased storm activity and severity will impact the transportation system of seacoast communities. RPC staff needs to have a full understanding to provide support via transportation planning and project recommendations as much transportation network of the RPC region is susceptible to impacts from sea level rise and increased storm activity. This information is utilized in both the development of the Long Range Transportation Plan and the project selection process for the Plan and the Ten Year Plan.

Work Product: Participation in approximately 10 meetings per year of the Coastal Adaptation Workgroup.

- **HSEM Hazard Mitigation Planning:** A grant from FEMA will produce a regional vulnerability assessment report and map set for NH coastal communities and develop a model Coastal Flood, Hazards and Adaptation Chapter to be incorporated into coastal community Hazard Mitigation Plans.

Work Product: Incorporate Hazard Mitigation recommendations into Long



Range Transportation Plan and into other transportation planning activities.

4. **Coastal Risks and Hazards Commission [NHDES Coastal Program]**: RPC staff will continue to participate and provide technical assistance to the legislatively designated Coastal Risks and Hazards Commission. This group is focused on research, education, and community outreach to assist communities (and agencies) in preparing for impacts due to severe coastal flooding from the combination of 100-year scale flood events, storm surge, and sea level rise. Transportation is one of several types of infrastructure threatened and calls for similar approaches in preparation. Participation in this effort is also supported by a Coastal Zone Program grant (See Section 5.0)

Work Product: Participation in CRHC meetings, development and review of documents and other work tasks associated with promoting the implementation of initiatives to address coastal hazards.

Task 203 — Transportation Planners Collaborative

Objective: Participation in the Transportation Planners Collaborative and improved communication and cooperation between and among transportation planning partners in New Hampshire.

Proposed Activities and Products:

1. **Transportation Planning Collaborative**: A quarterly meeting of NH transportation planners to foster improved communication between the NHDOT and RPCs/MPOs.

Work Product: Participation in quarterly Transportation Collaborative Meetings and organization of meeting agenda approximately once per year.

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.

Proposed Activities and Products:

1. **Interagency Consultation**: Monthly interagency consultation conference calls and other meetings or communication with FHWA, NHDOT, MPOs and resource agencies to address TIP,



Long Range Plan, Ten Year Plan, air quality conformity and other aspects of the 3Cs planning process.

Work Product: Participation in monthly Interagency Coordination meetings/conference calls.

Task 205 — Transportation Improvement Program

Objective: To maintain the 2015-2018 Transportation Improvement Program and approve the 2017-2020 Transportation Improvement Program.

Proposed Activities and Products:

1. **MPO Transportation Improvement Program (TIP):** To maintain and amend as necessary the MPO 2015-2018 TIP and prepare the FY 2017-2020 TIP, in cooperation with the State as required under the State's biennial TIP/STIP development schedule, and to conduct other TIP-related activities as needed to continue compliance with 23 CFR Part 450, Subpart C.

- **TIP Preparation:** Prepare and adopt the Rockingham Planning Commission TIP, including Air Quality Conformity determination, financial constraint analysis, and a summary of results from prior TIPs. Ensure consistency between the project specific element of the long range transportation plan and regional air quality conformity analysis.
- **Project Development Support:** Work with project applicants and NHDOT with application development and project implementation. In addition, staff will participate in TIP committee meetings as requested.
- **Evaluate Regional Project Needs:** As part of the TIP and Plan development, conduct an evaluation of regional transportation improvement needs, using input from the Long Range Plan, The Congestion Management Process (CMP), the travel demand model, NHDOT and other parties, and propose projects, or encourage state or local governments to propose projects, as appropriate.

Work Product: Draft FY2017-2020 Rockingham MPO TIP

Work Product: Project applications and documentation of implementation activities

Work Product: Documentation of regional project needs for Plan/TIP updates

2. **TIP Amendments:** Evaluate and process TIP Amendments as needed. Amendments are needed 3-5 times per year.

Work Product: Approval and documentation of TIP Amendments

Work Product: Updated TIP project database to reflect amended projects



- 3. **TIP Administrative Adjustments:** Evaluate and process TIP Administrative Adjustments as needed. In practice administrative adjustments occur on a monthly basis.

Work Product: Approval and documentation of monthly TIP Administrative Modifications

Task 206 — Performance Based Planning

Objective: To complete all work related to the development and implementation of performance measures and targets in the MPO planning process as required by MAP-21 and subsequent regulations. This includes the continued implementation and maintenance of the Congestion Management Process undertaken to satisfy the requirements of 23 USC § 134.

Proposed Activities and Products:

- 1. **Performance Measures and Targets:** Performance measures and targets will be developed as part of the implementation of performance-based decision-making with the MPO planning process in coordination with adjoining MPOs, NHDOT, transit agencies, and FHWA/FTA.

Work Product: Process for development and implementation of regional Performance Measures and Targets.

Work Product: Initial set of Performance Measures and Targets

- 2. **Congestion Management Process:** The MPO has a Congestion Management Process (CMP) as a tool for understanding regional traffic congestion and providing information on transportation system performance. A CMP must measure multi-modal transportation system performance, identify the causes of congestion, assess alternative actions, implement cost-effective actions, and evaluate the effectiveness of implemented actions. The RPC approved a corridor-based CMP in 2010 and will be working to implement corridor committees and develop the reports necessary for the program. This includes Interstates 93 and 95, NH Routes 16, 28, 33, 101, and 125, US Route 1 and the US 1 Bypass, and portions of NH 107, 108, and 111. The goal is to develop reports for each CMP corridor (grouping I-93 and NH 28 as well as I-95 and US 1/US 1 Bypass) and update a portion of them each year. A regional report summarizing the corridor reports will be produced annually. The RPC recently became a member of the I-95 Corridor Coalition and are hoping to utilize that resource to aid in the development of the CMP corridor reports and assess congestion issues.

Work Product: Continue traffic volume and classification data collection as part of RPC traffic count program

Work Product: Continue travel time studies for each CMP corridor

Work Product: Establish Corridor Committees

Work Product: Integrate CMP into Performance Based Planning efforts



- 3. Performance Reporting:** Development and implementation of reports and other products to relate performance measures and progress towards targets to stakeholders and the general public. This includes not only the reports related to the Congestion Management Process, but also the Annual List of Obligated Projects and any other required reporting from the implementation of performance based planning.

Work Product: Annual List of Obligated Projects

Work Product: Congestion Management Process Reports

Work Product: Other performance based planning reports as required

Task 207 — Intelligent Transportation Systems (ITS) and Incident Management Systems (IMS)

Objective: Maintain the regional ITS architecture developed in cooperation with SRPC. The ITS Architecture and Strategic Plan were updated in 2012 and no significant work is anticipated with these documents during this UPWP. This task also includes participation in Incident Management System (IMS) efforts in the region such as that underway for the Newington-Dover Turnpike and through Southern Maine Planning and Development Commission (SMPDC) for the I-95 corridor in Maine.

Proposed Activities and Products:

- 1. Regional Intelligent Transportation Systems (ITS) Architecture:** Maintenance and any updates of the regional ITS architecture for the Strafford and Rockingham MPOs.

Work Product: Updates to the Regional ITS Architecture as needed

- 2. Incident Management Systems (IMS):** Participation in incident management and response planning efforts in and adjacent to the region as necessary.

Work Product: Participation in Newington-Dover and I-93 Incident Management Systems

Work Product: Participation in the Incident Management System for the I-95 corridor

Task 208 — Regional Master Plan

Objective: To complete work related to the development of the Transportation Chapter and other related aspects of the Regional Master Plan. This document was recently updated and minimal work is anticipated during the 2016-2017 UPWP for updates.

- 1. Updated Regional Master Plan Transportation Related Chapters:** Updates, as necessary to the Transportation Chapter of the Regional Master Plan and other related aspects of the Regional



Master Plan such as Scenario Planning.

Work Product: Updated Transportation Chapter of Regional Master Plan (as necessary)

Work Product: Updated Scenario Planning Chapter of Regional Master Plan (as necessary)

Work Product: Updates to transportation system related chapters of the Regional Master Plan (as necessary)

Task 209 — Air Quality Conformity

Objective: To complete work related to satisfying the requirements of the Clean Air Act Section 176(c), 40 USC § 93, and other policy documents from FHWA and EPA relating to air quality conformity. As of July 20th, 2013, the region was 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 are anticipated to change this in the future.

Proposed Activities and Products:

- Air Quality Conformity:** The MPO will continue to assure that the Transportation Plan and Transportation Improvement Program are consistent with the State Implementation Plan for the Southern NH Maintenance Area, as re-classified under the 8-hour Ozone standard in July, 2012. This will be accomplished in part by continuing to test potential air quality impacts of the transportation plan through use of the travel demand model, and by continuing to work with NHDES and NHDOT to develop policies that help maintain air quality attainment. The MPO staff will continue to facilitate the presentation of air-quality related information through MPO meetings, attend meetings of federal and state officials to acquire and share information about transportation planning, project selection and air quality conformity.

Work Product: Air Quality Conformity Analysis for TIP/Plan and amendments as required.

Task 210 — Long Range Transportation Plan

Objective: To develop and maintain the Rockingham MPO Long Range Transportation Plan and related polices that are consistent with the requirements of 23 CFR Part 450, Subpart C.

Proposed Activities and Products:

- Transportation Plan Update:** Carry out the update of the Rockingham MPO Transportation Plan



in conjunction with development of the Transportation Improvement Program. Work will be focused in several areas: (1) enhanced treatment for bike, pedestrian, and transit components of the transportation system; (2) development of additional project details for transportation projects; (3) full integration of the statewide project selection criteria and process; (4) integration of the Congestion Management Process into the establishment of priority projects, (5) soliciting communities and agencies for any unidentified transportation issues and projects in the region, (6) enhanced treatment for freight and goods movement as a component of the transportation system, (7) integration of a regional climate change vulnerability analysis, especially relating to transportation infrastructure and services. In conjunction with the Granite State Futures grant the MPO will also be working to incorporate livability and sustainability principles into the Plan and expand the public involvement to better capture public input to the process. Finally, the RPC is also working on a number of projects related to environment, water quality and stormwater management, climate change, and adaption planning. Staff will be working to incorporate the outcomes of those projects into the MPO LRTP through an expanded discussion of land use and environmental impacts as well as discussions of infrastructure vulnerability to natural hazards. Major Components of the Long Range Plan include the following:

- Livability/Sustainability: Integrate livability principles into the Long Range Plan to encourage expanded transportation choices, sustainable economic and land use development patterns, and leverage existing investments in infrastructure and communities.
- Fiscal Constraint Analysis: Prepare an analysis of projected revenues and expenditures by year for the region in cooperation with NHDOT and other NH MPOs. This will include developing a budget of funds reasonably expected to be available in the region on which to base project specific recommendations and sequencing.
- Transportation Project Development: A deficiency in the MPO long range planning has been a lack of detailed information available regarding Plan project proposals. This work tasks is intended to refine the project selection process and to supplement project descriptions with additional detail to enable decision-makers to better prioritize.
- Environmental Mitigation, Climate Change, and Adaptation: MAP-21 requires that the MPO include discussions of environmental mitigation within the Long Range Plan. This work task is to continue to revise and refine these discussions, to maintain up-to-date information regarding potential areas of mitigation, and to maintain consistency with State, regional, and local environmental planning efforts. This component of the plan will also be expanded to include discussion of the impacts of climate change on land use and transportation in the region and methods of adapting to the changing environment.
- Population and Employment Projections: Modify the population and employment projections included in the Long Range Plan and Air Quality Conformity Analysis to include 2010 census, American Community Survey, employment information to be consistent with Federal and State estimates for the communities and region. Continue to refine the projection model.
- Project Selection Criteria: Limited financial resources require that a set of criteria be in place to evaluate and prioritize projects. The RPC has project selection criteria developed that need refined to be consistent with the newly developed statewide criteria set and scoring methodology.



- **Project Programming Targets:** Working with NHDOT and the other MPOs/RPCs to establish transportation project programming budgets
- **Freight:** Update and expand discussion of freight in the region to reflect the new national emphasis on goods movement. Work with the Statewide Freight Advisory Committee (if established) to ensure that regional freight goals and objectives reflect statewide goals and objectives.

Work Product: Complete major update to the MPO Long Range Plan

Work Product: Amendments to the Long Range Plan (as necessary)

Work Product: Integrated project development process consistent with other NH MPOs and NH DOT.

Work Product: Project selection process and criteria consistent with other NH MPOs and NH DOT.

Task 211 — Bike and Pedestrian Planning

Objective: To develop plans, facilities and programs that encourage bicycling and walking as an alternative to driving and improve bicycle and pedestrian safety using a 5Es approach including Engineering, Encouragement, Education, Enforcement and Evaluation.

Proposed Activities and Products:

1. **General Bicycle/Pedestrian Planning:** Respond to requests from MPO communities for assistance in planning bicycle and pedestrian facilities. Work with NHDOT, other RPCs, the Bike/Walk Alliance of NH, Seacoast Area Bicycle Routes (SABR) and municipal partners to implement a bike/ped traffic counting program. Participate in various initiatives of the NHDOT Bicycle and Pedestrian Technical Advisory Committee (BPTAC), and regional bike/ped advisory committees as needed.

Work Product: Participation in NHDOT BPTAC and update to NH Statewide Bicycle & Pedestrian Plan and Economic Impact Study when they occur.

Work Product: Implement bike and pedestrian traffic counting program including analysis of Strava data (see Section 401 Traffic Count Program)

Work Product: Regional Bicycle Route Plan

2. **Bike/Walk to Work Week:** Continue collaboration with Seacoast Commuter Options, SABR, SRPC and other partners to coordinate regional events for Bike/Walk to Work Day and the statewide Green Commute initiative, including regional bike/ped commuter breakfasts, the Corporate Commuter Challenge and educational events.



Work Product: Bike/Walk to Work/ Green Commute NH Week Preparations

Work Product: Documentation of annual BWWD events

Work Product: Updated BWWD Workplace Coordinator’s Guide

3. **Multi-Use Trail Projects:** MPO staff will continue to provide planning and project development assistance to the NH Seacoast Greenway (NHSG) Advisory Committee and corridor communities working to develop their segments of the NHSG. This will include working with the State and corridor communities to complete State acquisition of the Hampton Branch rail corridor between Hampton and Portsmouth, and tasks related to trail development along the full Hampton Branch corridor. MPO staff will also provide assistance as time allows to other trail initiatives in the MPO region.

Work Product: Project scoping and funding development assistance to communities working to develop their segments of the NHSG

Work Product: Local Trail Management Agreements between NHDOT and Corridor Communities

CATEGORY 300: PUBLIC INVOLVEMENT AND COORDINATION

Purpose: Provide for 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.

Task 301 — Transportation Advisory Committee

Objective: This task provides for the on-going organizational support of the Transportation Advisory Committee (TAC).

Proposed Activities and Products:

1. **Committee Support:** Continue to provide support to the MPO TAC, including staffing, public notices, mailings, committee education and other tasks. No less than four TAC meetings will be held in each year of the UPWP.

Work Product: TAC agendas, minutes, memos and related committee information for no less than four meetings.

Work Product: Educational presentations to the TAC on transportation topics.



Task 302 — Not Used

Task 303 — Public Participation Plan

Objective: To evaluate and maintain the MPO Public Participation Process.

Proposed Activities and Products:

1. **Public Participation Process Review:** Conduct a biennial review of the MPO Public Participation Process, including assessment of needs for outreach to Limited English Proficiency (LEP) groups/populations. Update the Public Participation Process as appropriate including review by NHDOT Office of Federal Compliance.

Work Product: Revised and updated to the Public Participation Plan

Task 304 — Public Outreach

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

Proposed Activities and Products:

1. **MPO Website Development & Maintenance:** Complete the redesign and expansion of the MPO Website to include current and archived information from TAC and Policy Committee meetings, information on current projects, and current regional data as well as opportunities for member interaction.

Work Product: Redesigned, expanded MPO website

2. **Media Monitoring:** Monitor traditional and social media coverage of transportation issues; utilize press releases and other media contacts to publicize transportation issues and MPO activities. A Facebook-based advertisement may be utilized to gather public input and generate interest in specific planning efforts.

Work Product: Documentation of press releases and media stories related to MPO projects.

Work Product: Use of social media to boost public involvement in the transportation planning process.

Work Product: Facebook based advertisement.



Task 305 — Policy Committee

Objective: This task provides for on-going organizational support of the MPO Policy committee.

Proposed Activities and Products:

1. **Committee Support:** Continue to provide support to the MPO Policy Committee, including staffing, public notices, mailings, committee education and other tasks. No less than 2 Policy Committee meetings will be held in each year of the UPWP.

Work Product: MPO agendas, minutes, memos and related committee information for no less than two meetings.

Work Product: Educational presentations to Policy Committee

CATEGORY 400: PLAN SUPPORT

Purpose: Provide for the collection, analysis and maintenance of relevant data to support the MPO planning process. This includes the development, analysis, & mapping of socioeconomic, land use, environmental, & transportation system data to be used in the Long Range Transportation Plan, corridor studies, the Congestion Management Process, project development & planning, as well as other planning efforts. Also includes activities pertaining to the maintenance and improvement of the travel demand model.

Task 401 — Traffic Count Program

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

Proposed Activities and Products:

1. **Traffic Count Program:** Continue traffic data collection efforts to support NHDOT traffic data needs; assist communities and NHDOT with local technical studies and analysis: We will use outside assistance, as necessary, to effectively complete this program. The majority of the counting program will be completed by outside vendors. Regular data submissions by the vendors will be reviewed, coordinated with and submitted to NH DOT per the terms of the contract. The RPC will maintain in-house capacity and equipment to support traffic studies as needed. In addition, RPC gets requests each year from communities for traffic counts at specific locations that are not part of the regular program. These are handled on a first come-first serve



basis as resources are available. The Traffic Count Program will also be expanded during the biennium to include bicycle and pedestrian counting. This will involve initial identification of major locations for ongoing annual counts, development of bike/ped counting protocol in collaboration with other RPCs and the NHDOT Bike/Ped Transportation Advisory Committee (BPTAC), and a combination of automated and manual counts undertaken with regional partners.

Work Product: Data from up to 160 Traffic Volume Counts supplied to NH DOT as per NHDOT specifications.

Work Product: Data from up to 12 Traffic Classification Counts supplied to NH DOT

Work Product: Data from up to 10 manual Turning Movement Counts supplied to NH DOT

Work Product: Additional traffic counts in response to community requests.

Work Product: Identification of priority locations for ongoing bike/ped traffic volume monitoring, and data from up to 20 manual and automated bike/ped counts at prioritized locations

Task 402 — Road Surface Management Systems

Objective: To collect and analyze road surface condition data within the MPO Study Area and to support local development of Road Surface Management Systems (RSMS). RSMS provides a systematic approach for local officials to gauge current conditions and guide future improvement and investment needs.

Proposed Activities and Products:

1. **Community Road Surface Management Systems:** Activities and staff time devoted to the development and maintenance of road surface condition data for communities, identification of priorities for repair and strategies to best facilitate improvements, general cost estimates, and planning for future maintenance needs. Includes development of improvement and maintenance plans. Efforts will use the SADES data collection system and process.

Work Product: Road Surface data collected for one RPC community per year

Work Product: Identification of priority locations and strategies for repair for one community per year.

Work Product: Development of budgetary plan for one community per year.

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.

Proposed Activities and Products:

2. **Geographic Information Systems:** Activities and staff time devoted to the development and maintenance of transportation focused data layers, including a reasonable share of transportation related layers and those that support transportation planning. This includes the maintenance of data layers, mapping, and spatial analysis as well as response to requests for data, mapping, and analysis of transportation related data.

- **Zoning and Land Use Layers:** This is a continuation of the town by town updates to the zoning and land use/ land cover layers. Updates are incorporated into the RPC database as information becomes available for all 26 communities. The RPC will continue retrieving the most recent zoning and land use information for each community. Data collection may be in digital form or in hard copy form and will require varying efforts to incorporate the data, both spatial and tabular. This data will be required for the update of the Long Range Transportation Plan and related scenario planning efforts. New aerial photography expected to be completed during 2015 will assist in the update of the land coverage for 2016.

Work Product: GIS data layers for the RPC Region

Work Product: Updates to the standard map set of zoning maps for all member communities

Work Product: Updates to the standard map set of land use and land cover maps for all member communities

Work Product: Maps and Data as requested

- **NH DOT Distributed Data:** The RPC will periodically obtain data sets from NH DOT including road and road attribute data, accident crash data, project inventory data, aerial photography and a variety of other data sets. The RPC will obtain and incorporate this data into the RPC database as needed and as it becomes available, In addition, the RPC will work with the NH DOT when possible to streamline the data sharing process. These products will be used for local special requests and local planning support, including town and regional master plans. At times the RPC may supplement this data with information otherwise not collected by the NH DOT by contacting local public safety agencies, and will share results with NH DOT for inclusion in their data.

Work Product: Crash Data compiled for the Region



Work Product: Analysis of problem areas for Highway Safety Improvement Program (HSIP)

Work Product: RPC Database updates

Work Product: Maps and Data as requested

- **Economic and Demographic Data:** Update and analyze maps depicting employment sites, housing, and major employers for use by the MPO in maintaining housing and employment data for the model; make data available to communities, social services, REDC and other agencies as appropriate. Data collected will be used to assist in ensuring that transportation programs and projects avoid or minimize adverse impacts to low income and minority populations. Also, data can be used to target outreach to Limited English Proficiency (LEP) groups/populations as needed. Utilize 2010 census and 2010 employment data from NH Department of Employment Security to assist in the update and calibration of the land use allocation module of the regional travel demand. Collect and maintain major employer data, unemployment data and related information to assist in assessing employment growth projections. This work will be done in coordination with the regional Comprehensive Economic Development Strategy (CEDS) initiative. This task also includes working with data available from the 2010 Census for the travel demand model, long range planning, and other efforts.

Work Product: Receive, disseminate and analyze 2010 Census & related data as available.

Work Product: Update ES202 employment data aggregated to TAZ for Regional Travel Demand Model use.

Work Product: Updated major employer database for inclusion in Regional Travel Demand Model.

Work Product: Updated CEDS data tables and economic summaries relating to employment, population, and housing data.

Work Product: Analysis of ACS Journey to Work/commuting patterns data where possible

- **Resource Layers:** Update and analyze maps and data depicting natural, cultural, historic and other resources. Data and maps will be utilized as inputs into the Long Range Plan, travel demand model, any sustainability/livability initiatives, as well as individual transportation project development efforts.

Work Product: Updated maps and data sets.

Work Product: Transportation system vulnerability assessment database

- **Standard Map Set:** Update of the standard set of maps that are produced for all communities within the region for use in planning and resource protection. The content of the maps includes transportation infrastructure, zoning, land use, surface water, stratified drift aquifers, composite tax data, conservation lands, community facilities, soils data, buildout data, and digital orthophotos. Additional maps will be produced dependent upon the data



available.

Work Product: Updated standard map set for each community in the region.

- 2. Road Infrastructure Vulnerability Analysis:** Conduct a Vulnerability and Risk Assessment of transportation culvert infrastructure by performing a thorough inventory and analysis of current road culverts/road crossings and report on the current status and conditions of these assets. An element of this assessment will include the evaluation the impact of storm events and future climate change scenarios on the assets. The process for completing this project is to emulate, or follow, FHWA's current Vulnerability and Risk Assessment Conceptual Model and to utilize other studies that have taken place in the region in order to promote consistency of data. Culvert data collected for this effort will be utilizing the SADES program. Half of the communities in the RPC region have been surveyed and the remaining ones will be completed by fall 2016. Analysis of data and final produce production will continue through the remainder of the UPWP

Work Product: Inventory of stream crossings & culverts for the region expected completion by fall, 2016

Work Product: Vulnerability analysis of transportation infrastructure to climate change and weather hazards.

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.

Proposed Activities and Products:

- 1. Population and Employment Projections:** Activities and staff time devoted to the development and maintenance of regional population and employment projections to support the travel demand model and the Long Range Transportation Plan.

Work Product: Regional population projections

Work Product: Regional employment projections

- 2. Analysis of Census Data:** Activities and staff time devoted to the analysis of Census and other demographic data for transportation planning purposes.

Work Product: Receive, disseminate and analyze 2010 Census & related data as available.



Work Product: Updated CEDS data tables and economic summaries relating to employment, population, and housing data.

Work Product: Analysis of ACS Journey to Work/commuting patterns data where possible

Task 405 — Equipment and Resources

Objective: The purchase of equipment and transportation planning resources such as books, manuals, and software.

1. **Purchase/Repair Traffic Counting Equipment:** Purchase and repair of traffic counting equipment.

Work Product: Repaired traffic counting equipment (as needed)

Work Product: New counting equipment for conducting volume/classification/speed counts on high volume facilities.

2. **Memberships and Subscriptions:** Membership to the Association of Metropolitan Planning Organizations (AMPO) and to the transportation planning component of the National Association of Regional Councils (NARC).

Work Product: AMPOs membership

Work Product: NARC transportation planning membership

3. **Transportation Planning Resources:** Purchasing transportation planning resources such as books and manuals like the Highway Capacity Manual, Trip Generation Manuals, and others as needed.

Work Product: Transportation Planning Resources

4. **Computer Hardware and Software:** Purchase and maintenance of computer hardware and software utilized for transportation planning or used by the transportation planning staff. This includes GIS, travel demand model, and other transportation planning software maintenance agreements.

Work Product: ArcInfo and ArcView License renewals(ESRI)

Work Product: TransCAD License (Caliper Corp.)

Work Product: HCS+ Maintenance (McTrans)

Work Product: Acquisition of one to two replacement computers

Work Product: Other transportation planning software purchases/updates as needed.



Task 406 — Travel Demand Modeling

Objective: Continue work on maintaining and improving the capabilities and operation of the RPC/SRPC MPO travel demand model. Utilize model for air quality analysis conformity analysis as needed, for travel demand estimation, land use scenarios and forecasting, estimating the effectiveness of proposed transportation improvement projects and plans, and understanding system efficiency and congestion as a component of the Congestion Management Process.

Proposed Activities and Products:

1. **Model Maintenance, Updates and Enhancements:** The maintenance of the model with Strafford Regional Planning Commission as well as periodic updates and enhancements. The RPC would like to continue to make improvements that simplify and streamline the modeling process as well as enhance its capabilities. Specifically work during this UPW will focus on working with our state and regional planning partners to implement a Household Travel Survey to more closely calibrate the model with local and regional travel patterns. In addition, work will begin on integrating the regional land use buildout model with the MPO Travel Demand Model to provide more dynamic and automated land use assignment to Traffic Analysis Zones

Work Product: Continued improvements in data efficiency and reduced data redundancy

Work Product: Enhanced Model capabilities

Work Product: Household Travel Survey

Work Product: Modify regional buildout analysis to provide dynamic land use allocation data to the MPO Travel Demand Model.

2. **Travel Demand Forecasting:** Travel demand forecasts for specific transportation plans or projects. Also as part of the Congestion Management Process to identify roadways and intersection that are likely to become significantly congested given forecasted growth and travel patterns. The model may also be used to test land use development and growth scenarios as part of the update to the Long Range Transportation Plan or as part of updates to the Regional Master Plan.

Work Product: Forecast regional and facility specific traffic levels as requested

Work Product: Conduct scenario planning exercises for the Long Range Transportation Plan.



CATEGORY 500: TECHNICAL ASSISTANCE AND PLANNING

Purpose: Allows the Rockingham MPO staff to address local transportation issues and concerns by providing direct transportation planning consultation and general technical assistance, project development assistance, and grant funding resources to communities within the MPO study area in response to local needs and requests.

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.

Proposed Activities and Products:

1. **General Transportation Assistance:** Providing general transportation planning and technical assistance to area communities and other public entities on an as-requested basis and when financially and technically feasible. Occasionally RPC staff will work with other NH MPOs, MPOs from bordering states or other planning partners to address a specific issue or to accomplish a specific task. Past work in this area has included coordination of the Congestion Management Process, and development of common MPO project selection criteria. This task includes attending local Planning Board, Board of Selectmen, and other meetings to discuss or provide input on transportation related topics as requested.

Work Product: Reports and memoranda related to local assistance as required.

Work Product: Participation in regional working groups (as needed)

Work Product: Attendance at local meetings and advisory groups (as needed)

2. **Development Impact Review:** Attend NH DOT scoping meetings, review and comment on land use development proposals and traffic impact studies as requested or as part of the Development of Regional Impacts process.

Work Product: Comments on Traffic Impact Studies and development proposals as requested

3. **Special Projects Scoping and Development:** Scoping and development of projects under the Special Projects Program (Task 504) as well as the development of any program specific guidelines or materials.

Work Product: Scope, cost, and timeline for proposed technical assistance projects.

Work Product: Verification from NH DOT that Technical Assistance Project scopes meet requirements for use of UPWP funds.



Work Product: Development of technical assistance program guidelines and application materials

4. **Complete Streets Policy and Guidance:** Develop a Complete Streets policy for the region and prepare a guidance document for communities to use in implementing their own Complete Streets Policies.

Work Product: Complete Streets Policy for the RPC MPO region

Work Product: Complete Streets Guidance for communities

5. **Access Management Manual:** Update the RPC Access Management manual to incorporate the latest “state of the practice” techniques and policies as well as discuss the process for development of an Access Management MOU with NHDOT.

Work Product: Updated Access Management Manual

6. **Scenic Byway Corridor Management Plan Implementation:** During FY2014-2015 RPC has worked with regional corridor committees to develop Corridor Management Plans for the NH Coastal Scenic Byway (traversing Seabrook, Hampton, North Hampton, Rye, New Castle and Portsmouth) and the Robert Frost/Stagecoach Scenic Byway (traversing Atkinson, Hampstead, Chester, Auburn, and Derry). Going forward, efforts will shift to supporting and providing technical assistance to the Corridor Committees in implementing CMP recommendations.

Work Product: Support and technical assistance to Corridor Committees.

7. **Safe Routes to School:** MPO staff will continue to provide assistance to MPO communities developing Safe Routes to School programs. Staff will also provide assistance to BWANH in implementation within the region of its SRTS-funded, school-based bicycle safety education initiative.

Work Product: Community planning assistance and support as requested

8. **RPC Executive Directors Meetings:** Monthly meetings of the RPC Executive Directors with NH DOT and other State and Federal agencies to discuss transportation planning and other related issues.

Work Product: Participation of Transportation Staff in monthly RPC Director Meetings regarding UPWP or other transportation related topics

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.



Proposed Activities and Products:

1. **Project Implementation & Monitoring:** Monitor all Projects included in the State of NH Ten Year Program or through District VI; respond to state and local inquiries regarding project status, potential impacts etc.; attend design review meetings, local officials meetings and public informational meetings or hearings as needed.

Work Product: Input to NHDOT Design Bureau regarding project implementation

Work Product: Technical memos regarding implementation activities.

Work Product: Written comments relating to project development and preliminary design

2. **HSIP Project Implementation:** The Highway Safety Improvement Program process in NH requires staff to examine problem locations around the region for crash history and determine candidates for short-term improvements, road safety assessments, or other action.

Work Product: Analysis of accident locations in the region.

Work Product: Input into the HSIP project selection process.

Work Product: Participation on HSIP Committee

4. **Statewide Freight Plan/Planning:** Support NHDOT efforts to develop a Statewide Freight Plan as required by MAP-21.

Work Product: Participation in statewide Freight Advisory Committee

Work Product: Comment on draft statewide Freight Plan

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.

Proposed Activities and Products:

1. **Transportation Alternatives Program:** Work with applicants for Transportation Alternatives funds (TA) to provide project development assistance; evaluate and rank project applications; assist applicants as needed with statewide selection process; monitor project implementation. In addition, staff will participate in any TA subcategory Advisory Committee meetings as requested.

Work Product: Regional TA application and evaluation process

Work Product: Documentation of project implementation work



Work Product: Assistance with project implementation and management as necessary

- 2. Congestion Mitigation & Air Quality Program:** Work with applicants for Congestion Mitigation & Air Quality (CMAQ) to provide project development assistance; evaluate and rank project applications including air quality analyses; assist applicants as needed with statewide selection process; monitor project implementation. In addition, staff will participate in CMAQ Advisory Committee meetings as needed.

Work Product: Regional CMAQ application and evaluation process

Work Product: Documentation of project implementation work

Work Product: Assistance with project management and implementation as necessary

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.

Proposed Activities and Products:

- 1. Studies:** To provide grant and technical assistance funding within the UPWP to provide local communities resources to carry out small community-specific studies connecting transportation, land use, and natural resources. Eligible projects will include access management studies, traffic calming studies, traffic and parking studies; innovative zoning studies, future land use studies, scenario planning, or other planning efforts that foster improved integration and coordination between transportation and land use within a community.
 - **Traffic Studies:** To perform traffic volume, turning movement, vehicle classification, or other traffic analysis as requested by communities and perform analysis on that data.
 - **Parking Studies:** To perform small studies of parking conditions and/or needs as requested by communities, including analysis.
 - **Access Management Plans:** Assist communities with the development of Access Management plans and policies for a corridor or the entire community.
 - **Access Management MOU Development:** Assist in the development and execution of Access Management MOUs between NHDOT District VI and communities.
 - **Community Master Plan Chapters:** Updates to transportation related chapters of the community Master Plans of the communities in the region.

Work Product: Completed Studies to be determined



Task 505 — Regional Coordinating Councils

Objective: Support and participate in the operation of the two Regional Coordinating Councils serving communities in the MPO Region.

Proposed Activities and Products:

1. **RCC Support – Southeast Region (ACT):** Continue to participate in ACT, the Regional Coordinating Council for community transportation (RCC) for the Southeast NH area, including the eastern portion of the RPC region. Assistance will include development of funding proposals, development of coordination Operating Agreements with provider agencies, and planning for expansion of volunteer driver program coverage in central Rockingham County.

Work Product: Expanded and diversified funding for ACT service

Work Product: Implement service improvements identified through RCC strategic planning, including development of a volunteer driver program covering central Rockingham County.

2. **RCC Support – Derry-Salem Region:** Continue to collaborate with SNHPC on management of the Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC).

Work Product: Expanded and diversified funding for service improvements in region

Work Product: Implement service improvements identified through RCC strategic planning activities, including taxi voucher and expanded volunteer driver programs

3. **Coordinated Public Transit/HHS Transportation Plans:** Work with COAST, CART, Wildcat Transit, neighboring planning commissions and appropriate Human Service Agency staff to incorporate any needed minor updates to the two Coordinated Public Transit & Human Services Transportation Plans that cover the MPO study area. These include the plan for the Greater Derry-Salem RCC covering the western portion of the RPC region and updated during 2010-2011; and the plan for the Southeast NH RCC, covering the eastern portion of the RPC region, which was last updated in early 2012.

Task 506 — Transit and TDM 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).



Proposed Activities and Products:

1. **Technical Assistance to COAST:** Continue to serve on the COAST board and Executive Committee; collaborate with COAST and Strafford MPO staff on biennial rider surveys and updates to the COAST funding formula. Work with COAST as part of the Alliance for Community Transportation, a collaborative of municipalities and provider agencies working to establish a regional transit brokerage serving the Greater Seacoast.

Work Product: COAST ridership survey [COAST]

Work Product: Funding formula maintenance and update

2. **Technical Assistance to CART:** Continue to serve on the CART board and Executive Committee. Provide technical assistance with multiple projects during the biennium. Anticipated projects include development of an updated five year financial plan for the agency; planning for new demand-responsive routes replacing some current open demand response service; analyses of ridership patterns to develop additional fixed routes or demand-responsive routes; assistance in developing operating agreements with other transit providers in the region; assistance with resource development including negotiation for regional split of FTA Urban Formula funds, grant writing and serving as a liaison with RPC member communities.

Work Product: Analysis of potential fixed/demand responsive routes

Work Product: Diversified and expanded CART funding base.

Work Product: Five Year Financial Plan

3. **Technical Assistance to Transportation Assistance for Seacoast Citizens (TASC):** Continue to serve on the board for the Transportation Assistance for Seacoast Citizens (TASC) volunteer driver program, and provide assistance with funding development and operations planning. Also work with TASC and ACT to expand the geographic scope of TASC and integrate it into the ACT regional transit brokerage.

Work Product: Expanded municipal and private sector funding [TASC]

4. **Statewide Community Transit Coordination:** Participate in statewide work on transit development through the NH Transit Association and the State Coordinating Council for Community Transportation (SCC).

Work Product: Participation in NHTA and SCC in support of regional transit and coordination initiatives

Work Product: Participation in Transportation Solutions NH and other collaborative statewide efforts to expand emphasis on alternative modes in State transportation policy

5. **TDM/TMA Support:** Collaborate with the Strafford MPO, COAST, Pease Development Authority and municipalities in the revitalization of the Seacoast Commuter Options regional



Transportation Management Association (TMA). Continue to participate in the I-93 TDM Working Group and relevant subcommittee as necessary. Participate as time allows in statewide TDM/TMA collaboration efforts.

Work Product: Documentation of TMA support

6. **Regional Transit Planning and Initiatives:** Staff will continue to participate in the Downeaster Station Communities Advisory Committee in Exeter, and work with station communities, NHDOT and NNEPRA to pursue enhancements to Downeaster service. Work on this task includes any follow-up from the recently completed NH 101/ US 1 Interchange Study in Hampton that included a study and preliminary design for an intermodal transit center.

Work Product: Exeter Downeaster Station Committee Participation

Work Product: Hampton Intermodal Transit Center Study follow-up



5.0 OTHER PLANNING ACTIVITIES

In addition to the MPO transportation planning work, there are a number of other planning efforts by both the Rockingham Planning Commission and other planning agencies in the region. Some of these are transportation planning focused, while others are concentrated on land use or environmental planning. Most are multi-disciplinary in nature and involve some consideration of the transportation system of the area as part of the discussion, issues of concern, or recommendations. This section of the UPWP identifies those projects and programs.

TRANSPORTATION PLANNING

As indicated in the introduction of this Unified Planning Work Program, the “unified” aspect of the document is intended to encompass all MPO transportation planning activities that are foreseen in the region, regardless of funding source or implementing agency. While we cannot be certain that we are aware of all transportation planning activities that will take place in the program period, we do identify all those that we are aware of in which the MPO has a stakeholder or participant role. These are summarized below with funding sources and amount, to the extent they are known, included in tables with each description.

Purchase of Service: For State Fiscal years 2016-2017 RPC has agreed to take on the role of Lead Agency for FTA Section 5310 Purchase of Service funding for the Southeast NH Regional Coordination Council for Community Transportation (Region 10 RCC). The Planning Commission will serve as the grant manager for these FTA funds to be used to purchase transportation services the elderly and individuals with disabilities in the RCC service area, which includes the SRPC region and the eastern portion of the RPC region. Transportation services will be purchased from COAST as well as human service transportation providers meeting service standards adopted by the RCC consistent with FTA requirements. Funds are made available to the region through NHDOT. This role has similarly been taken on by SNHPC and NRPC for the RCCs in their regions. Section 5310 POS funds available to the region for the two year period total \$325,456, and up to 5% may be billed for administrative expenses, classified as Mobility Management. Assuming full utilization of the grant funding for purchase of service, the administrative fee to RPC will be \$16,273 over the two year grant period.

COAST Transit Planning [COAST]: COAST will undertake the following activities using FTA Section 5307 Funds, and may utilize both COAST staff resources and /or outside consulting assistance:

- Provide assistance with planning and mobility management to ACT, the Regional Coordinating Council (RCC) for the Southeast NH region.
- Participate in updates as needed to the SAFETEA-LU coordinated public transit/human service transportation plan for the region.
- Prepare study of the economic impacts of COAST transit service in the region.



- Continue ongoing general and comprehensive transit planning.
- Conduct biennial system review.

COAST 5307 Planning Funds	FY 2016	FY 2017
FTA 5307	\$ 80,000	\$ 80,000
Local Match (COAST)	\$ 20,000	\$ 20,000
Total:	\$ 100,000	\$ 100,000

CART Transit Planning [CART]: CART will undertake the following activities using FTA Section 5307 Funds, and may utilize both CART staff resources and /or outside consulting assistance:

CART 5307 Planning Funds (Est)	FY 2016	FY 2017
FTA 5307	\$ 5,200	\$ 5,200
Local Match (CART)	\$ 1,300	\$ 1,300
Total:	\$ 6,500	\$ 6,500

- Provide assistance with planning in the development of a Regional Coordinating Council (RCC) for community transportation for the Greater Derry-Salem region.
- Participate in updates as needed to the SAFETEA-LU locally coordinated public transit/human service transportation plan for the region.
- Preparation of Financial Plan for CART
- Conduct ridership analyses to identify potential new fixed and demand-responsive route services
- Implement new Derry-Salem fixed route service, and new demand-responsive routes as identified
- Continue ongoing general and comprehensive transit planning.
- Conduct biennial system review.

Hampton Beach Master Plan Update (TCSP Grant): The Hampton Beach Area Commission was awarded a TCSP Grant for \$300,000 to update the Beach Master Plan.

RELATED LAND USE AND ENVIRONMENTAL PLANNING ACTIVITIES

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 56% 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

Anticipated RPC Budget FY 16 and FY 17

Funding Source	FY16 Budget	% of Budget	FY17 Budget	% of Budget
Member Dues	\$134,783	14%	\$134,783	14%
Circuit Rider & CZP	\$123,106	13%	\$123,106	13%
Local Contracts	\$21,000	2%	\$21,000	2%
Transportation Planning	548,000	56%	548,000	56%
State & Direct Federal Funding	\$134,047	14%	\$134,047	14%
Other/Misc	\$15,700	2%	\$15,700	2%
Total	\$1,317,300	100%	\$1,391,856	100%



work is included below along with general funding sources and amounts where known.

Comprehensive Economic Development Strategy [Rockingham Economic Development

Corporation]: 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.

HSEM Hazard Mitigation Planning Grant: This grant from FEMA will produce 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.

FEMA HSEM Funds	FY 2016
Allocation	\$ 20,000

NH Coastal Adaptation Workgroup (NH CAW)[Multiple Agencies]: 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 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 adaptation related education and technical assistance.

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.

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.

New Hampshire Coastal Program Technical Assistance Grants: This program provides 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.

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.

Climate Ready Culverts and Coastal Communities: Vulnerability Assessment for Inland Coastal Communities [NH Coastal Program, UNH Stormwater Center, Rockingham Planning Commission, Strafford Planning Commission – \$190,000]: New Hampshire coastal municipalities are confronted by land use and hazard management concerns that include extreme weather events, storm surges, flooding, coastal erosion, and damage to key assets. These issues are only intensified by the observed recent increases in the frequency and intensity of extreme storm events and increases in sea level. Increased flooding has the potential to place coastal populations at risk, threaten infrastructure, intensify coastal hazards, and ultimately damage homes, businesses, public infrastructure, recreation areas, public space, coastal wetlands and salt marsh. In recent years, new technical tools such (LiDAR, report on impacts of climate change on coastal flooding, 2014 National Climate Assessment, and Northeast Region Climate Data Center extreme precipitation) have been acquired for the region to address how climate may change in the future, however few assessments have been conducted that quantify and map where flooding may occur and what may be impacted. This project will assess climate change impacts to natural systems and the built environment for ten coastal municipalities (5 in the RPC region: Newfields, Exeter, Stratham, Greenland, and Newington). Results of the assessment will help municipalities apply climate impact data directly into programmatic changes such as facilities (infrastructure upgrades and priorities), permit processes, codes, and regulations. In addition, the project results will be built into a developing web-based platform (NH Coastal Viewer). The vulnerability assessment will be completed for ten coastal New Hampshire communities in two planning regions. Municipalities in the Rockingham Planning Commission region are Newfields, Exeter, Stratham, Greenland and Newington. Municipalities in the Strafford Regional Planning Commission region are Rollinsford, Madbury, Dover, Newmarket, and Durham. The RPC has \$30,000 in grant funding to accomplish specific tasks in this analysis and will be leveraging \$5,000 of UPWP funds toward the project.



6.0 FUNDING SOURCES, COST DISTRIBUTION, AND TASK SCHEDULING

The Rockingham MPO is funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation, the New Hampshire Department of Transportation (NHDOT), and local matching revenues from the RPC. Overall, 90% of UPWP funding is provided by a combination of metropolitan planning program grants from the Federal Highway Administration ('PL'), Federal Transit Administration ('Section 5303' converted to PL funds), and State Planning and Research (SPR) program funds. The matching funds are provided by the RPC supplemented by Turnpike Toll Credits from NHDOT that allow the effective 90/10 match instead of the usual 80/20. **Table 1**, shows personnel and non-personnel expense anticipated for the 2016-2017 UPWP.

Table 2 shows the source of local match which is derived from local dues. Each community's share is proportionate to their population, since the allocation of PL and FTA 5303 funding is determined in New Hampshire by population share within the urbanized area communities.

Table 3 depicts the anticipated scheduling of activities associated with the major task activities in the UPWP. Many tasks occur at specific identifiable time intervals in the UPWP program period; others occur only as needed, and others are ongoing throughout the two-year period. Those that are ongoing work tasks or occur only as needed are shown as fully shaded for the entirety of the UPWP.

ATTACHMENT 3

Memorandum

DATE: March 20, 2015
 TO: MPO Transportation Advisory Committee
 FROM: David Walker
 RE: Project Selection

Since the last TAC meeting progress has been made on the project solicitation and selection process. The solicitation process has been completed and a number of new projects were received from Portsmouth, Seabrook, and Stratham. Many other communities responded to state that they continue to see the projects currently in the Long Range Plan as priorities. The preliminary project list is attached and will serve as the basis for the scoring of projects against the selection criteria and their eventual ranking.

Progress has been made on the project selection process as well. Working with NHDOT and the other Regional Planning Commissions a finalized set of project selection criteria was established and weighted. Each project will be compared against this criteria and ranked to establish the regional priorities for the State Ten Year Plan. The final set of criteria is listed in the table to the right with the bold items being category totals that sometimes have more than one criteria listed underneath. These criteria will be applied to all of the projects however only a small subset of those projects are eligible for the Ten Year Plan at this time given both the programming and financial constraints. Full definitions of each of the categories and the criteria within them are included in the table at the end of the document.

In addition, DOT has provided the MPO with a budgetary target for programming projects. While the MPO is not guaranteed this funding, it provides guidance as to the “fair share” of funding available for transportation improvements. That budget target is estimated at \$5,710,000 for the last two years of the Ten Year Plan and this is considerably smaller than the value used in 2013 due to the fact that it only covers two years (instead of all ten) and it does not include many of the project types that were included previously. That being said, it is not a large amount of funding given the number and scope of projects proposed from the region.

Project Selection Criteria Weighting for the State Ten Year Plan

Mobility	16.5%
Reduce Congestion	11.9%
Freight Mobility	4.5%
Alternative Modes	9.2%
Network Significance	14.7%
Traffic Volume	4.2%
Facility Importance	10.4%
Safety	25.0%
Safety Measures	13.2%
Safety Performance	11.8%
State of Repair	19.9%
Roadway Surface Life	10.0%
Bridge Asset Condition	10.0%
Support	14.7%

In the time prior to the TAC meeting on the 26th staff will be sorting through the project proposals to identify those that meet the criteria for consideration in the Ten Year Plan and this will be followed by applying the scoring criteria. The end result will be a prioritized list of projects that can be forwarded to NHDOT for consideration to be added to the Ten Year Plan.

Budget Allocation	
Expected Annual Federal Funding	\$ 150,000,000
Debt Service (I-93 and others)	-\$ 17,000,000
Preservation and Maintenance	-\$ 75,000,000
Mandated Programs	-\$ 28,000,000
PE and ROW	-\$ 11,000,000
Available for RPCs to program Annually	\$ 20,000,000
Total for RPCs to program in Ten Year Plan	\$ 40,000,000
RPC Share of available funding (14.3%)	\$ 5,710,000

Further communication from Staff will occur on Tuesday or Wednesday prior to the TAC meeting with a draft prioritized list that can be discussed by the committee.

Recommended Action: Recommend a prioritized list of project to the MPO Policy Committee for their approval.

NH Ten Year Plan Project Selection Criteria

Criteria Name	Description
Gateway Criteria	<p>Only projects meeting these criteria will be considered for the Ten Year Plan:</p> <ol style="list-style-type: none"> 1. Project is feasible <ul style="list-style-type: none"> • Project addresses a clearly defined transportation need. • Proposal is a reasonable approach in scope and cost given existing resources. • Project is likely to receive required Resource Agency permits and approvals. 2. Project is supported <ul style="list-style-type: none"> • Project has demonstrated local support and matching funds if necessary. Letters of support from Selectboard/Council, or references of publicly approved planning documents can be used to demonstrate support. • Project conforms to regulations and plans for affected areas. • Required Fields on project application form are complete. 3. Project is eligible for funding for FHWA funds (more details helpful)
Mobility Category	<p>Mobility is the potential to get from one place to another and is generally evaluated based on the numbers of trips, travel speeds, and total travel distance and time. Accessibility is the ability of people to reach desired employment, goods, services, and other destinations.</p>
Reduce Congestion criterion	<p>Definition: The extent to which the project is intended to impact traveler delay upon completion.</p>
Freight Mobility criterion	<p>Definition: The degree to which the project impacts movement of goods.</p> <p>Additional Guidance: Projects that improve freight rail movement, access to ports and travel on highway corridors with higher percentages of truck traffic would generate greater impacts in relation to improvements on corridors with smaller volumes of freight.</p>
Alternative Modes Category/criterion	<p>Definition: The extent to which the project impacts accommodations for alternative modes of travel including bicycle, pedestrian and transit, where so desired.</p> <p>Additional Guidance: Scoring should be focused around the concept of accessibility. Projects that expand the access of people to opportunity (employment, goods, services, recreation, etc.) would score higher. Projects most likely to score well would be expansion of transit services, providing bicycle and pedestrian connections where there are none now, and roadway improvements that are designed for all roadway users.</p>
Network Significance Category	<p>The extent to which the project is important to connectivity based on current traffic volume, federal functional classification and importance to the regional system, and availability of alternative routes.</p>
Traffic Volume criterion	<p>Definition: A measure of motor vehicle volume based on the NHDOT traffic data management system (eg. Average Annual Daily Traffic AADT).</p> <p>Additional Guidance: For regional project scoring, this criterion should be scaled to traffic volume levels currently occurring within the region. For state scoring, the scale should be reset to the full spectrum of volumes on eligible roadways.</p>
Facility Importance criterion	<p>Definition: The extent to which the facility moves people and goods between major locations. Considerations should include, but not be limited to the following:</p> <ul style="list-style-type: none"> - Functional classification, including on National Highway System, state classification; - Connections between major economic centers; - Major emergency service routes; and - Proximity to local destinations and essential service providers. - Critical bridges with limited alternative routes and the degree of inconvenience that a traveler would experience if the facility was not available due to degradation of its condition or closure of the facility. <p>Additional Guidance: This criterion treats roadway and bridge projects differently due to the large impact that bridge closures can have on travel when there are limited alternative routes. In some cases it may be appropriate to measure detours around roadway projects that would close the facility as well.</p>

Safety Category	The degree to which a project impacts traveler safety in relation to safety performance and the project's safety measures.
Safety Measures criterion	<p>Definition: The degree to which the scope of the project focuses on measures that increase safety. Examples of safety measures include:</p> <ul style="list-style-type: none"> - Improved guardrail, barrier, rumble strips, signing, striping - Improved sight distance, signalization, roundabouts - Protective measures for bicyclists and pedestrians - Natural hazard mitigation measures.
Safety Performance criterion	Definition: A composite measure of 5-year average safety performance (e.g., crash rate, crash severity, etc.) from Safety Analyst.
State of Repair Category	<p>Definition: The extent to which the project impacts the service life of the asset and the extent to which the project is required based on current asset condition. Bridges and Roadways are dually considered under this measure.</p> <p>Additional Guidance: This criterion would benefit from more detailed guidance from NHDOT that aids staff in understanding the impacts of different project types on the condition and service life of the facility. It appears that projects should be weighted differently for bridge projects and highway projects.</p>
Roadway Surface Life criterion	<p>Definition: This criterion has two components reflecting the different approach to the management of roadways and bridges based around the facility condition:</p> <p>Roadway Service Life: The extent to which the project impacts asset condition/service life of the facility (generally measured in years). For existing roadway facilities the measure applies to service life or asset condition. For new roadway facilities it applies to the total expected service life. "Keep Good Roads Good".</p> <p>Additional guidance: NHDOT needs to develop more guidance to assist scorers in rating projects. It is recommended that high weight is more important for highway projects (perhaps Tier 1 and 2 highways) instead of lower tier highways or bridges. This criterion is dependent upon certain policy decisions about the distribution of funds (e.g. if only NHS projects are eligible) and about at what point it doesn't make financial sense to continue to try and maintain a facility.</p>
Bridge Asset Condition criterion	<p>Definition: This criterion has two components reflecting the different approach to the management of roadways and bridges based around the facility condition:</p> <p>Bridge Asset Condition: The degree to which the project's assets require work based on existing asset conditions, as determined by management system ratings including Pontus (bridges), etc. Fix the "Worst First"</p> <p>Additional guidance: NHDOT needs to develop more guidance to assist scorers in rating projects. It is recommended that high weight is more important for highway projects (perhaps Tier 1 and 2 highways) instead of lower tier highways or bridges. This criterion is dependent upon certain policy decisions about the distribution of funds (e.g. if only NHS projects are eligible) and about at what point it doesn't make financial sense to continue to try and maintain a facility.</p>
Support Category/criterion	Definition: The degree to which a project has support by the RPC.

Preliminary List of Projects Under Consideration for the Ten Year Plan

3/20/2015

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Atkinson	6021001 — Hilldale Ave: Upgrade Hilldale Avenue in Atkinson	\$67,200		\$336,000	\$403,200
Atkinson-Hampstead	6001001 — NH 111: Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)	\$1,440,000		\$9,600,000	\$11,040,000
Brentwood	6055001 — North Road: Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment	\$16,000		\$80,000	\$96,000
Brentwood	6055002 — NH 111A: Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	\$16,000		\$80,000	\$96,000
Danville	6113001 — NH 111A: NH 111A sidewalks connecting municipal buildings and public areas plus a section of bicycle lane on both sides of the road (future TE)	\$240,000		\$1,600,000	\$1,840,000
East Kingston	6135001 — NH 107: Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal	\$12,800		\$64,000	\$76,800
Epping	6147002 — NH 125: Signalize Lagoon Road Intersection with NH 125	\$50,000		\$250,000	\$300,000
Epping	6147004 — NH 125: Signalize intersection of NH 125 & NH 87	\$50,000		\$250,000	\$300,000
Epping	6147005 — NH 125: Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	\$100,000		\$500,000	\$600,000
Epping	6147006 — NH 125: Signalize intersection of NH 125 with Lee Hill Road	\$50,000		\$250,000	\$300,000
Epping	6147007 — NH 125: Widen NH 125 from NH 87 to Lee Hill Road	\$499,500		\$3,330,000	\$3,829,500
Epping	6147008 — Blake Rd: Bridge Replacement, Blake Road over Lamprey River [059/054]	\$110,000		\$550,000	\$660,000
Epping	6147009 — Main St: Repair/Replacement of Main Street bridge over Lamprey River [109/055]	\$124,000		\$620,000	\$744,000
Epping	6147010 — NH 125: From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities	\$104,400		\$522,000	\$626,400
Exeter	6153001 — Epping Rd: Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.	\$247,500		\$1,650,000	\$1,897,500
Exeter	6153002 — Park St: Park Street over BMRR 088/076. Source: NHDOT 2004 Bridge Aid Status Report. 80% Federal, 10% State, 10% Local	\$390,000		\$2,600,000	\$2,990,000
Exeter	6153004 — NH 111: Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]	\$146,000		\$730,000	\$876,000
Exeter	6153005 — NH 88: Widen shoulders on NH 88.	\$296,850		\$1,979,000	\$2,275,850
Exeter	6153006 — Main St: Pedestrian improvements linking Amtrak station and downtown.	\$0			\$0
Exeter	6153007 — Washinton St: Traffic calming - install speed tables and other devices.	\$0			\$0
Exeter	6153008 — Portsmouth Ave: High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP	\$617,700		\$4,118,000	\$4,735,700
Exeter-East Kingston	6001003 — NH 108: Shoulder bike route on NH 108 from Exeter town center to Newton town line.	\$435,000		\$2,900,000	\$3,335,000
Exeter-Newfields	6001002 — NH 85: Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields	\$200,000		\$1,000,000	\$1,200,000

Preliminary List of Projects Under Consideration for the Ten Year Plan

3/20/2015

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Fremont	6167002 — Scribner Rd: Scribner Road over Exeter River - Structurally deficient bridge 106/076. Source: NHDOT 2002 Red List Bridge Summary	\$0		\$0	\$0
Greenland	6187001 — NH 33: Address Capacity Issues on NH 33 between Bayside Road and NH 151	\$0	\$0	\$0	\$0
Greenland	6187001 — NH 33: Truck Stop Electrification Project [Formerly 06-08CM]	\$140,000		\$700,000	\$840,000
Hampstead	6195001 — NH 121: Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead	\$50,000		\$250,000	\$300,000
Hampstead - Plaistow	6001004 — NH 121A: Capacity Improvements And Shoulders To NH 121A Between NH 111 And NH 125	\$0		\$0	\$0
Hampstead - Sandown	6001005 — NH 121A: Capacity Improvements And Shoulders For NH 121A Between NH 111 And Sandown/chester Town Line	\$0		\$0	\$0
Hampton	6197001 — Ocean Blvd: Reconstruction of Ocean Boulevard from Haverhill Avenue in the south to Ashworth Avenue in the north to include a new road (back to the original level), new sidewalks and curbing along the west side of the roadway, new / enhanced crosswalks and new drainage system. Through a public / private partnership agreement Unutil has offered to work with the Town on the cost of new electrical poles and underground wiring.	\$1,500,000		\$10,000,000	\$11,500,000
Hampton	6197002 — US 1/NH 27: Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge.	\$675,000	\$1,000,000	\$4,500,000	\$6,175,000
Hampton	6197003 — NH 1A: Full bridge replacement. In the short term, a recommendation had been made by the RPC that the Town, MPO and NHDOT collaborate on a feasibility study and financial plan for carrying out a full bridge replacement. Such study should include a financial plan, cost-benefit analysis and required time frame for replacement based on the life added to the bridge from the current rehabilitation.	\$4,000,000	\$1,000,000	\$25,000,000	\$30,000,000
Hampton	6197004 — NH 27: Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	\$200,000	\$350,000	\$950,000	\$1,500,000
Hampton	6197005 — NH 101/ US 1: NH 101 interchange reconfiguration and construction of intermodal facility.	\$3,000,000	\$1,000,000	\$20,000,000	\$24,000,000
Hampton	6197006 — NH 27: Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$1,620,000	\$0	\$10,800,000	\$12,420,000

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Hampton	6197007 — New: Construct a new limited access road connecting from NH 101 north to NH 151 following the B & M railroad alignment. Road will become a new US 1 alignment in that area and carry regional through traffic. The Route 1 Corridor Study states that access to the old Route 1 and the downtown area would be provided at signalized intersections at each end of the new roadway. It goes on to state that access would likely be provided at one to two additional locations along the roadway, however, fewer connections will improve traffic flow and ensure that the roadway is primarily utilized by through traffic only.	\$900,000	\$0	\$6,000,000	\$6,900,000
Hampton	6197009 — High Street: Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$1,035,000		\$6,900,000	\$7,935,000
Hampton	6197010 — Winnacunnet Rd: Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$1,080,000		\$7,200,000	\$8,280,000
Hampton	6197011 — Church Stret: Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	\$225,000		\$1,500,000	\$1,725,000
Hampton Falls	6199001 — US 1: Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.	\$480,000		\$3,200,000	\$3,680,000
Hampton Falls	6199002 — US 1: Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.	\$200,000		\$1,000,000	\$1,200,000
Hampton Falls	6199003 — US 1: Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	\$200,000		\$1,000,000	\$1,200,000
Kensington	6239001 — NH 107: Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	\$150,000		\$750,000	\$900,000
Kingston	6243001 — NH 125: Reconstruct segment between Roadstone Drive and Hunt Road/ Newton Junction Road and Old Coach Road and Stoney Brook Road	\$1,470,000		\$9,800,000	\$11,270,000
New Castle- Portsmouth	6001006 — NH 1B: NH 1B Bridge Painting over Piscataqua Estuary - 031/142 & 241/053	\$525,000		\$3,500,000	\$4,025,000
Newfields	6327001 — New Rd: Replace/Rehab structurally deficient bridge on New Road over BMRR 130/083. Source: NHDOT 2007 Red List Bridge Summary	\$0		\$0	\$0
Newington	6331001 — Pease Blvd/ NH Ave/ Arboretum Dr: The Arboretum Drive and Pease Boulevard Northbound approaches will need to expand from a single lane to a left turn lane and a shared through/right lane. The New Hampshire Avenue approach will need to be widened to accommodate a left turn lane, a through lane, and a right turn lane. The Southbound Pease Blvd approach can retain its existing geometry of a left turn lane and a shared through/right turn lane. A signal will be installed once expected warrants are met.	\$200,000		\$900,000	\$1,100,000

Preliminary List of Projects Under Consideration for the Ten Year Plan

3/20/2015

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Newton	6341001 — Pond Rd: Pond Road Over B&M RR - Structurally Deficient 064/107	\$270,000		\$1,800,000	\$2,070,000
Newton	6341003 — NH 108: Shoulder Bike Lanes On NH 108	\$195,000		\$1,300,000	\$1,495,000
North Hampton	6345001 — US 1: Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	\$1,245,000		\$8,300,000	\$9,545,000
North Hampton	6345003 — US 1: Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	\$100,000		\$500,000	\$600,000
North Hampton	6345004 — US 1: Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	\$450,000		\$3,000,000	\$3,450,000
North Hampton	6345005 — US 1: Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	\$80,000		\$400,000	\$480,000
North Hampton	6345006 — US 1: Realign the southern intersection of US 1 and North Road to the south, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.	\$345,000		\$2,300,000	\$2,645,000
North Hampton	6345007 — US 1: Realign the northern intersection of US 1 and North Road to the north, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.	\$375,000	\$500,000	\$2,500,000	\$3,375,000
North Hampton	6345008 — US 1: Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	\$100,000		\$500,000	\$600,000
North Hampton	6345009 — US 1: Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	\$345,000		\$2,300,000	\$2,645,000
North Hampton - Greenland	6001008 — NH 151: Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33	\$237,000		\$1,580,000	\$1,817,000
Plaistow	6375001 — NH 121A: Main Street Traffic Calming/safety Improvements	\$150,000		\$750,000	\$900,000
Plaistow	6375003 — NH 125: From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities	\$134,400		\$672,000	\$806,400
Plaistow	6375004 — NH 121A: Intersection improvements at North Avenue And NH 121A In Plaistow	\$235,650		\$1,571,000	\$1,806,650
Plaistow-Atkinson-Hampstead	6001009 — NH 121: Safety Improvements Including Shoulders - State Line To Hampstead Town Line	\$969,750		\$6,465,000	\$7,434,750
Portsmouth	6379001 — Durham St/Corporate Drive/NH Ave/International Dr: Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	\$300,000		\$800,000	\$1,100,000
Portsmouth	6379002 — Grafton Drive: Grafton Drive will be widened to provide a five lane cross section, two through turn lanes in each direction and a center left turn lane. In addition left-through and right-turn lanes will be provided on the Portsmouth Transportation Center approach. Finally, a signal will be added to the intersection.	\$300,000		\$1,200,000	\$1,500,000

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Portsmouth	6379003 — Corporate Dr/ Grafton Drive: Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	\$300,000		\$1,100,000	\$1,400,000
Portsmouth	6379005 — 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.	\$150,000		\$1,000,000	\$1,150,000
Portsmouth	6379006 — 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.	\$1,287,000		\$8,580,000	\$9,867,000
Portsmouth	6379007 — Maplewood Ave: Upgrade the railroad crossing on Maplewood Ave between Vaughan and Deer Streets.	\$90,000		\$600,000	\$690,000
Portsmouth	6379009 — New: Create new road along North Mill Pond between Bartlett Street and Maplewood Ave	\$375,000	\$1,000,000	\$2,500,000	\$3,875,000
Portsmouth	6379010 — I-95: Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	\$100,000	\$300,000	\$810,000	\$1,210,000
Portsmouth	6379012 — Coakley Rd: Upgrade / replace aging bridge.	\$33,000		\$165,000	\$198,000
Portsmouth	6379013 — Bartlett St: Bridge upgrade / replacement over Hodgson Brook	\$57,000		\$285,000	\$342,000
Portsmouth	6379014 — Woodbury Ave: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities.	\$153,400		\$767,000	\$920,400
Portsmouth	6379015 — Cate Street: Replace bridge	\$80,000		\$400,000	\$480,000
Portsmouth	6379016 — Market Street: Upgrade the railroad crossing on Market Street near the intersection with Russell St. This hazard elimination project, includes upgrades of the rail, the roadway approaches, drainage improvements, and installation of protective devices at the crossing.	\$115,200		\$768,000	\$883,200
Portsmouth	6379018 — Pierce Island Rd: Replace Pierce Island Bridge over Little Harbor	\$375,000		\$2,500,000	\$2,875,000
Portsmouth	6379019 — Hampton Branch Rail Trail: The Hampton Branch rail line runs south from Barberry Lane to the Greenland town line. This corridor has been designated as the long-term, off-road route of the NH Seacoast Greenway (East Coast Greenway). Pan Am Rail has initiated abandonment of the line, which will make it potentially available for conversion to a multi-use trail. [ROW Cost removed as it is included in another project (RPCID 6001020)]. Some potential overlapping construction costs with Project to purchase ROW and remove ties/rails (RPCID 6001020)].	\$425,000		\$1,700,000	\$2,125,000
Portsmouth	6379020 — 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	\$990,000		\$6,600,000	\$7,590,000
Portsmouth	6379021 — US Route 1 Bypass: Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	\$656,250		\$4,375,000	\$5,031,250
Portsmouth	6379023 — Maplewood Ave: This project includes planning, design, and construction of Complete Street improvements on Maplewood Ave. This project will include sidewalk widening, addition of bike lanes, crosswalk improvements, travel lane reductions, and other traffic calming measures.	\$10,000	\$0	\$572,000	\$582,000

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Portsmouth	6379024 — Spinney Rd: Add new sidewalk along one side of Spinney Rd and improve intersection at Spinney / Islington.	\$10,000	\$0	\$340,000	\$350,000
Portsmouth	6379025 — US Route 1: Create new side path paralleling Route 1 and transit amenities within the ROW.	\$40,000	\$0	\$4,200,000	\$4,240,000
Portsmouth	6379026 — Islington St: Construction of new sidewalk on one side of the street.	\$10,000	\$0	\$240,000	\$250,000
Portsmouth	6379027 — Market St and Russell St: A roundabout is currently being considered for this location.	\$20,000	\$0	\$855,000	\$875,000
Portsmouth	6379028 — Islington St: Preliminary and final design, engineering, and construction for reconstruction of the street that will include subsurface utility work as well as 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.	\$250,000	\$0	\$1,750,000	\$2,000,000
Portsmouth	6379029 — South St: This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	\$25,000	\$0	\$225,000	\$250,000
Portsmouth	6379030 — Banfield Rd: Upgrades will include culvert replacement, guard rail installation, and traffic calming.	\$50,000	\$0	\$650,000	\$700,000
Portsmouth	6379031 — Junkins Ave: This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.	\$50,000	\$0	\$750,000	\$800,000
Region	6001012 — Multiple: Region-to-TMC Communications Backbone: Implement a robust communications backbone between the State's TMC in Concord and the seacoast region. From Regional ITS Architecture	\$450,000		\$3,000,000	\$3,450,000
Region	6001013 — Multiple: Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.	\$14,000		\$70,000	\$84,000
Region	6001014 — NH 125: Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.	\$100,000		\$500,000	\$600,000
Region	6001015 — Multiple: Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.	\$240,000		\$1,600,000	\$1,840,000
Region	6001016 — Multiple: Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	\$135,000		\$675,000	\$810,000
Rye	6397001 — US 1: Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	\$200,000		\$1,000,000	\$1,200,000
Rye	6397002 — US 1: Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.	\$315,000		\$2,100,000	\$2,415,000
Rye	6397003 — US 1: Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.	\$120,000		\$600,000	\$720,000
Salem	6399002 — Emerson Way: Bridge Replacement. Emerson Way over Widow Harris Brook [114/108]. Municipally managed project	\$120,000		\$600,000	\$720,000
Salem	6399003 — Haverhill Rd.: Bridge Replacement. Haverhill Road over Spicket River [097/181]. Municipally Managed Project.	\$153,600		\$768,000	\$921,600

Preliminary List of Projects Under Consideration for the Ten Year Plan

3/20/2015

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Salem	6399005 — Lawrence Rd: Bridge Rehabilitation on Lawrence Road over Spicket River [113/070]	\$40,000		\$200,000	\$240,000
Salem	6399010 — NH 28: Salem Route 28 Corridor ITS Project : Signal coordination and control, traffic monitoring, and communications upgrades. From Regional ITS Architecture	\$225,000		\$1,500,000	\$1,725,000
Salem-Windham	6001017 — NH 28: Phase 3 Of Salem-concord Bikeway: Main Street In Salem To NH 111 In Windham. 1.8 Miles.	\$96,000		\$480,000	\$576,000
Sandown	6405001 — Phillips Rd: Bridge Replacement on Phillips Road over Exeter River [093/109]	\$80,000		\$400,000	\$480,000
Sandown	6405002 — Fremont Rd: Bridge rehab/replacement on Fremont Road over Exeter River - 098/117	\$70,000		\$350,000	\$420,000
Seabrook	6409001 — US 1: Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	\$375,000		\$2,500,000	\$2,875,000
Seabrook	6409002 — US 1: Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	\$360,000		\$2,400,000	\$2,760,000
Seabrook	6409004 — US 1: Widen US 1 to 5 lanes between NH 107 and the North Access Road. Install signal at New Zealand Road and make crosslot connection between Rocks Road and the North Access Road. From US 1 Corridor Study.	\$172,500	\$230,000	\$1,150,000	\$1,552,500
Seabrook	6409005 — US 1: US 1 - Transition from 5 lanes at the North Access Road to a 3 lane cross-section at the Hampton Falls town line. From US 1 Corridor Study.	\$80,000		\$400,000	\$480,000
Seabrook	6409006 — NH 1A: Curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	\$54,000		\$270,000	\$324,000
Seabrook	6409007 — East Coast Greenway: Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.	\$153,000		\$765,000	\$918,000
Seabrook-Hampton	6001018 — NH 1A: Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	\$279,000		\$1,860,000	\$2,139,000
Seabrook-Hampton Falls-Hampton	6001019 — East Coast Greenway: Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.	\$549,000		\$3,660,000	\$4,209,000
Seabrook	6409020 — NH 107: A feasibility study is underway that will help to identify the necessary roadway improvements on NH 107 between I-95 and the intersection with NH 150 in Kensington. This may include roadway widening as well as intersection improvements	\$1,350,000	\$0	\$9,000,000	\$10,350,000
South Hampton	6417001 — Whitehall Rd: Bridge Replacement on Whitehall Road over Powwow River [099/062]	\$51,000		\$255,000	\$306,000
South Hampton	6417002 — Hilldale Ave: Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	\$120,000		\$600,000	\$720,000
Stratham	6431001 — Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road: A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signalization, sidewalks, bicycle lanes, crosswalks, Bus shelters, traffic calming measures, and signage improvements.	\$300,000	\$240,800	\$2,408,500	\$2,959,300

City/Town	Project Number - Facility: Scope	PE	ROW	CON	Total
Stratham	6431002 — Squamscott Rd: Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	\$200,000		\$1,000,000	\$1,200,000
Stratham	6431003 — NH 108: NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection Realignment. Source: 1999-2020 LRP	\$94,200		\$471,000	\$565,200
Stratham	6431004 — NH 108: NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	\$145,600		\$728,000	\$873,600
Stratham	6431005 — NH 33: Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	\$20,000	\$15,000	\$150,000	\$185,000
Grand Total		\$41,008,500	\$5,635,800	\$266,089,500	\$312,743,800

ATTACHMENT 4

MEMORANDUM

To: MPO Policy Committee
 From: Dave Walker, Senior Transportation Planner
 Date: 3/20/2015
 RE: **2015-2018 TIP Amendment #1**

Attached is a table that details the changes that Amendment #1 proposes to make to the 2015-2018 Transportation Improvement Program (TIP) within the Rockingham Planning Commission. There are three project changes proposed and these are summarized in the table below. Additional data regarding each project is on the RPC website (www.rpc-nh.org) including how the project is currently programmed and the proposed changes. The MPO is conducting a 15 day public comment period 1 that will begin on March 23rd, 2015 and concludes on April 6th, 2015. A final opportunity for comments will be during the public hearing at the **April 8th, 2015 RPC Meeting (7:00 PM) at the North Hampton Town Hall (#233 Atlantic Avenue)**.

Analysis

This amendment consists of the following project change within the region:

Location: COAST	Project ID: 5670	Facility: Transit
<u>Description:</u> Operating Assistance		
<u>Proposed Amendment:</u> Increase in funding for FY 15 of \$2,120,000 (50% Federal/50% Local) to match budgetary need and funding available from FTA		
<u>Total Proposed 2015-2018 TIP Funding:</u> \$6,232,206		
Location: COAST	Project ID: 2691	Facility: Transit
<u>Description:</u> Preventive Maintenance		
<u>Proposed Amendment:</u> Increased funding to match budgetary need and funding available. 80% Federal with a 20% local match. Increase \$448,000 and local funds by \$112,000		
<u>Total Proposed 2015-2018 TIP Funding:</u> \$1,966,297		
Location: COAST	Project ID: 3503	Facility: Transit
<u>Description:</u> Miscellaneous Capital Program		
<u>Proposed Amendment:</u> Eliminating Funding associated with this project description for FY 2015 (-\$209,000)		
<u>Total Proposed 2015-2018 TIP Funding:</u> \$501,304		

Recommendation

Based on the information provided regarding the movement of projects in time, and changes in scope and cost, staff concludes that:

- The fiscal constraint of the TIP/STIP is maintained as the changes are reflective of FTA funding available and allocated to COAST.
- As of July 20, 2013 all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (the 2008 ozone standard) and the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Manchester-Portsmouth (SE), NH area. For this reason no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

Recommend that the TAC recommend approval of TIP Amendment #1 to the MPO Policy Committee.