

RPC Technical Advisory Committee
 February 23rd, 2017
 9:00-11:00 AM
RPC Office
156 Water Street, Exeter
 (Directions on reverse)

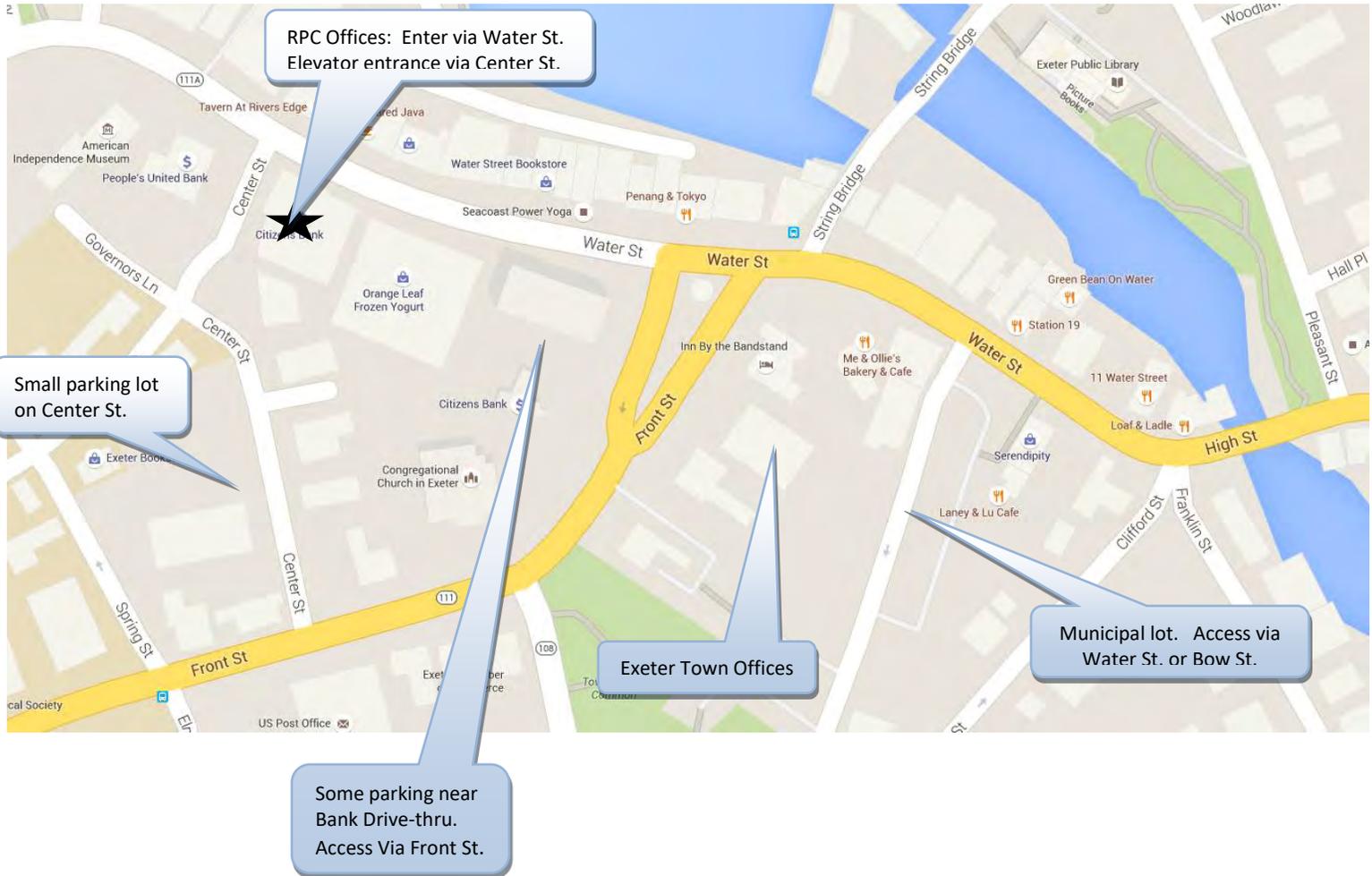
Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 1/26/17 TAC meeting (**Attachment #1**)— *[motion to approve]*
3. 2017-2020 TIP Amendment #1 – (**Attachment #2**)
4. Project Selection Criteria Weighting (**Attachment #3**)
5. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2017 (Next meeting highlighted)

January 26 th	May 25 th	September 28 th
February 23rd	June 22 nd	October 26 th
March 23rd	July 27 th	November 30 th
April, 27 th	August 24 th	

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



ATTACHMENT 1

RPC TAC MEETING

Minutes

January 26, 2017

RPC Conference Room

Members Present: Art Ditto, Chair, Rye; Richard McDermott, Hampton Falls; Robert Clark, Atkinson; Tim Moore, Plaistow; Steve Gerrato, Greenland; Ken Christiansen, Brentwood; Juliet Walker, Portsmouth; Richard Hartung, Hampstead; Christina Sapp and Ernest Creveling, Raymond; Chris Cross, Newington; Dave Sharples, Exeter; Maria Stowell, PDA; and Elizabeth Strachan, NHDES.

Others Present: Don Woodward, Exeter Rail Station Committee and Lynn Cherry, Strafford Regional Planning Commission.

Staff Present: Dave Walker, Scott Bogle and Roxanne Rines, RPC.

Meeting Opened at 9:01 a.m.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

2. Minutes of November 30, 2016, TAC Meeting

Motion: McDermott made a motion to approve the minutes of November 30, 2016, as written. Clark seconded the motion. Motion carried with one abstention.

3. SHRP2 (Strategic Highway Research Program) Performance Based Planning Grant Progress

D. Walker gave a brief explanation of the program and introduced Lynn Cherry of Strafford Regional Planning Commission (SRPC), who is the program manager.

Cherry **stated the SRPC applied for and received an award from FHWA, so that the four MPO's and NHDOT can work together to accomplish the goals of the program.** She stated there are 7 FHWA National Performance Goals. Five of the targets have been passed, they are: 1) Safety; 2) Infrastructure Condition; 3) Congestion Reduction; 4) System Reliability; 5) Freight Movement & Economic Vitality; 6) Environmental Sustainability; and 5) Reduced Project Delivery Delays. The 2 remaining targets are: 1) Transit Assessment Management Plan; and 2) Public Transportation Agency Safety Plan, which need to be completed by February 2018. She gave a description of the targets and the project objectives.

She explained the makeup of the stakeholder group. The workgroup will complete a yearly update of Performance Measures and targets. An end of project colloquium is set for June 7, 2017, at NHMA in Concord and all are welcome to attend. Discussion ensued concerning data collection, types of emissions, safety and facilities, etc.

4. Draft 2018-2019 Unified Planning Work Program (UPWP)

D. Walker reviewed the draft budget, which describes the efforts the MPO and RPC staff will undertake during the 2018-2019 fiscal year. He reviewed the emphasis areas and changes in the work staff will complete.

D Walker stated that 75% of the work tasks will be ongoing and asked members to contact him if there are any specific work they would like staff to undertake. Discussion ensued.

He continued that TAC will have another opportunity to review the document at their March meeting. The document will then be approved at the April Commission/MPO meeting. From there it goes to NH DOT and then Governor & Council for final approval before July 1.

5. Transportation Alternatives Update

Bogle stated one project from the region was chosen to be funded, the Exeter sidewalks along Spring Street. Originally no projects from our region was selected, then DOT decided all regions should have **at least one project funded. DOT's scoring criteria was different** and reviewed their process with members.

Staff has asked DOT why their scoring criteria seems to change with every round, but no reply has been given. Staff also asked DOT for their criteria so that both scoring and the prioritization of projects could be uniform. Discussion ensued.

6. Congestion Mitigation Air Quality (CMAQ) Program Funding

Bogle stated there has not been CMAQ funding since 2010. NH DOT is not looking for a formal letter of interest, but is asking prospective applicants to notify them informally of their intent to apply.

The coming round will have an emphasis on vehicle replacements for public transit agencies. Project funded in previous rounds include: traffic signal coordination, other traffic flow improvements, diesel engine retrofits, transportation demand management, ridesharing initiatives, bike/ped projects and new transit service pilot projects.

He continued that staff believes project ranking criteria will be largely the same as the last round. Staff will forward the funding notice when published. Bogle stated the agencies interested in applying for funding should begin project development now. Staff will be available to assist communities in proposal development.

7. Transportation Project Solicitation Update

D. Walker stated the solicitation letters were sent out in December and letters of interest are due March 3rd. Projects will be ranked by the approved criteria by staff. Member scan find the process on the RPC website.

8. Project Updates

A handout was distributed.

Meeting adjourned at 11:02 a.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT #2

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Dave Walker, Transportation Program Manager
Date: 2/15/2017
RE: **2017-2020 TIP Amendment #1**

Attached is a report that lists the changes that Amendment #1 proposes to make to the 2017-2020 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region. In addition, the full STIP revision report is available on the RPC website (www.rpc-nh.org) for those interested in additional detail regarding the proposed changes to projects from other parts of the state. Overall, there are 3 Statewide and 5 regional project changes (8 total) proposed that the RPC needs to address in the TIP, and these take the form of additional funding needs, changes in scope, as well as projects being added or removed. At the same time, the Long Range Transportation Plan (LRTP) is also being updated to maintain consistency between the project lists in the two documents. The MPO is conducting a 10 day public comment period on Amendment #1 that will begin on February 21st, 2017 and will conclude on March 3rd, 2017. A final opportunity for comments will be during the public hearing at the **March 8th, 2017 RPC Meeting (7:00 PM) at the Stratham Town Offices**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of the changes to five regional projects and three statewide programs and results in a net increase in cost of just over \$12.8 million. **Table 1** on the following page provides a brief overview of the cost changes to each project, as well as the general reasoning for that change. There are four projects (13455E, 15904, 10418V, and PAVE-T2-REHAB) that are being added into the TIP. Except for the PAVE-T2-REHAB, these projects were each included in the 2015-2018 TIP and were expected to be completed, however, changes to their schedule have required that they be added into the 2017-2020 TIP. PAVE-T2-REHAB is being added to the TIP to replace the PRRCS program which is being removed as part of the amendment. Two projects (16189 & 29781) have altered scopes of work which have resulted in increased costs. The final project change is a decrease in funding to the PAVE-T2-MAINT program which is moving some resources to the PAVE-T2-REHAB program.

Attached is a report that provides the details of each project and compares the existing status with the changes proposed in Amendment #1. This report provides full project cost and scheduling details for the TIP projects impacted the amendment and differs from those used in the past in that the existing and amended funding for each project are shown side-by-side. For each project, the report lists the project number, name, location, and scope, as well as the existing and proposed total project costs (includes years beyond the TIP). Below the general information for each project, the phases and accompanying fiscal years are listed on the left, the existing funding itemization in the center, and the proposed amended funding on the right *listed using shaded, italicized text*. Beyond the amended funding amounts

is a listing of the funding sources for each project phase. The bottom of the report includes information regarding the regional significance of the project, the agency it is managed by, and the Clean Air Act Amendment codes.

Table 1: RPC 2017-2020 TIP Amendment #1 Summary

Project #	Existing Funding	Proposed Funding	Net Change	Reason for Change
13455E	\$0	\$1,786,479	\$1,786,479	Newly Added to TIP
15904	\$0	\$849,865	\$849,865	Newly Added to TIP
16189	\$7,976,863	\$23,516,628	\$15,539,765	Refined Scope of Work
29781	\$488,177	\$1,298,000	\$809,823	Expanded Scope of Work
10418V	\$0	\$967,128	\$967,128	Newly Added to TIP
PAVE-T2-MAINT	\$50,860,000	\$44,415,000	-\$6,445,000	Funding moved to PAVE-T2-REHAB
PAVE-T2-REHAB	\$0	\$10,650,000	\$10,650,000	Newly Added to TIP
PRRCS	\$11,350,000	\$0	-\$11,350,000	Removed from TIP
Total	\$70,675,040	\$83,483,100	\$12,808,060	

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 according to the DOT fiscal constraint documentation which is attached and included in the informational packet on the RPC website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including 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 endorse TIP Amendment #1 for approval by the MPO Policy Committee.

RPC 2017-2020 TIP - Amendment 1

PROJECT #: 10418V
PROJECT NAME: SALEM TO MANCHESTER
ROUTE/ROAD: I-93

PROJECT SCOPE:
 Final design services for PE & ROW

Existing Project Total: \$0
 Proposed Project Total: \$11,301,696

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$0	\$0	\$0	\$0	\$187,525	\$0	\$0	\$187,525	National Highway System, Toll Credit
ROW		\$0	\$0	\$0	\$0	\$360,772	\$418,831	\$0	\$779,603	National Highway System, Non Participating, Toll Credit
		\$0	\$0	\$0	\$0	\$548,297	\$418,831	\$0	\$967,128	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: LMP

PROJECT #: 13455E
PROJECT NAME: PORTSMOUTH
ROUTE/ROAD: US Rte. 1 Bypass

PROJECT SCOPE:
 Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street

Existing Project Total: \$0
 Proposed Project Total: \$1,786,479

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
CON	2017	\$0	\$0	\$0	\$0	\$1,786,479	\$0	\$0	\$1,786,479	STP-Areas Less Than 200K, STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0	\$1,786,479	\$0	\$0	\$1,786,479	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ATT

PROJECT #: 15904

PROJECT NAME: SEABROOK - HAMPTON

ROUTE/ROAD: NH 1A

PROJECT SCOPE:

Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)

Existing Project Total: \$0

Proposed Project Total: \$42,964,574

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000	STP-5 to 200K, Toll Credit
	2018	\$0	\$0	\$0	\$0	\$340,560	\$0	\$0	\$340,560	STP-5 to 200K, Toll Credit
	2019	\$0	\$0	\$0	\$0	\$234,305	\$0	\$0	\$234,305	STP-5 to 200K, Toll Credit
		\$0	\$0	\$0	\$0	\$849,865	\$0	\$0	\$849,865	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ATT

PROJECT #: 16189

PROJECT NAME: PORTSMOUTH, NH - KITTERY, ME

ROUTE/ROAD: I-95

PROJECT SCOPE:

REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

Existing Project Total: \$8,104,888

Proposed Project Total: \$23,644,653

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
CON	2018	\$0	\$1,978,389	\$3,956,777	\$5,935,166	\$0	\$1,917,043	\$11,054,949	\$12,971,992	Maine, Turnpike Renewal & Replacement
	2019	\$0	\$2,041,697	\$0	\$2,041,697	\$0	\$6,154,987	\$0	\$6,154,987	Turnpike Renewal & Replacement
	2020	\$0	\$0	\$0	\$0	\$0	\$4,389,649	\$0	\$4,389,649	Turnpike Renewal & Replacement
		\$0	\$4,020,086	\$3,956,777	\$7,976,863	\$0	\$12,461,678	\$11,054,949	\$23,516,628	

REGIONALLY SIGNIFICANT: Y MANAGED BY: DOT CAA CODE: ATT

PROJECT #: 29781

PROJECT NAME: PORTSMOUTH

ROUTE/ROAD: Woodbury Ave. , Market St., Granite St.

PROJECT SCOPE:

Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St

Existing Project Total: \$645,177

Proposed Project Total: \$1,455,000

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$2,400	\$0	\$600	\$3,000	\$2,400	\$0	\$600	\$3,000	Congestion Mitigation and Air Quality Program, Towns
ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	Towns
CON		\$388,142	\$0	\$97,035	\$485,177	\$388,142	\$0	\$891,858	\$1,280,000	Congestion Mitigation and Air Quality Program, Towns
		\$390,542	\$0	\$97,635	\$488,177	\$390,542	\$0	\$907,458	\$1,298,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: Muni/Local CAA CODE: ATT

PROJECT #: PAVE-T2-MAINT

PROJECT NAME: PROGRAM

ROUTE/ROAD: Tier 2 Highways

PROJECT SCOPE:
Maintenance paving of the tier 2 system.

Existing Project Total: \$127,210,000

Proposed Project Total: \$119,170,000

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2018	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2019	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2020	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
ROW	2017	\$5,000	\$0	\$0	\$5,000	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2018	\$5,000	\$0	\$0	\$5,000	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2019	\$25,000	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
	2020	\$25,000	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
CON	2017	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$1,400,000	\$6,250,000	\$0	\$7,650,000	Betterment, STP-State Flexible, Toll Credit
	2018	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit
	2019	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit
	2020	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$4,655,000	\$6,250,000	\$0	\$10,905,000	Betterment, STP-State Flexible, Toll Credit
		\$25,860,000	\$25,000,000	\$0	\$50,860,000	\$19,415,000	\$25,000,000	\$0	\$44,415,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: E-10

PROJECT #: PAVE-T2-REHAB

PROJECT NAME: PAVE-T2-REHAB

ROUTE/ROAD: Various

PROJECT SCOPE:

Rehab of Tier 2 roads.

Existing Project Total: \$0

Proposed Project Total: \$20,650,000

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$0	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit
CON		\$0	\$0	\$0	\$0	\$6,933,988	\$566,012	\$0	\$7,500,000	Betterment, STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	Betterment
		\$0	\$0	\$0	\$0	\$7,583,988	\$3,066,012	\$0	\$10,650,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ATT

PROJECT #: PRRCS

PROJECT NAME: PROGRAM

ROUTE/ROAD: Various

PROJECT SCOPE:

PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Fed Res Prog)

Existing Project Total: \$131,535,000

Proposed Project Total: \$0

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
CON	2017	\$11,350,000	\$0	\$0	\$11,350,000	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit
		\$11,350,000	\$0	\$0	\$11,350,000	\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ALL

Grand Total

	2017					2018				
	Improvement Program					Improvement Program				
	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated	
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 930,000	\$ 930,000	\$ 4,516,083	\$ -	\$ -	\$ 930,000	\$ 930,000	\$ 3,720,000
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 713,856	\$ -	\$ -	\$ -	\$ -	\$ 3,933,479
Congestion Mitigation and Air Quality Program	\$ 10,260,480	\$ -	\$ 599,645	\$ 10,860,125	\$ 7,718,682	\$ 10,683,212	\$ -	\$ -	\$ 10,683,212	\$ 2,594,099
Highway Safety Improvement Program (HSIP)	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,166,800	\$ 9,487,096	\$ -	\$ -	\$ 9,487,096	\$ 5,436,651
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 4,417,003	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 4,475,320	\$ -	\$ -	\$ 4,475,320	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -
National Highway System	\$ 90,637,503	\$ -	\$ 316,517	\$ 90,954,020	\$ 55,706,369	\$ 94,371,768	\$ -	\$ 169,920	\$ 94,541,688	\$ 55,781,418
NSTI National Summer Transportation Institut	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000
Recreational Trails	\$ 1,267,944	\$ -	\$ 312,500	\$ 1,580,444	\$ 1,250,000	\$ 1,320,183	\$ -	\$ 312,500	\$ 1,632,683	\$ 1,250,000
Redistribution	\$ 553,516	\$ -	\$ -	\$ 553,516	\$ 68,112	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 2,746,721	\$ -	\$ -	\$ -	\$ -	\$ 269,000
TAP - Transportation Alternatives	\$ 2,623,489	\$ -	\$ 638,400	\$ 3,261,889	\$ 2,553,600	\$ 2,731,577	\$ -	\$ 638,400	\$ 3,369,977	\$ 2,553,600
Transportation and Community and System Pr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-S to 200K	\$ 7,545,578	\$ -	\$ 59,370	\$ 7,604,948	\$ 7,162,643	\$ 7,856,456	\$ -	\$ -	\$ 7,856,456	\$ 6,337,841
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,778,701	\$ -	\$ -	\$ -	\$ -	\$ 37,489
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 175,440	\$ 5,454,748	\$ 721,956	\$ 5,496,815	\$ -	\$ 468,611	\$ 5,965,426	\$ 1,894,698
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 5,001,024	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 10,886,398
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 54,490	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 187,444	\$ -	\$ -	\$ -	\$ -	\$ 193,442
STP-State Flexible	\$ 16,881,533	\$ -	\$ 251,808	\$ 17,133,341	\$ 43,049,105	\$ 17,577,052	\$ -	\$ 21,300	\$ 17,598,353	\$ 42,448,248
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (14,658,636)	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA	\$ -	\$ -	\$ 35,537,519.84	\$ 35,537,520	\$ 35,537,519.84	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 48,000	\$ -	\$ 2,477	\$ 50,477	\$ 321,984	\$ 49,037	\$ -	\$ 64,997	\$ 114,034	\$ 3,174,389
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 11,715,142	\$ -	\$ 465,808	\$ 12,180,950	\$ 12,180,950	\$ 3,079,763	\$ -	\$ 769,941	\$ 3,849,704	\$ 3,849,704
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,480,907	\$ -	\$ -	\$ 2,480,907	\$ -	\$ 2,583,120	\$ -	\$ -	\$ 2,583,120	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 31,582,867	\$ -	\$ -	\$ -	\$ -	\$ 29,556,715
Total	\$ 177,325,610	\$ -	\$ 39,289,685	\$ 216,615,295	\$ 212,096,273	\$ 175,505,025	\$ -	\$ 3,375,669	\$ 178,880,695	\$ 175,236,171
FY 2017 Estimated Obligational Limit**	\$ 159,902,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 14,394,049	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Adjusted Total	\$ 174,296,658	\$ -	\$ 39,289,685	\$ 213,586,343	\$ 212,096,273	\$ 175,505,025	\$ -	\$ 3,375,669	\$ 178,880,695	\$ 175,236,171
FTA (Federal-Aid with Match)***										
FTA5307	\$ 7,924,317	\$ -	\$ 2,944,097	\$ 10,868,414	\$ 10,868,414.00	\$ 7,515,662	\$ -	\$ 3,120,540	\$ 10,636,202	\$ 10,516,919
FTA5307_NHDOT	\$ 3,037,943	\$ -	\$ 759,486	\$ 3,797,429	\$ 3,797,428.83	\$ 3,094,710	\$ -	\$ 773,678	\$ 3,868,388	\$ 3,868,388
FTA5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310	\$ 2,158,426	\$ -	\$ 573,759	\$ 2,732,185	\$ 2,732,185.00	\$ 2,255,692	\$ -	\$ 563,923	\$ 2,819,615	\$ 2,819,615
FTA5311	\$ 4,441,976	\$ -	\$ 4,441,976	\$ 8,883,952	\$ 8,883,951.00	\$ 4,584,119	\$ -	\$ 4,584,119	\$ 9,168,238	\$ 9,168,238
FTA5339	\$ 2,462,957	\$ -	\$ 615,739	\$ 3,078,696	\$ 2,899,746.00	\$ 2,470,640	\$ -	\$ 617,660	\$ 3,088,300	\$ 3,088,300
Total	\$ 20,025,619	\$ -	\$ 9,335,057	\$ 29,360,676	\$ 29,181,725	\$ 19,920,823	\$ -	\$ 9,659,920	\$ 29,580,743	\$ 29,461,460.00
FHWA/FTA Total	\$ 194,322,277	\$ -	\$ 48,624,742	\$ 242,947,019	\$ 241,277,998	\$ 195,425,848	\$ -	\$ 13,035,589	\$ 208,461,438	\$ 204,697,631
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources										
Turnpike Capital	\$ -	\$ 27,684,096	\$ -	\$ 27,684,096	\$ 27,684,096	\$ -	\$ 28,384,611	\$ -	\$ 28,384,611	\$ 28,384,611
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 28,320	\$ -	\$ 28,320	\$ 28,320
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,917,043	\$ -	\$ 1,917,043	\$ 1,917,043
Total	\$ -	\$ 27,712,180	\$ -	\$ 27,712,180	\$ 27,712,180	\$ -	\$ 30,329,974	\$ -	\$ 30,329,974	\$ 30,329,974
ALL SOURCES Total	\$ 194,322,277	\$ 27,712,180	\$ 48,624,742	\$ 270,659,199	\$ 268,990,178	\$ 195,425,848	\$ 30,329,974	\$ 13,035,589	\$ 238,791,412	\$ 235,027,606

* Federal Resources: Appropriated Funds from Status of Funds

** Constraint Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

*** FTA Available funds = includes prior grant funds.

**** Anticipated GARVEE Bonds

	2019						2020					
	Improvement Program						Improvement Program					
	Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated		
FHWA (Federal-Aid with Match)												
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,411,966	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,779,853		
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 7,184,373	\$ -	\$ -	\$ -	\$ -	\$ 6,219,676		
Congestion Mitigation and Air Quality Program	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 4,220,562	\$ 11,186,844	\$ -	\$ -	\$ 11,186,844	\$ 2,177,810		
Highway Safety Improvement Program (HSIP)	\$ 9,701,504	\$ -	\$ -	\$ 9,701,504	\$ 8,740,936	\$ -	\$ -	\$ 9,934,340	\$ 9,934,340	\$ 8,918,173		
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
National Highway Freight	\$ 4,765,012	\$ -	\$ -	\$ 4,765,012	\$ -	\$ 4,879,373	\$ -	\$ -	\$ 4,879,373	\$ -		
National Highway System	\$ 96,504,570	\$ -	\$ 318,346	\$ 96,822,916	\$ 35,776,657	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 27,184,172		
NSTI National Summer Transportation Institute	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000		
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000		
Recreational Trails	\$ 1,350,019	\$ -	\$ 312,500	\$ 1,662,519	\$ 1,250,000	\$ 1,382,420	\$ -	\$ 312,500	\$ 1,694,920	\$ 1,250,000		
Redistribution	\$ 589,346	\$ -	\$ -	\$ 589,346	\$ -	\$ 603,490	\$ -	\$ -	\$ 603,490	\$ -		
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TAP - Transportation Alternatives	\$ 2,793,310	\$ -	\$ 638,420	\$ 3,431,730	\$ 2,553,680	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,680		
Transportation and Community and System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-5 to 200K	\$ 8,034,012	\$ -	\$ 603,336	\$ 8,637,348	\$ 8,566,388	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 7,190,418		
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 48,361	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 549,552	\$ 6,170,596	\$ 2,221,370	\$ 5,755,949	\$ -	\$ -	\$ 5,755,949	\$ 1,859,523		
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000		
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 4,999,210	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 13,437,194		
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 74,862		
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 199,633	\$ -	\$ -	\$ -	\$ -	\$ 206,021		
STP-State Flexible	\$ 17,974,294	\$ -	\$ 527,570	\$ 18,501,864	\$ 65,895,347	\$ 18,405,677	\$ -	\$ -	\$ 18,405,677	\$ 70,478,691		
TIFIA	\$ -	\$ -	\$ 3,791,911.45	\$ 3,791,911	\$ 3,791,911	\$ -	\$ -	\$ 3,913,253	\$ 3,913,253	\$ 3,913,253		
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000		
National Highway (NHPP) Exempt	\$ 2,641,499	\$ -	\$ -	\$ 2,641,499	\$ -	\$ 2,704,895	\$ -	\$ -	\$ 2,704,895	\$ -		
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 31,713,496	\$ -	\$ -	\$ -	\$ -	\$ 32,640,860		
Total	\$ 176,267,860	\$ -	\$ 7,666,636	\$ 183,934,496	\$ 183,892,889	\$ 180,493,969	\$ -	\$ 6,314,852	\$ 186,808,821	\$ 183,203,186		
FY 2017 Estimated Obligational Limit**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Funds Not Subject to Obligational Limit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
ADJUSTED AVAILABLE	\$ 176,267,860	\$ -	\$ 7,666,636	\$ 183,934,496	\$ 183,892,889	\$ 180,493,969	\$ -	\$ 6,314,852	\$ 186,808,821	\$ 183,203,186		
FTA (Federal-Aid with Match)												
FTA5307	\$ 4,043,284	\$ -	\$ 2,824,931	\$ 6,868,215	\$ 6,868,215	\$ 5,013,798	\$ -	\$ 3,503,002	\$ 8,516,800	\$ 8,516,800		
FTA5307_NHDOT	\$ 3,045,862	\$ -	\$ 761,466	\$ 3,807,328	\$ 3,807,328	\$ 3,116,499	\$ -	\$ 779,125	\$ 3,895,624	\$ 3,895,624		
FTA5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FTA5310	\$ 2,224,932	\$ -	\$ 556,233	\$ 2,781,165	\$ 2,781,165	\$ 2,294,016	\$ -	\$ 573,504	\$ 2,867,520	\$ 2,867,520		
FTA5311	\$ 4,446,481	\$ -	\$ 4,446,481	\$ 8,892,962	\$ 8,892,962	\$ 4,586,108	\$ -	\$ 4,586,108	\$ 9,172,216	\$ 9,172,216		
FTA5339	\$ 2,321,397	\$ -	\$ 580,349	\$ 2,901,746	\$ 2,901,746	\$ 2,529,792	\$ -	\$ 632,448	\$ 3,162,240	\$ 3,162,240		
Total	\$ 16,081,956	\$ -	\$ 9,169,460	\$ 25,251,416	\$ 25,251,416	\$ 17,540,213	\$ -	\$ 10,074,187	\$ 27,614,400	\$ 27,614,400		
FHWA/FTA	\$ 192,349,816	\$ -	\$ 16,836,096	\$ 209,185,912	\$ 209,144,305	\$ 198,034,182	\$ -	\$ 16,389,039	\$ 214,423,221	\$ 210,817,586		
Innovated Financing												
GARVEE Bond Funds ****	\$ -	\$ 12,529,794	\$ -	\$ 12,529,794	\$ 12,529,794	\$ -	\$ -	\$ -	\$ -	\$ 12,930,748		
Total	\$ -	\$ 12,529,794	\$ -	\$ 12,529,794	\$ 12,529,794	\$ -	\$ -	\$ -	\$ -	\$ 12,930,748		
State Fund Sources												
Turnpike Capital	\$ -	\$ 27,497,499	\$ -	\$ 27,497,499	\$ 27,497,499	\$ -	\$ 34,880,120	\$ -	\$ 34,880,120	\$ 34,880,120		
Turnpike Program	\$ -	\$ 2,388	\$ -	\$ 2,388	\$ 2,388	\$ -	\$ -	\$ -	\$ -	\$ -		
Turnpike Renewal & Repl.	\$ -	\$ 6,154,987	\$ -	\$ 6,154,987	\$ 6,154,987	\$ -	\$ 4,389,649	\$ -	\$ 4,389,649	\$ 4,389,649		
Total	\$ -	\$ 33,654,874	\$ -	\$ 33,654,874	\$ 33,654,874	\$ -	\$ 39,269,768	\$ -	\$ 39,269,768	\$ 39,269,768		
ALL SOURCES	\$ 192,349,816	\$ 46,184,668	\$ 16,836,096	\$ 255,370,580	\$ 255,328,973	\$ 198,034,182	\$ 39,269,768	\$ 16,389,039	\$ 253,692,990	\$ 263,018,102		

* Federal Resources: Apportioned Funds from Status of Funds

** Constraint Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

*** FTA Available funds = includes prior grant funds.

**** Anticipated GARVEE Bonds

ATTACHMENT #3

MEMORANDUM

TO: RPC Transportation Advisory Committee
FROM: David Walker
RE: Project Selection Criteria Weighting
DATE: February 15, 2017

Following the project solicitation for the Long Range Plan that wraps up on March 3rd, the MPO will need to prioritize all projects and provide NHDOT a list of top priorities proposed to be added to the next iteration of the State Ten Year Plan (2019-2028). To facilitate that process, the MPO has coordinated with NHDOT and the other New Hampshire RPCs to establish a set of 9 selection criteria that are used statewide to prioritize project proposals for the Ten Year Plan. The MPO must next establish the relative weight of each criterion towards the overall project score so that communities and agencies submitting proposals understand how decisions about project priorities are made. NHDOT will be attending the February 23rd, 2017 meeting and leading the RPC TAC through this weighting process utilizing a technique for organizing and analyzing complex decisions. NHDOT will use DecisionLens software to conduct a “pairwise comparison” exercise with the TAC that evaluates each of the 9 project selection criteria against all the others. The group will be shown pairs of criteria and asked to decide which is the more important of the two, as well as the magnitude of that importance (slightly more important or significantly), for each pairing.

In preparation for the weighting process, please review the project selection criteria below and consider which factors are most important for prioritizing projects for the State Ten Year Plan. Time will be spent at the beginning of the exercise ensuring that everyone is clear on the definitions of the criteria, how they will be applied, and answering any questions. The process that is used to establish eligibility and the definitions of the criteria are below:

Project Prioritization Process

Project prioritization will generally follow the same process as was utilized during the 2015 iteration of the Ten Year Plan development process. All RPCs will use a common set of project selection criteria with weighting established by the individual agencies, projects will be ranked to be added to the last two years of the Ten Year Plan, and each RPC will work within a budget target of potential funding for the region. The current prioritization process has two steps:

Step 1: Consider the eligibility of the project for federal funding and the feasibility of the proposal. This involved examining project proposals from multiple perspectives and considering if any of the answers disqualify a project from consideration during this round:

- Is there a clear need for project in the next ten years?
- Is the proposed approach reasonable in addressing the transportation issue given existing resources?
- Is the project likely to receive necessary resource agency permits?
- Is there indication of local support and/or priority for the project?
- Is the project eligible for Federal funding but isn't eligible for:
 - Transportation Alternatives Program
 - Congestion Mitigation Air Quality Program
 - Highway Safety Improvement Program
 - Bridge/Pavement maintenance and preservation programs.
- Where does the project location fit as a priority within NHDOT Pavement and Bridge Strategies?

Step 2: Apply the project selection criteria to those projects that meet eligibility and feasibility standards. The project selection criteria are listed below and include the value of each of the criteria to the overall score. These criteria were defined in 2015 as follows:

- **Congestion (%TBD):** The extent to which the project is intended to reduce traveler delay. Estimated based on scope of project, location, and current levels of congestion.
 - **Freight Mobility (%TBD):** The degree to which the project impacts the movement of goods. Estimated based on the location's perceived utility as a freight corridor. 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.
 - **Alternative Modes (%TBD):** The extent to which the project impacts accommodations for alternative modes of travel and improves access to goods and services for people without a car. 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.
 - **Traffic Volume (%TBD):** The highest volume project location receives the highest score and the lowest volume project location receives the lowest score. For regional project scoring, this criterion should be scaled to traffic volume levels currently occurring within the region.
 - **Facility Importance (%TBD):** Based on Functional classification. Higher classes of roadways receive higher scores. This reflects the "Tiered" approach desired by NHDOT. 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. Considerations should include, but not be limited to the following:

- 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.
- **Safety measures (%TBD):** To what degree is the project oriented towards making the roadways safer. Assess whether the project purpose is primarily safety or something else. Examples of safety measures include:
 - Improved guardrail, barrier, rumble strips, signing, striping
 - Improved sight distance, signalization, roundabouts
 - Protective measures for bicyclists and pedestrians
 - Natural hazard mitigation measures.
 - **Safety Performance (%TBD):** Relative crash frequency at the location based on the last 5 years of data (2011-2015). Crash severity is also considered.
 - **State of Repair (%TBD):** Roads and Bridges are listed separately but it is a single criterion based on the physical condition of the road or bridge. Roadways in better condition will score higher and bridges in the worst condition will score higher. Currently this is based on information from 2013 and 2015 but will be updated if new data is received from NHDOT. The criterion is applied as follows:
 - **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”.
 - **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”
 - **Support (%TBD):** The degree to which the project supports the vision, goals, and objectives of the region. This is based on the both the Long Range Transportation Plan as well as the Regional Master Plan. At the same time, RPC support is the opportunity for the MPO to consider any factors from Step 1 of the prioritization process or otherwise not covered under the other eight criteria. This could include issues such as RPC membership, land use impacts or economic development potential, opportunities to leverage local or private funds, as well as other topics of importance to the MPO.