

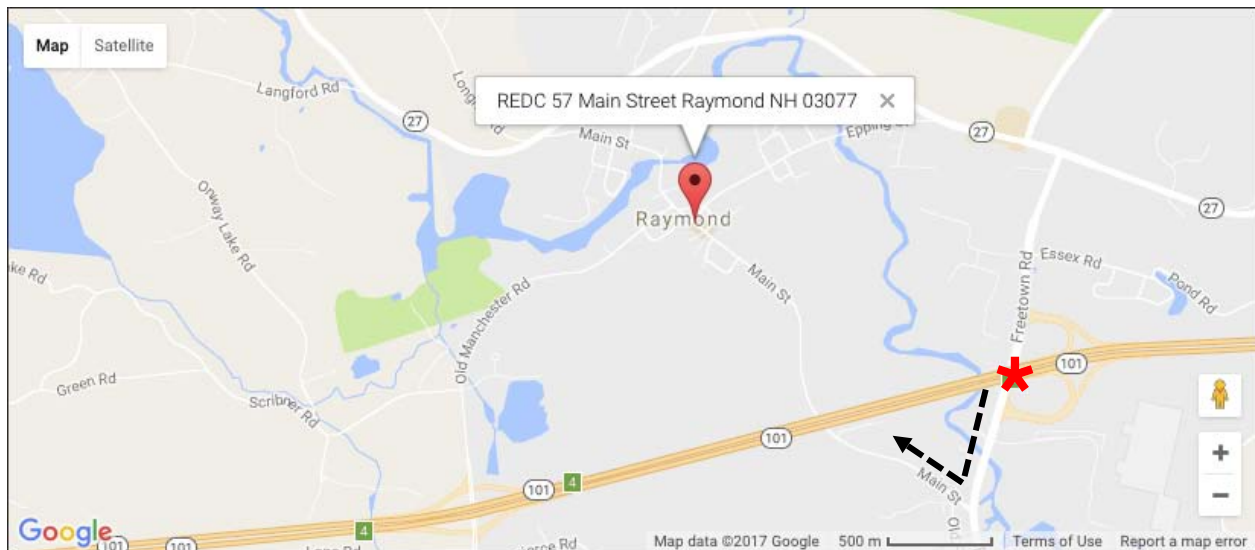
MEETING NOTICE & AGENDA
ROCKINGHAM PLANNING COMMISSION/METROPOLITAN PLANNING ORGANIZATION (MPO)

Wednesday April 12, 2017; *** 6:30 P.M.***
 Rockingham Economic Development Center
 57 Main Street, Raymond, NH
 (map/directions on reverse)

- 6:30 I. Call to Order; Welcome and Introductions *Phil Wilson, Chair*
- 6:35 II. Planning Update - Town of Raymond, *Christina Sapp, RPC Commissioner & Planning staff*
- 6:45 III. Minutes from March 8, 2017 RPC/MPO meeting **MOTION TO APPROVE** *[Attachment 1]*
- 6:50 IV. **Meeting with Victoria Sheehan, Commissioner, NH Department of Transportation**
 - A. Update from the RPC/MPO: Current issues & priorities – *MPO Staff*
 - B. Comments from Commissioner Sheehan
 - C. Q&A – MPO Members
- 7:45 V. **PUBLIC HEARING:** Review/Adopt Coordinated Public Transit Human Service Transportation Plan for Southeast New Hampshire (RCC Region 10) – *Scott Bogle, Senior Transp. Planner* **MOTION TO APPROVE** *[Attachment 2]*
- 8:00 VI. Draft 2019-2028 Ten Year Plan Submission – Summary of Process, Project Requests and Prioritization: – *David Walker, Transportation Program Manager*
MOTION TO APPROVE *[Attachment 3]*
- 8:20 VII. Draft 2018-2019 Unified Planning Work Program – Work elements, budget and potential scope changes – *David Walker, Transportation Program Manager*
MOTION TO APPROVE *[Attachment 4]*
- 8:40 VIII. Project and Program Updates *[information item - summary memo to be distributed]*
- 8:45 IX. Other MPO Business /Adjourn MPO Meeting
- RPC COMMISSION BUSINESS -----**
- 8:45 X. Minutes of March 8, 2017 RPC Commission meeting **MOTION** *[Attachment 1]*
- 8:50 XI. Contract Authorization: NHDOT/FTA 5310 Purchase of Service Funds for Fiscal Years 2018 and 2019 – *Scott Bogle* **MOTION TO AUTHORIZE** *[Attachment 5]*
- 8:55 XII. Distribution of Proposed Amendments to RPC Bylaws – *C. Sinnott, Exec Director & Bylaws Workgroup (Kravtiz, Turell, Moore)* *[for vote at May 25th meeting]*
- 9:00 XIII. Update on Executive Director Search – *Phil Wilson, Chair*
- IV. Other Business/Adjourn

DIRECTIONS TO THE REDC
57 Main Street, Raymond, New Hampshire
<http://www.redc.com/training-center>

The REDC Office is located in Downtown Raymond next to Peoples Bank. Easiest access from the east on 101 is from Exit 5. From the exit ramp turn south on NH 102/NH107 (Fremont Rd), proceed for about 0.5 mile and turn right onto Main Street. The proceed about 1.2 miles to the town center. REDC is on the left, next to People's Bank, just before the town square. Park on the street & around the town square.



Accommodations for individuals with disabilities

Reasonable accommodations for individuals with disabilities are available upon request. Please include a description of the accommodation you will need, including as much detail as you can. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted, but may be impossible to fill. Please call 603-778-0885 or email apettengill@rpc-nh.org.

ATTACHMENT 1

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ♦ Fax: 603-778-9183
email@rpc-nh.org ♦ www.rpc-nh.org

RPC MPO POLICY COMMITTEE
Meeting Minutes
March 8, 2017
Stratham Town Hall, Stratham, NH

Members Present: Phil Wilson, Chair, and Dan Derby, North Hampton; Richard McDermott, Hampton Falls; Robert Clark and Mike Turell, Atkinson; Tim Moore, Plaistow; Steve Gerrato, Greenland; Christina Sapp, Gretchen Gott, Raymond; Chris Cross, Newington; Don Clement, Langdon Plumer and Katherine Woolhouse, Exeter; Leo Gagnon and Lucy Cushman, Stratham; Michael McAndrew, New Castle; Joan Whitney and Peter Merrill, Kensington; Barbara Kravitz and Fran McMahon, Hampton; Jim Doggett, Newton; Phil Winslow, Rye; Joseph Foley, Epping; Glenn Coppelman and Peter Coffin, Kingston; Rad Nichols, COAST; and Liz Strachan. NHDES.

Others Present: Paul Deschaine, Town Administrator and Tavis Austin, Town Planner, Stratham; John Nyhan, Hampton Beach Area Commission; Lisa Wilson, North Hampton; Carol and Wayne Watgus, Raymond; Sunny Kravitz, Hampton; and Tim Roache, SNHPC.

Staff Present: Cliff Sinnott, Dave Walker, Scott Bogle, Julie LaBranche, Jenn Rowden and Roxanne Rines, RPC.

7:00 pm MPO Policy Meeting Opened

1. Introductions

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

Deschaine thanked the MPO for holding the meeting in Stratham and reviewed some of the projects and planning initiatives the Town is working on. He acknowledged the recent completion of the TE-funded Town Center sidewalk project and noted that it has helped spur redevelopment in the Center.

Wilson introduced and welcomed the new commissioners from Raymond, Christina Sapp and Gretchen Gott.

2. Minutes of December 14, Policy Meeting

Motion: Winslow made a motion to approve the minutes of December 14, 2016, as written. McDermott seconded the motion. Motion carried with four abstention.

3. MPO 2017-2020 Transportation Improvement Program Amendment #1

Wilson opened the Public Hearing on TIP Amendment #1 at 7:05 and invited Walker to summarize the amendment.

- A. Summary of Amendment #1: Walker stated the amendment includes 3 Statewide and 7 regional project changes that need approval, totaling \$12.8 million. The changes include additional funding needs, changes in scope and projects being added or removed. He gave a brief explanations and reviewed table 1. The TAC committee endorsed the amendment and has recommended approval by the Policy committee. Discussion ensued.
- B. Public & Policy Committee Questions and Comment: there were no comments or questions.
- C. Action to Approve Amendment #1: Motion: Doggett made a motion to approve the 2017-2020 Transportation Improvement Program Amendment #1 as presented. Turell seconded the motion. Motion carried.

7:15 p.m. PUBLIC HEARING CLOSED

- 4. Update from Hampton Beach Area Commission – Draft Transportation Master Plan
– John Nyhan, Chair, HBAC and Fran McMahon, RPC HBAC Representative

Nyhan explained the makeup of the Hampton Beach Area Commission which has 9 members established in 2003. He reviewed the history of the Commission. He reviewed the recommendations that were included in the Draft Master Plan.

He reviewed the different alternatives, explaining the proposed changes: updating the State Park; changing traffic patterns; adding bike lanes; safer pedestrian access; restored and expanded sidewalks; and shifts in parking configuration.

Discussion ensued about where crosswalks would be located, concerns about bicycle lane north of North Beach; evacuation procedures; conservation issues; ways to establish safety on Ocean Boulevard; and including public transit service. Nyhan stated that al the main alternative will be carried into the design phase so that costs and feasibility can be comparatively evaluated.

The MPO members thanked Nyhan for the update.

5. Other Business

Sinnott stated the project solicitation for the Ten Year Plan ended this past Friday. Walker gave a brief review of the projects existing in the plan; and the new projects received. The potential program budget for the region should be around \$6.5 million. He continued that project prioritization will be completed for the April MPO meeting. Sinnott stated that meeting will be held in Raymond at the Rockingham Economic Development Center offices and NH DOT Commissioner Sheehan will be in attendance.

Adjourn Meeting

Meeting adjourned at 7:47 p.m.

Respectfully submitted,

Roxanne M. Rines, Recording Secretary

RPC COMMISSION
Meeting Minutes
March 8, 2017
Stratham Town Hall, Stratham, NH

7:47 p.m. Commission Meeting Opened

1. Introductions

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

2. Minutes from September 16, 2016 and December 14, 2017 Commission meetings

Motion: Doggett made a motion to approve the minutes of September 16, 2016, as written. **Turell** seconded the motion. **Motion carried with abstentions.**

Motion: Coppelman made a motion to approve the minutes of December 14, 2016, as written. **McDermott** seconded the motion. **Motion carried with abstentions.**

3. MS4 Permit Released – What Now?

Rowden stated the permit was issued on January 15 and goes into effect July 1, 2018. She gave a powerpoint presentation, stating that the main purpose of the permit is to address stormwater pollution. Ninety percent of the water pollution in surface water is either directly or indirectly attributed to storm water runoff.

She explained where the sources of pollution comes from explaining the majority come from road runoff. She reviewed the history of the permit. **Rowden** explained how towns need to prepare for when the permit goes into effect on July 1, 2017. She then reviewed the primary elements. The RPC will help municipalities update their regulations.

Rowden stated the permit does help to address the goals that all towns have in their Master Plans which is to protect water quality.

LaBranche stated the RPC has been preparing towns and reviewed the work she's done in Sandown, it has been very successful. She spoke about a presentation that she has given to several municipalities and explained that water does not stay within town boundaries.

She continued that staff has made a comprehensive set of tools for municipalities, which she reviewed. **LaBranche** stated the RPC will hold a couple of workshop series. The first one would be in early summer with the next to follow later and explained the subjects of both. She stated that the RPC has applied for a grant and explained how it would be used to help communities.

LaBranche reviewed another grant that will allow work in the Powwow Watershed. With a new administration there could be changes to EPA, which could cause issues. Discussion ensued.

4. Personnel Committee Report

- A. Staff Update and Transition – **Sinnott** announced that he will be retiring in August. He stated he's been at the RPC for almost 30 years, 20 as Director and stated it's been a privileged to work at the RPC. **Sinnott** stated the RPC hired a GIS Transportation Analyst, Christian Matthews.
- B. Recommended Search Process for Executive Director – **Wilson** stated Sinnott's retiring will be a loss to the agency. The job description has been posted, he then reviewed the hiring process and timeframe.
- C. Personal Policy Amendments – **Sinnott** reviewed the amendments.

Motion: **Doggett** made a motion to approve the amendments to the Personal Policy. **Turell** seconded the motion.

Whitney stated she would like "may involve circuit rider duties" added to the Assistant Director and Assistant Planner job descriptions as a friendly amendment. **Doggett and Turell** accepted the friendly amendment. **Motion carried.**

5. Other Business

- A. Legislative Policy Committee Update – **Kravitz** reviewed what the committee has been working on and the legislation that they are following. A handout with the bills and their language was distributed. She asked members to review the spreadsheet and contact any committee member if they have questions.

Kravitz thanked Moore for all of his help and work on the spreadsheet. **Moore** explained the structure of the spreadsheet. **Kravitz** thanked the members for their hard work.

Clement stated the Town of Exeter would like the RPC to oppose HB 182, which is about town budgets. The bill is horrible and bad for towns.

- B. FY 2017 – Updated Meeting Schedule – **Sinnott** asked members to pick up an updated schedule when leaving.

Sinnott stated the Annual Meeting is tentatively set for the Portsmouth Country Club and a speaker hasn't been chosen yet.

Sinnott thanked Dan Derby, Commissioner from North Hampton, for allowing the RPC to use some of his photos for the website.

- C. Other – No public comment received.

6. Adjourn

Meeting adjourned at 9:18 p.m.

Respectfully submitted,
Roxanne M. Rines, Recording Secretary

ATTACHMENT #2

MEMORANDUM

TO: MPO Policy Committee
FROM: Scott Bogle, RPC Senior Transportation Planner
DATE: April 5, 2017
RE: Regional Transit Coordination Plan for ACT RCC

The FAST Act and its predecessors back to SAFETEA-LU require all MPOs and rural planning regions around the country to develop *Coordinated Public Transit Human Service Transportation Plans* as a prerequisite for agencies in planning regions to access funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities program. The purpose of this planning requirement is to improve access to transportation for the elderly, individuals with disabilities, and those with low incomes, while also improving the efficiency with which those services are provided.

Core requirements of these *Coordinated Plans* include:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available transportation services identifying areas of redundant service and gaps in service;
- Recommendations to address the identified gaps in service, expand coordination to eliminate or reduce duplication in services, and improve the efficient use of resources

While these plans must be adopted by MPOs, in New Hampshire they follow the boundaries of the ten Regional Coordination Councils for Community Transportation (RCCs) established by the state. Membership in the RCCs includes municipalities; public, private non-for-profit and private for-profit transportation providers; health and human service agencies purchasing transportation services; regional planning commissions, and members of the public. The goal of the RCCs

The RPC provides technical assistance to two RCCs, each of which has adopted plans to address the Federal requirement. One covers the Greater Derry-Salem RCC region, and is developed jointly with Southern NH Planning Commission (SNHPC). It was originally developed in 2003, with the most recent update adopted in July 2016.

The other plan covers the Southeast NH RCC/ACT region, and is developed jointly with Strafford Regional Planning Commission (SRPC). Originally adopted in late 2007, it was last updated in 2012.

The Southeast NH Regional Coordinating Council for Community Transportation (RCC) covers all of the SRPC region and the eastern portion of the RPC MPO region, with Route 125 serving as a rough dividing line. The RCC is also referred to as the Alliance for Community Transportation (ACT).

The 20 RPC communities in the ACT region include: Brentwood, East Kingston, Epping, Exeter, Fremont, Greenland, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton, North Hampton, Portsmouth, Rye, Seabrook, South Hampton, and Stratham.

The FAST Act requires that these plans be updated every five years, and since mid-2016 staff have been working with SRPC and RCC member agencies to update the plan for the ACT region. A full draft of the *Coordinated Public Transit Human Service Transportation Plan* was approved by the RCC on March 1, 2017. The MPO Technical Advisory Committee reviewed the draft at their meeting on March 23rd, and voted to recommend its adoption by the MPO Policy Committee.

This draft is posted on the RPC, SRPC and ACT website and is being distributed to the TAC, Policy Committee and other interested parties. RPC will hold a public hearing on the draft document at the MPO meeting on April 12th, and SRPC will hold a hearing at their MPO meeting on April 21st.

Public and stakeholder participation in the Plan update process has been substantial, including four surveys and input from the RCC. A survey of agencies providing transportation was used to update the profile of available services in the region. Separate surveys of town welfare officers, non-profit human service agencies and consumers asked about use of existing services and unmet needs. The needs assessment chapter also draws on demographic data from the Census Bureau's American Community Survey, the NH Office of Energy and Planning and the NH Department of Health and Human Services.

The full Coordination Plan document is available to read online or download from the RPC website: www.rpc-nh.org. The Policy Committee meeting packet for April 12th includes three key sections of the Plan:

- Table of Contents – Showing full contents and a glossary of acronyms
- Chapter 1 – Introduction – Summarizing regulatory requirements, plan justification and planning process
- Chapter 6 – Findings & Recommendations - Setting priorities for transit investments and coordination initiatives in the Southeast NH region over the next 3-5 years.

At the Policy Committee meeting staff will summarize the plan's findings and recommendations.

Requested Action - Staff ask MPO Policy Committee members to review the *Coordinated Public Transit/Human Services Transportation Plan* for the Southeast NH region, request clarifications as needed, and vote to adopt the Plan.

ATTACHMENT #3

Memorandum

DATE: April 7, 2017
TO: MPO Policy Committee
FROM: David Walker
RE: Regional Project Selection – 2019-2028 Ten Year Plan

The project solicitation process has been completed resulting in 18 newly identified needs (noted with an * in the attached tables) submitted by member communities, as well as responses from many other communities that they continue to see the projects currently listed in the Long Range Plan and the Ten Year Plan as priorities. All in all, the starting point for this prioritization exercise was 169 projects including forty-seven that are already in the Ten Year Plan, the Transportation Improvement Program, or otherwise in the development or construction process and so did not need to be scored. As in the 2015 iteration of this process, the statewide approach to prioritizing projects for the next Ten Year Plan is to examine proposals first for eligibility and feasibility (Step 1), follow that by scoring those eligible and feasible projects against a set of selection criteria (Step 2), and finally constrain the proposal list to a target allocation (Step 3). These steps, as carried out in our regional project selection, are described below.

Project Selection Process

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:

- 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:
 - Transportation Alternatives
 - Congestion Mitigation Air Quality
 - Highway Safety Improvement Program
 - Bridge/Pavement maintenance and preservation programs.
- Where does the project fit as a priority within NHDOT Pavement and Bridge Strategies?

Examining the eligibility and feasibility of projects reduced the number of projects to be ranked from 122 to 77 (**Figure 1**). 45 projects were deemed infeasible and these are listed, along with the reasons as to why the project wasn't brought forward, in **Table 1** at the end of this memo. There are a number of projects that are missing a scope or cost estimate, or there is simply no immediate need to implement. Another 31 projects are feasible, but are eligible and most likely funded, under programs that establish priorities under separate processes such as the Transportation Alternatives Program (TAP) or the highway and bridge maintenance and preservation programs. These projects are listed in **Table 2** at the end of this memo in alphabetical order by community.

Figure 1

Already in Long Range Transp. Plan	151
New Projects Proposed	+18
Total Projects in LRTP	169
In Ten Year Plan/TIP/Construction	-47
Remaining Projects	122
Not Ready For 10 Year Plan	-45
Suited for Other Programs	-31
Ranked for Ten Year Plan	46

Step 2: Apply the project selection criteria to those projects that meet eligibility and feasibility standards. The project selection criteria are the same as used for the 2015 iteration of this process with the difference being that the MPO TAC established the weighting of each. This weighting was accomplished by the TAC at the February 23rd, 2017 meeting utilizing a pair-wise comparison process to establish the relative priorities of each measure. These criteria were defined and applied as follows:

- **Congestion (10.36%):** 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 (5.16%):** The degree to which the project impacts the movement of goods. Estimated based on perceived utility as a freight corridor.
- **Alternative Modes (13.87%):** The extent to which the project impacts accommodations for alternative modes of travel. Does the project improve access to goods and services for people without a car.
- **Traffic Volume (8.47%):** The highest volume project location receive the highest score and the lowest volume project location receives the lowest score.
- **Facility Importance (6.9%):** Based on Functional classification. Higher classes of roadways receive higher scores. This reflects the "Tiered" approach desired by NHDOT.
- **Safety measures (16.96%):** To what degree is the project oriented towards making the roadways safer. Is the project purpose primarily safety or is it something else.
- **Safety Performance (6.06%):** Relative crash frequency at the location based on the last 5 years of data (2009-2013). Crash severity is also considered.
- **Service Life Remaining (3.79%):** The physical condition of the road and remaining useful life of the pavement. Roadways in better condition will score higher. Currently this is based on the same information from 2013 and 2014, but will be updated when the new data is received from NHDOT.

- **Current Bridge Condition (9.67%):** The physical condition of the bridge and those in the worst condition (Red List) will score higher. Currently this is based on the same information from 2013 and 2014 but will be updated when the new data is received from NHDOT.
- **Support(18.8%):** The regional priority of the project. This includes consideration of the local priority, potential economic impacts, the degree to which the project supports the vision, goals, and objectives of the region, as well as whether the project is listed in local or regional planning documents.

These were applied to 46 projects producing the ranking that is shown in **Table 3**. This table lists the project number, location, and scope as well as a visual indicating how the project scored in each criterion (larger horizontal bar = greater score). The listing is ordered from highest ranked to lowest, and is slightly different than what was presented to the TAC at the meeting on March 23rd due to the identification of several errors that have since been corrected, and the inclusion of the visual representation of the score in each criterion.

Step 3: Apply budget target. 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 an estimated “fair share” of funding available for transportation improvements that we might expect to see in the region. That budget target is estimated at **\$6,644,000** for the last two years of the Ten Year Plan and how it is calculated is shown in **Figure 2**. This target is slightly larger than the value used in 2015 due to the addition of Raymond to the MPO region, as well as NHDOT making an additional \$5,000,000 in funds available for implementing regional priorities.

Figure 2: 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	\$ 22,500,000
Total for RPCs to program in Ten Year Plan	\$ 45,000,000
RPC Share of available funding (14.7%)	\$ 6,643,663

Based on the assumed budget in **Figure 2**, multiple top ranked projects fit easily within the targeted amount, although funding both the first and second ranked projects would be greater than the target. The second ranked project, a reconstruction of the NH 101 interchange with US 1, is relatively large in scope and cost, and by itself uses the majority of the budget allocation. That being said, the project is at the intersection of two roadways that are on the National Highway System and could be constructed using NHS funds instead of a regional allocation. In 2015 all of the ranked projects were submitted to NHDOT for consideration and the recommendation is to repeat that to allow wider geographic distribution of projects and some flexibility in fitting MPO priorities to available funding.

At the TAC meeting on March 23rd, 2017, the committee examined and discussed the ranked list of projects that had been prepared by staff. After some discussion, it was recommended to leave the rank order as presented by staff with the following additional comments:

- While no project selection criteria is perfect, the current set do not adequately consider non-standard projects such as sound barriers or transit facilities, while there are multiple criteria that measure essentially the same thing such as functional class and traffic volume.
- Some accommodations need to be made to fund some small-scale project development work similar to the quick feasibility study that NHDOT assisted the town of Seabrook with during

summer/fall 2016. This type of project helps to focus the scope of a project, gauge local support, and provides a reasonable cost estimate for the Ten Year Plan.

- There are several corridor studies that are needed in the region to help comprehensively identify improvement needs for state highways in the region such as:
 - NH 101: Traffic has doubled since the widening was completed in 2001 and many of the unsignalized interchanges are experiencing substantial delays during peak hours.
 - NH 111: Has experienced significant land use growth between Kingston and the Shadow Lake Bypass in Salem that has increased traffic volumes as well as generating safety concerns at many intersections.
 - NH 108/33: Has experienced land use changes and travel pattern changes around the Great Bay between Stratham and Portsmouth that are increasing traffic volumes and creating hazardous conditions.
 - NH 125: Corridor Studies were completed for Plaistow and Kingston and for Epping to Rochester however there was a gap from NH 111 in Kingston through Brentwood to NH 101. This area was slated for a corridor study in the late 2000s however funding fell through.

Recommended Action: Submit a prioritized list, based on Table 3 and as may be modified by the Policy Committee, to NHDOT to be considered as the recommended projects from the Rockingham Planning Commission for the Ten Year Plan along with the comments recommended by the TAC.

Table 1: Projects not Considered for the Ten Year Plan (New projects designated with an *)

Project #	Location	Roads	Scope of Work	Notes	Total Cost
6001001	Atkinson-Hampstead	NH 111	Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)	Not likely to be funded under current DOT Pavement Strategy	\$ 11,040,000
6147003	Epping	NH 125	Pedestrian improvements and Relocate Rockingham Recreational Multi-Use path crossing of NH 125 to the intersection of NH 125 and Main Street. Streetscape/landscaping	Given recent addition of Pedestrian activated signal at current rail-trail crossing, project is unlikely to occur in short-to-mid term.	\$ 360,000
6147005	Epping	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	Not Needed at this time	\$ 600,000
6147002	Epping	NH 125	Signalize Lagoon Road Intersection with NH 125	Not needed at this time	\$ 300,000
6153004	Exeter	NH 111	Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]	Project partially funded via TA grant. Scope & Cost need to be revisited	\$ 876,000
6153005	Exeter	NH 88	Widen shoulders on NH 88.	No Indication of community support. Scope and cost need to be updated.	\$ 2,275,850
6153008	Exeter	Portsmouth Ave	High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP	No clear concept of need for project and no indicated support from community	\$ 4,735,700
6153006	Exeter	Main St	Pedestrian improvements linking Amtrak station and downtown.	No Indication of current community interest. No Scope or cost data.	\$ -
6153007	Exeter	Washinton St	Traffic calming - install speed tables and other devices.	Project is on a local street. May not be eligible for Federal Funds.	\$ -
* 6001024	Exeter to Raymond	NH 101/ US 1	Conduct capacity and safety analyses at NH 101 Interchanges	No scope or cost estimate.	\$ 200,000
6001003	Exeter-East Kingston	NH 108	Shoulder bike route on NH 108 from Exeter town center to Newton town line.	No indicated community support. Cost estimate seems very low	\$ 3,335,000
6001002	Exeter-Newfields	NH 85	Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields	No indicated community support. Cost estimate seems very low	\$ 1,200,000
6187002	Greenland	NH 33	Address Capacity Issues on NH 33 between Bayside Road and NH 151	No Cost Estimate or Scope	\$ -
6187001	Greenland	NH 33	Truck Stop Electrification Project [Formerly 06-08CM]	No scope or cost estimate.	\$ 840,000
6001004	Hampstead - Plaistow	NH 121A	Capacity Improvements And Shoulders on NH 121A Between NH 111 And NH 125	No scope or cost estimate.	\$ -
6001005	Hampstead - Sandown	NH 121A	Capacity Improvements And Shoulders For NH 121A Between NH 111 And Sandown/Chester Town Line	No scope or cost estimate.	\$ -
6197003	Hampton	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.	Awaiting outcome of scoping and cost study currently in Ten Year Plan	\$ 30,000,000

Table 1: Projects not Considered for the Ten Year Plan (New projects designated with an *)

Project #	Location	Roads	Scope of Work	Notes	Total Cost
6197013	Hampton	NH 101/ US 1	Construction of an intermodal facility in the vicinity of the interchange of NH 101 and US 1 in Hampton	Limited local support for intermodal facility	\$ 5,000,000
* 6197004	Hampton	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.	No Indication of community support.	\$ 1,500,000
6197007	Hampton	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.	No clear indication of support from community. No clearly defined scope, purpose or need.	\$ 6,900,000
6197006	Hampton	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.	High cost reconstruction not likely to be funded by NHDOT	\$ 12,420,000
6197009	Hampton	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.	High cost reconstruction not likely to be funded by NHDOT	\$ 7,935,000
6197010	Hampton	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.	High cost reconstruction not likely to be funded by NHDOT	\$ 8,280,000
6197011	Hampton	Church Street	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.	High cost reconstruction not likely to be funded by NHDOT	\$ 1,725,000
6199002	Hampton Falls	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.	No immediate need/benefit from project	\$ 1,200,000
6327001	Newfields	New Rd	Replace/Rehab structurally deficient bridge on New Road over BMRR 130/083. Source: NHDOT 2007 Red List Bridge Summary	No Cost Estimate	\$ -
6341003	Newton	NH 108	Shoulder Bike Lanes On NH 108		\$ 1,495,000

Table 1: Projects not Considered for the Ten Year Plan (New projects designated with an *)

Project #	Location	Roads	Scope of Work	Notes	Total Cost
6345001	North Hampton	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.	No indication of community support. No immediate need for capacity expansion	\$ 9,545,000
* 6345010	North Hampton	NH 111	Reconfigure the intersection of NH 111 and NH 151 in North Hampton to a more standard layout	No scope or cost estimate.	\$ -
6345003	North Hampton	US 1	Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	No immediate need/benefit from project	\$ 600,000
6345008	North Hampton	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.	No immediate need/benefit from project	\$ 600,000
6345005	North Hampton	US 1	Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	No immediate need/benefit from project	\$ 480,000
6345009	North Hampton	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.	No immediate need/benefit from project	\$ 2,645,000
6001008	North Hampton Greenland	NH 151	Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	TA Program. No indicated community support	\$ 1,817,000
6375002	Plaistow	Rail	Extension of MBTA Commuter Rail Service from Haverhill, MA to Plaistow. Construct platform & enclosed waiting area. Acquire easement for construction of rail siding. Acquire land for locomotive layover facility. Operate 10 round trips [10-17CM]	Little-to-no local support for layover facility. Minimal local support for passenger station.	\$ 2,140,000
6001009	Plaistow- Atkinson- Hampstead	NH 121	Safety Improvements Including Shoulders - State Line To Hampstead Town Line	No indicated community support.	\$ 7,434,750
6379021	Portsmouth	US Route 1 Bypass	Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	Fundamental disagreement between DOT and Portsmouth regarding design	\$ 5,031,250
6379020	Portsmouth	US Route 1 Bypass	Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	Not likely to be funded under current DOT Pavement Strategy	\$ 7,590,000
6379006	Portsmouth	US Route 1 Bypass	Reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	Not likely to be funded under current DOT Pavement Strategy	\$ 9,867,000
* 6379035	Portsmouth	Grafton Drive	Install a signal and widen Grafton Drive, Country Club Road and the access to the Portsmouth Transportation Center to add right and left turning lanes.	Interim Strategy is preferred alternative (Project 6379002)	\$ 1,600,000
6379009	Portsmouth	New	Create new road along North Mill Pond between Bartlett Street and Maplewood Ave	Local Road limits eligibility for Federal Funds	\$ 3,875,000
6001012	Region	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	No indication of current or expected issues with communications backbone	\$ 3,450,000

Table 1: Projects not Considered for the Ten Year Plan (New projects designated with an *)

Project #	Location	Roads	Scope of Work	Notes	Total Cost
6001013	Region	Multiple	Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.	No indication that additional VMS are needed	\$ 84,000
6409005	Seabrook	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.	Incorporated into Seabrook 6409004	\$ -
6409020	Seabrook	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	No clear need for widening in this area	\$ 10,350,000

Table 2: Projects Eligible for other Programs (New Projects Designated with an *)

Program	Project #	Location	Roads	Scope of Work	Notes	Total Cost
SAH	6021001	Atkinson	Hilldale Ave	Upgrade Hilldale Avenue in Atkinson	State Aid Highway. Local Road limits eligibility for Federal Funds	\$ 403,200
SAH	6055002	Brentwood	NH 111A	Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	While eligible for the Ten Year Plan, using State Aid Highway or Betterment would be more likely to happen and much sooner	\$ 96,000
SAH	6055001	Brentwood	North Road	Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment	While eligible for the Ten Year Plan, using State Aid Highway or Betterment would be more likely to happen and much sooner	\$ 96,000
TAP	6113001	Danville	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)	Bicycle and Pedestrian project - Transportation Alternatives Program	\$ 1,840,000
SAH	6135001	East Kingston	NH 107	Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal	State Aid Highway Program. Technically eligible, unclear as to need.	\$ 76,800
BRIDGE	6147008	Epping	Blake Rd	Bridge Replacement, Blake Road over Lamprey River [059/054]	Bridge Program	\$ 660,000
BRIDGE	6147009	Epping	Main St	Repair/Replacement of Main Street bridge over Lamprey River [109/055]	Bridge Program	\$ 744,000
BRIDGE	6167002	Fremont	Scribner Rd	Scribner Road over Exeter River - Structurally deficient bridge 106/076. Source: NHDOT 2002 Red List Bridge Summary	Bridge Program	\$ -
* TAP	6327002	Newfields	NH 87	Widen shoulders and install sidewalks	Transportation Alternatives Program	\$ 285,000
* TAP	6327004	Newfields	NH 108	Add shoulders to NH 108 within town of Newfields	Transportation Alternatives Program	\$ 320,000
* TAP	6327003	Newfields	NH 85	Rebuild roadway and sidewalks to include bike lanes and landscape features	Transportation Alternatives Program	\$ 1,530,000
BRIDGE	6341001	Newton	Pond Rd	Pond Road Over B&M RR - Structurally Deficient 064/107	Bridge Program	\$ 2,070,000
TAP	6379026	Portsmouth	Islington St	Construction of new sidewalk on one side of the street.	Pedestrian Project. Transportation Alternatives Program	\$ 250,000
TAP	6379024	Portsmouth	Spinney Rd	Add new sidewalk along one side of Spinney Rd and improve intersection at Spinney / Islington.	Pedestrian Project. Transportation Alternatives Program	\$ 350,000
BRIDGE	6379012	Portsmouth	Coakley Rd	Upgrade / replace aging bridge.	Bridge Program	\$ 198,000
TAP	6379031	Portsmouth	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.	Transportation Alternatives Program	\$ 800,000
BRIDGE	6379015	Portsmouth	Cate Street	Replace bridge in collaboration with local development plans	Bridge Program	\$ 480,000
BRIDGE	6379013	Portsmouth	Bartlett St	Bridge upgrade / replacement over Hodgson Brook	Bridge Program	\$ 342,000
BRIDGE	6379018	Portsmouth	Pierce Island Rd	Replace Pierce Island Bridge over Little Harbor	Bridge Program	\$ 2,875,000

Table 2: Projects Eligible for other Programs (New Projects Designated with an *)

Program	Project #	Location	Roads	Scope of Work	Notes	Total Cost
BRIDGE	6379005	Portsmouth	Maplewood Ave	Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	Bridge Program	\$ 1,150,000
CMAQ	6001014	Region	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.	Congestion Mitigation and Air Quality Program	\$ 600,000
CMAQ	6001016	Region	Multiple	Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	Congestion Mitigation and Air Quality Program	\$ 810,000
BRIDGE	6399003	Salem	Haverhill Rd.	Bridge Replacement. Haverhill Road over Spicket River [097/181]. Municipally Managed Project.	Bridge Program	\$ 921,600
BRIDGE	6399005	Salem	Lawrence Rd	Bridge Rehabilitation on Lawrence Road over Spicket River [113/070]	Bridge Program	\$ 240,000
BRIDGE	6399002	Salem	Emerson Way	Bridge Replacement. Emerson Way over Widow Harris Brook [114/108]. Municipally managed project	Bridge Program	\$ 720,000
BRIDGE	6405001	Sandown	Phillips Rd	Bridge Replacement on Phillips Road over Exeter River [093/109]	Bridge Program	\$ 480,000
BRIDGE	6405002	Sandown	Fremont Rd	Bridge rehab/replacement on Fremont Road over Exeter River - 098/117	Bridge Program	\$ 420,000
TAP	6409006	Seabrook	NH 1A	Bicycle shoulders and curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	Pedestrian Project	\$ 324,000
BRIDGE	6417002	South Hampton	Hilldale Ave	Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	Bridge Program	\$ 720,000
BRIDGE	6417001	South Hampton	Whitehall Rd	Bridge Replacement on Whitehall Road over Powwow River [099/062]	Bridge Program	\$ 306,000
TAP	6431002	Stratham	Squamscott Rd	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	Bicycle Project	\$ 1,200,000

Table 3: Prioritized Proposed Additions to the State Ten Year Plan (New Projects Designated with an *)

					Congestion Impact	Freight Mobility	Improves Accessibility	Volume	Facility Importance	Safety Measures	Safety Performance	Pavement Condition	Bridge Condition	Local Support	Regional Support	Weighted Total Score	Est. Cost	Cumul. Cost Total
Project Rank	Num	Location	Roads	Scope														
* 1	6001023	New Castle-Rye	NH 1A/1B	Shoulders on NH 1A in Rye from Seavey Creek Bridge to the south end of Odiorne Point State Park and on NH 1B from NH1A to the Bridge. Sidewalks on NH1B From Wild Rose	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.5898	\$ 1,978,500	\$ 1,978,500
2	6197005	Hampton	NH 101/ US 1	NH 101/ US 1 interchange reconfiguration as per the outcome of the feasibility study	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.5648	\$ 5,400,000	\$ 7,378,500
3	6345011	North Hampton	US 1	Capacity improvements at Intersection of US 1 & Atlantic Avenue (NH 111) including safety improvements for bicycle and pedestrian access.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.5626	\$ 744,000	\$ 8,122,500
4	6409007	Seabrook	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.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.5404	\$ 918,000	\$ 9,040,500
5	6409004	Seabrook	US 1	Capacity improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.5363	\$ 1,552,500	\$ 10,593,000
* 6	6197012	Hampton	Winnacunnet Rd & High Street (NH 27)	The reconstruction of Winnacunnet Road as a "Complete Street". New sidewalks along both sides of the roadway, travel way and shoulder delineation, and the	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.5192	\$ 900,000	\$ 11,493,000
7	6001018	Seabrook-Hampton	NH 1A	Route 1A Evacuation ITS Improvements: Deployment of contra-flow signage, VMS, surveillance, & communications upgrades. Regional ITS Architecture	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4972	\$ 2,139,000	\$ 13,632,000
8	6431003	Stratham	NH 108	NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection Realignment. Source: 1999-2020 LRP	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4915	\$ 565,200	\$ 14,197,200
9	6345006	North Hampton	US 1	Realign the southern intersection of US 1 and North Rd, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4832	\$ 2,645,000	\$ 16,842,200
10	6195001	Hampstead	NH 121	Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4808	\$ 300,000	\$ 17,142,200
11	6379027	Portsmouth	Market St and Russell St	Intersection improvements are required to improve traffic flow and safety. A roundabout is currently being considered for this location.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4723	\$ 875,000	\$ 18,017,200
12	6431001	Stratham	Rte. 108 and 33 / Portsmouth Ave and Winnicutt Road	A reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle. Traffic and pedestrian access and safety improvements	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4671	\$ 2,959,300	\$ 20,976,500
13	6147006	Epping	NH 125	Signalize intersection of NH 125 with Lee Hill Road	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4671	\$ 300,000	\$ 21,276,500
* 14	6331002	Newington	Pease Blvd/ NH Ave/ Arboretum Dr	Construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4615	\$ 100,000	\$ 21,376,500
15	6375004	Plaistow	NH 121A	Intersection improvements at North Avenue And NH 121A In Plaistow	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4578	\$ 1,806,650	\$ 23,183,150
16	6239001	Kensington	NH 107	Upgrade the intersection of NH 150 and NH 107 in Kensington. Possible roundabout. Source: NH 107/150 Intersection Study	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4574	\$ 900,000	\$ 24,083,150
17	6345007	North Hampton	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.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4515	\$ 3,375,000	\$ 27,458,150
18	6397002	Rye	US 1	Widen to five lanes & improve the Washington Rd/Breakfast Hill Rd intersection with US 1. Reduce vertical rise to improve sight distance.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4497	\$ 2,415,000	\$ 29,873,150
19	6001019	Seabrook-Hampton Falls-Hampton	East Coast Greenway	Construct multiple use pathway on B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4475	\$ 4,209,000	\$ 34,082,150
20	6197002	Hampton	US 1/NH 27	Realignment of Exeter Road so as to align directly opposite High St to improve the operation of the signalized intersection.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4395	\$ 6,175,000	\$ 40,257,150
21	6379028	Portsmouth	Islington St	Reconstruction of Islington Street including utilities, sidewalks, street lighting and furniture, curbing & bump outs. Signal at Bartlett St intersection.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4387	\$ 2,000,000	\$ 42,257,150
22	6153001	Exeter	Epping Rd	Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4381	\$ 1,897,500	\$ 44,154,650
23	6345004	North Hampton	US 1	Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm Rd to US 1. From US 1 Corridor Study.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4364	\$ 3,450,000	\$ 47,604,650
* 24	6383004	Raymond	NH 27	Address safety and capacity issues at the intersection of NH 27 and NH 156	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4280	\$ 600,000	\$ 48,204,650
25	6379002	Portsmouth	Grafton Drive	Grafton Dr widened for center turn lane at the intersection with Country Club Rd and the Portsmouth Transportation Center	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4263	\$ 500,000	\$ 48,704,650
26	6397001	Rye	US 1	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4112	\$ 1,200,000	\$ 49,904,650

Table 3: Prioritized Proposed Additions to the State Ten Year Plan (New Projects Designated with an *)

					Congestion Impact	Freight Mobility	Improves Accessibility	Volume	Facility Importance	Safety Measures	Safety Performance	Pavement Condition	Bridge Condition	Local Support	Regional Support	Weighted Total Score	Est. Cost	Cumul. Cost Total
Rank	Project Num	Location	Roads	Scope														
27	6397003	Rye	US 1	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4111	\$ 720,000	\$ 50,624,650
28	6431005	Stratham	NH 33	Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road intersection.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4105	\$ 185,000	\$ 50,809,650
29	6199003	Hampton Falls	US 1	Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.4094	\$ 1,200,000	\$ 52,009,650
30	6331001	Newington	Pease Blvd/ NH Ave/ Arboretum Dr	Install a signal at the intersection of Arboretum Drive, New Hampshire Avenue, and Pease Blvd. Additional turning lanes may be required.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3973	\$ 1,100,000	\$ 53,109,650
31	6409001	Seabrook	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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3920	\$ 2,875,000	\$ 55,984,650
32	6409002	Seabrook	US 1	Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3920	\$ 2,760,000	\$ 58,744,650
*	33	6379033	Portsmouth	NH Ave/Exeter St/Manchester Square	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3876	\$ 1,000,000	\$ 59,744,650
34	6431004	Stratham	NH 108	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3749	\$ 873,600	\$ 60,618,250
*	35	6383001	Raymond	NH 102	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3682	\$ 240,000	\$ 60,858,250
36	6379003	Portsmouth	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.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3516	\$ 1,400,000	\$ 62,258,250
37	6379010	Portsmouth	I-95	Construct a noise barrier along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3488	\$ 1,210,000	\$ 63,468,250
*	38	6383003	Raymond	NH 156	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3476	\$ 240,000	\$ 63,708,250
39	6379030	Portsmouth	Banfield Rd	Upgrades will include culvert replacement, guard rail installation, and traffic calming.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3365	\$ 700,000	\$ 64,408,250
40	6147007	Epping	NH 125	Widen NH 125 from NH 87 to Lee Hill Road	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3277	\$ 3,829,500	\$ 68,237,750
*	41	6383002	Raymond	NH 27	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3272	\$ 240,000	\$ 68,477,750
42	6379001	Portsmouth	NH Ave/ Durham St/ Corporate Dr/ International Dr	Installation of a traffic signal and left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3163	\$ 1,100,000	\$ 69,577,750
*	43	6379034	Portsmouth	International Dr/ Manchester Square/ Corporate Dr	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3147	\$ 300,000	\$ 69,877,750
*	44	6379032	Portsmouth	Grafton Drive/Aviation Avenue	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.3053	\$ 900,000	\$ 70,777,750
45	6001015	Region	Multiple	Bridge Security Surveillance Video Exchange: distribution system to allow authorized organizations to view bridge conditions in real-time.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.2943	\$ 1,840,000	\$ 72,617,750
46	6379029	Portsmouth	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.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	0.2899	\$ 250,000	\$ 72,867,750

ATTACHMENT #4

Memorandum

DATE: April 6, 2017
TO: MPO Policy Committee
FROM: David Walker
RE: UPWP for FY18 and FY19

The Unified Planning Work Program (UPWP) is the document that guides the work that the MPO undertakes over a two-year period. It translates established planning priorities, processes, and tasks into expected activities and work products, and provides general timeframes for project completion. The MPO planning functions are supported by Federal Highway Administration (FHWA) Metropolitan Planning (PL) and Federal Transit Administration (FTA) Metropolitan Planning (5305) funds which are combined 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% non-federal contribution. One half of that 20% match is provided via RPC community dues. The other half is provided by New Hampshire Department of Transportation (NHDOT) via "Turnpike Toll Credits" which allows the MPO meet the match requirement but provides no additional revenue.

The current draft UPWP can be found on the MPO website in the Transportation section:
<http://www.rpc-nh.org/transportation/about-mpo/work-program-upwp>

The TAC discussed a preliminary draft of the UPWP at the January meeting and a more complete document at the March 23rd, 2017 meeting that incorporated a substantial budget decrease and reduction in scope. The document has been revised further since the TAC meeting to finish incorporating comments from NHDOT, FHWA, and FTA, as well as to account for comments from TAC members. The current budget assumes the same amount of funding as has been used since Fiscal Year 2014. This necessitates some reductions in scope to adjust for increased costs.

- Category 200 – Reduced staff hours by 620 over two years. Primarily this occurs in Planning and Environmental Linkages (PEL) related tasks.
- Category 400 – Reduced staff hours by 1400 over two years. Some of this is accounted for by the conclusion of the Stream Crossing Assessment project which will end this summer however the remainder is from reduced access to GIS staff time.
- Category 500 – Reduced staff hours by 400 over two years. About half of this comes from the reassignment of staff hours to transit assistance projects that are outside of the UPWP, the remainder is from reduced technical assistance to communities.
- Reduced traffic count program from \$50,000 over two years to \$42,000 over two years.

In addition to the substantive changes in content, there has been a small reorganization of some of the task areas within each category as well as some technical and editorial changes:

- Replaced “Work Product” with “Activities” under some tasks to better reflect the nature of the MPO involvement.
- Updated references to regulations and guidance documents to reflect most recent information and section numbers.
- Task 105 Memberships, subscriptions & professional costs split off from Task 405 Equipment and Resources.
- MPO Long Range Transportation Plan moved from Task 210 to Task 208
- Task 210 State Long Range Transportation Plan added at NHDOT’s request (no staff resources currently assigned to this task as MPO involvement is already covered under Task 502)
- Task 206 renamed to Congestion Management Process – Previously Performance Based Planning. The Performance Based Planning work has been incorporated most directly into Task 208 but will eventually become a part of most of the MPO planning efforts.

We also need to make MPO member communities and agencies aware of recent correspondence from NHDOT Planning Bureau that has a potential impact on the UPWP and the ability of the MPO to monitor projects in the region and provide support and technical assistance to communities. A recent communication from NHDOT included guidance that incorporated the following statement:

Use of UPWP contract funds for engineering related efforts

“Any work proposed and funded as part of the UPWPs that will involve attendance at transportation project related meetings where ENGINEERING funds are being spent is likely unallowable. During our last UPWP review meeting, it was clear that FHWA is prepared to take the same position with UPWP funds as the Department is facing with the creation and use of a “Planning” phase for projects. This is something that we have been working on for some time, but in almost all cases not implemented.”

The implication of this statement is that the RPC would not be reimbursed for any participation on project advisory committees, attendance at public information sessions, or any meeting relating to a project that is in the Preliminary Engineering, Right-of-Way, or Construction phases, or in essence, any of the projects included in the Transportation Improvement Program. We are attempting to reconcile this with one of the FHWA/FTA Planning Emphasis Areas which states:

“Effective ***project monitoring is critical to the planning process*** and to timely project delivery....***UPWPs should identify resources and work elements as necessary to support effective project monitoring*** and the development of the MPO annual listing of obligated highway, bike/pedestrian and transit projects.”[Emphasis added]

While participation on project advisory committees, attending project public information sessions, and other project monitoring these efforts do not currently encompass a large portion of the work in the UPWP, it is an important aspect of maintaining an understanding of the status of projects in the MPO Long Range Plan and Transportation Improvement Program, as well as for fulfilling the MPO roles relating to public involvement and as a liaison between Federal and State agencies and the communities of the region. FHWA has been working with NHDOT to integrate a “Planning” phase (it may be called something else) into the project implementation process but that has not manifested consistently at this time. This phase would occur prior to engineering and would apparently be where the MPO would have a chance to be involved in the project. That being said, the idea that all MPO interest in a project ends the moment a project enters the engineering phase is not realistic. There are often project monitoring, public involvement, and environmental analysis reasons that would support involvement in

a project during, and after, preliminary engineering. Recent examples where this has been so include I-93 Salem to Manchester, Newington-Dover Little Bay Bridges, NH 125 Plaistow-Kingston, Sarah Long Bridge replacement, New Castle-Rye NH 1B Bridge replacement, as well as several US 1 improvement projects.

To date, no alternatives have been offered regarding how we might appropriately monitor projects that are in the TIP, and we are hoping to work with NHDOT and FHWA to better understand the implications of this restriction and to develop a reasonable and rational solution. As a start, the UPWP includes a more detailed work description under Task 502 to ensure that the nexus between transportation planning and project monitoring is clear. Commissioners should understand however that this may impact the ability of staff to attend project meetings or other project monitoring tasks which we have done in the past.

We are working with NHDOT Planning Bureau on securing additional funding for the MPO, and if this occurs prior to the meeting an updated UPWP will be forwarded to Commissioners. In addition, there are some other minor revisions remaining to fully incorporate DOT, FHWA, and FTA comments on the document however, these are largely organizational or descriptive in nature and will not change the amount and/or type of work listed in the program.

The TAC reviewed the draft UPWP at the March 23rd, 2017 meeting and recommended that the MPO Policy Committee approve the document. A final UPWP for FY 2018 and FY 2019 will be submitted to NHDOT as soon as possible to get through the State contract approval process in time for the July 1st start date.

Recommended Action: Approve the 2018-2019 Unified Planning Work Program for the RPC MPO

ATTACHMENT #5

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Memorandum

DATE: April 5, 2017
TO: MPO Policy Committee
FROM: Scott Bogle, Senior Transportation Planner
RE: Authorizing Vote to Execute FTA Section 5310 Contract with NHDOT

In February RPC submitted an application to NHDOT for \$354,161 in Federal Transit Administration (FTA) Section 5310 Purchase of Service (POS) funding. The funds will support transportation services for seniors and individuals with disabilities provided by COAST and other human service transportation provider agencies involved with the Southeast NH Regional Coordination Council for Community Transportation (RCC). This is a two year grant, extending from July 1, 2017 to June 30, 2019.

This grant application has been approved, though NHDOT is still preparing contracts. They anticipate having the contract to us by April 7th. NHDOT requires a Certificate of Vote authorizing the Executive Director to act on behalf of the Planning Commission to execute the contract. We will ask for this vote at the MPO meeting on April 12th.

Since 2015 RPC has served in what is essentially a Fiscal Agent role for these Section 5310 funds designed to support purchase of transportation services for senior citizens and individuals with disabilities. These funds are apportioned to the nine RCC regions around the State. In the Derry-Salem region CART serves in this Lead Agency role, purchasing service from Easter Seals.

For SFY18 and SFY19 these funds will support continuation of contracts with the following transportation provider agencies in the Southeast NH region:

- COAST (for region-wide medical transportation)
- TASC Volunteer Driver Program (serving Seacoast communities south of Portsmouth)
- Ready Rides Volunteer Driver Program (serving much of the SRPC region)
- Rockingham Nutrition Meals on Wheels Program (for service in Hampton, Seabrook and Exeter)

Lead Agencies are eligible to use up to 5% of grant costs for administrative expenses. This will amount to approximately \$17,708 over the two year grant life - \$8,445 in SFY18 and \$9,263 in SFY19. Continuing this role will help the RPC backfill a small portion of the federal planning funding reduction anticipated for the upcoming UPWP.

Recommended Action:

That the Policy Committee vote to authorize the Executive Director to execute the contract with NHDOT for FTA Section 5310 Purchase of Service Funds for Fiscal Years 2018 and 2019.