

# 2018-2019

## Unified Planning Work Program



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Approved by MPO Policy Committee  
4/12/2017



## ENDORSEMENTS

<u>Committee/Agency</u>	<u>Date of Endorsement</u>	<u>Amended</u>
<u>ROCKINGHAM PLANNING COMMISSION</u>		
Technical Advisory Committee	_____	_____
MPO Policy Committee	_____	_____
Technical & Budget Revisions (Funding & Task Tables)	_____	_____
<u>NH DEPARTMENT OF TRANSPORTATION</u>	_____	_____

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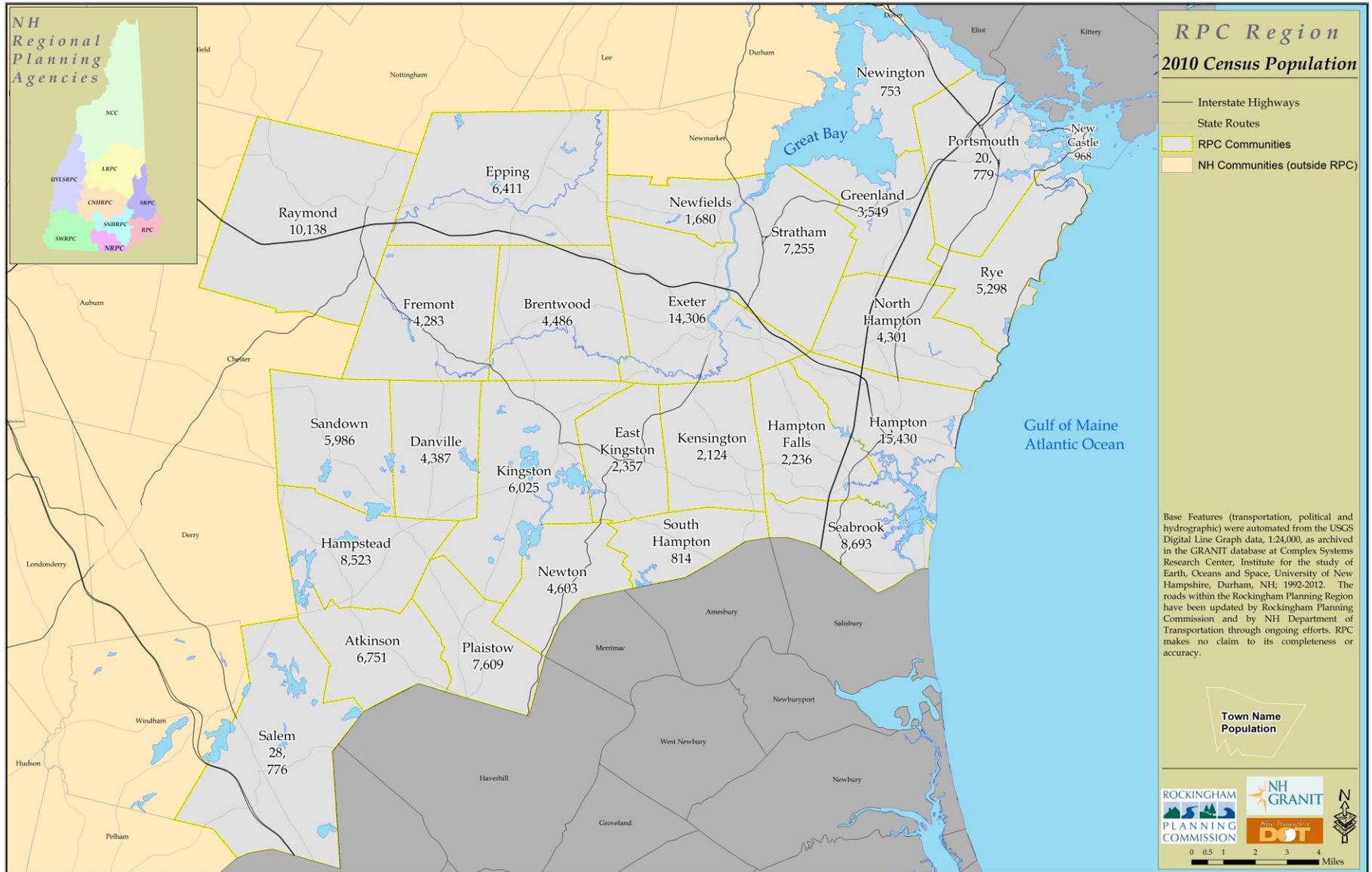
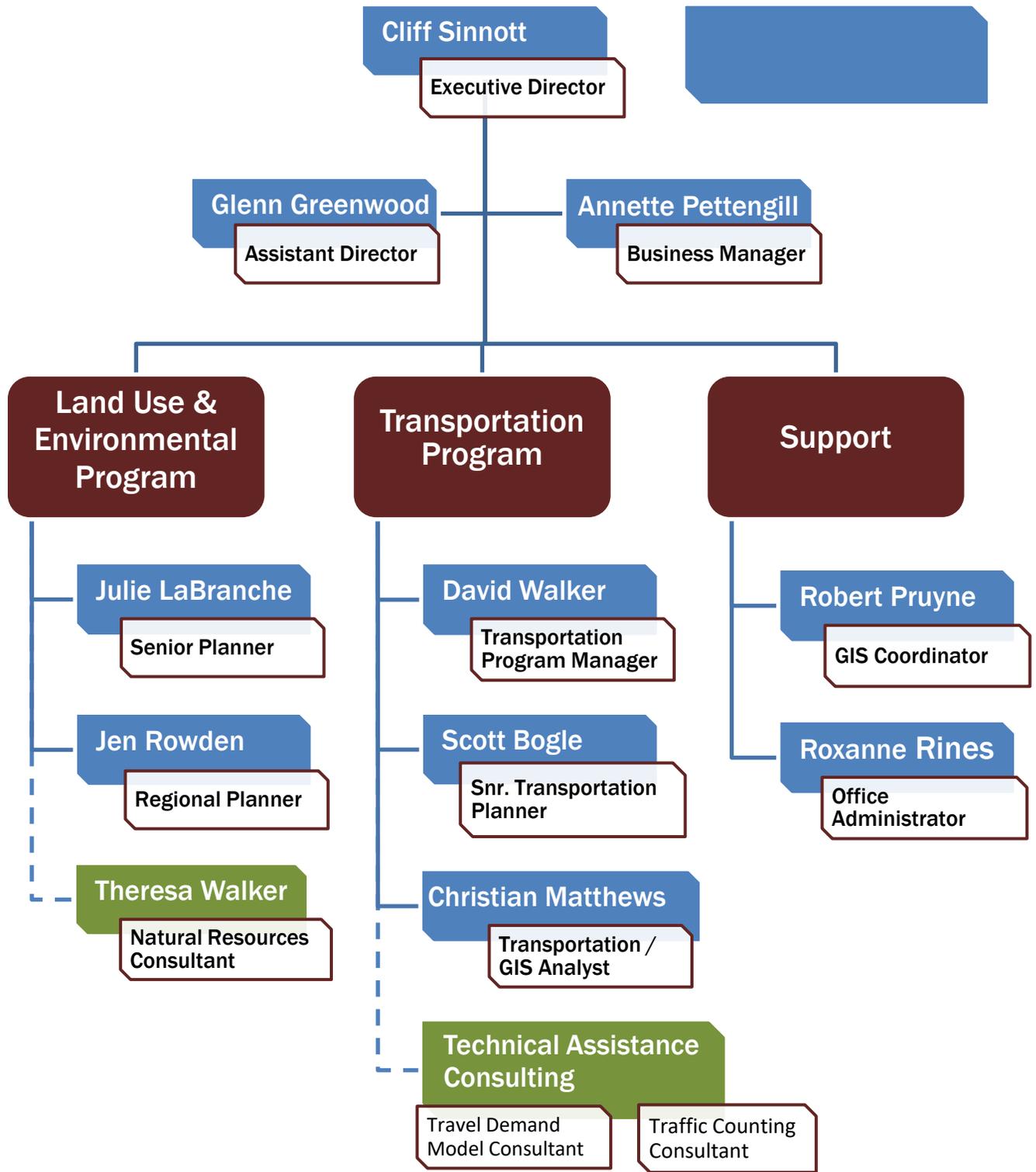




Figure 2: Staff Organization





**Figure 3: LIST OF ABBREVIATIONS and ACRONYMS**

ACT	.....Alliance for Community Transportation
ADA	.....Americans with Disabilities Act of 1990
ADT/AADT	.....Average Daily Traffic / Average Annual Daily Traffic
CAAA	.....Clean Air Act Amendments of 1990
CFR	.....Code of Federal Regulations
CMAQ	.....Congestion Mitigation/Air Quality Program
CART	.....Greater Derry-Salem Cooperative Alliance for Regional Transportation
COAST	.....Cooperative Alliance for Regional Transportation
CTPP	.....Census Transportation Planning Package
DBE/WBE	.....Disadvantaged Business Enterprises/Women's Business Enterprises
FAST	.....Fixing America's Surface Transportation Act (2015)
FHWA	.....Federal Highway Administration
FTA	.....Federal Transit Administration
GIS	.....Geographic Information System
GPS	.....Global Positioning System
HPMS	.....Highway Performance Monitoring System
HPR	.....Highway Planning and Research Funds
ISTEA	.....Intermodal Surface Transportation Efficiency Act of 1991
MVPC	.....Merrimack Valley Planning Commission
MVRTA	.....Merrimack Valley Regional Transit Authority
MPA	.....Metropolitan Planning Area (MPO study area)
MPO	.....Metropolitan Planning Organization
MSA	.....Metropolitan Statistical Area
MAP-21	.....Moving Ahead for Progress in the 21 <sup>st</sup> Century
NNEPRA	.....Northern New England Passenger Rail Authority
NHDES	.....New Hampshire Department of Environmental Services
NHDHHS	.....New Hampshire Department of Health & Human Services
NHDOT	.....New Hampshire Department of Transportation
NHSG	.....NH Seacoast Greenway
NRPC	.....Nashua Regional Planning Commission
OEP	.....New Hampshire Office of Energy & Planning
PL	.....MPO Planning Funds administered by FHWA
RCC	.....Regional Coordinating Council for Community Transportation
RPC	.....Rockingham Planning Commission
RTAP	.....Rural Technical Assistance Program
SAC	.....Special Advisory Committee on Transportation Needs for the Elderly and Disabled
SABR	.....Seacoast Area Bicycle Routes
SCC	.....State Coordinating Council for Community Transportation
SIP	.....State Implementation Plan (for Air Quality Conformity)
SMRPC	.....Southern Maine Regional Planning Commission
TAC	.....Technical Advisory Committee
TAP	.....Transportation Alternatives Program
TASC	.....Transportation Assistance for Seacoast Citizens
TAZ	.....Traffic Analysis Zone
TCSP	.....Transportation and Community System Preservation
TDM	.....Transportation Demand Management
TMA	.....Transportation Management Association –ALSO- Transportation Management Area
TIP	.....Transportation Improvement Program
UZA	.....Urbanized Area
UPWP	.....Unified Planning Work Program
3Cs	.....Continuing, Comprehensive, and Cooperative Transportation Planning



## 1.0 INTRODUCTION

The Unified Planning Work Program (UPWP) of the Rockingham Planning Commission Metropolitan Planning Organization (MPO) specifies both the planning priorities and work tasks that the MPO will address during the program period and the sources and amount of funding available to accomplish these tasks. The development of the UPWP is required as part of the 3Cs metropolitan planning process and specifically the Metropolitan Planning Rules ([23 CFR §450.308](#)). The “unified” aspect, as indicated in the document name, means that it encompasses all MPO transportation planning activities that are foreseen at the time of its preparation, regardless of funding source or implementing agency.

The UPWP encompasses a two-year scope of work and is developed in coordination with the NHDOT, FHWA, FTA COAST and CART. A two-year scope is used instead of a single year to be more forward looking and to streamline the contracting process as well. Accordingly, this UPWP covers the MPO’s planning work projected to occur in the ensuing two-year period, from July 1, 2017 to June 30, 2019.

The Metropolitan Planning Area (MPO study area) extends to all 27 communities of the Rockingham Planning Commission for two reasons: (1) because all were located within New Hampshire’s designated air quality non-attainment area, and (2) all except one community (Kensington) have portions of either the Boston or Portsmouth urbanized area. The MPO region is illustrated in **Figure 1**. In the past year, the MPO study area has expanded to include the Town of Raymond, which became part of the RPC’s planning district in November of 2016. Staffing of the MPO is provided by the Rockingham Planning Commission as shown in the organization chart (**Figure 2**). The Planning Commission, with the addition of appropriate State, Federal and regional transportation agencies, acts as the policy-making body of the MPO.

Consistent with past programs, this UPWP has been prepared to reflect the ongoing implementation of the Clean Air Act Amendments of 1990 (CAAA) and the last authorized Federal surface transportation act, [Fixing America’s Surface Transportation \(FAST\) Act](#) passed in 2015. These laws and their implementing regulations mandate a high level of transportation planning and analysis as identified through the general Planning Factors identified in FAST and in the annual emphasis areas suggested by FHWA and FTA. New planning regulations for FAST were finalized in May, 2016 and the MPO will operate under those rules and regulations. In addition, US DOT approved rules for safety performance measures (March, 2016), asset management (October, 2016), bridge and pavement condition and performance (January, 2017), and performance of the National Highway System (NHS), Freight movement, and Congestion Mitigation and Air Quality (CMAQ) program (March, 2017) that play an important role in defining the work that the MPO will undertake over the next two years.

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### **ORGANIZATION OF THE UPWP**

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The UPWP summarizes the tasks that will be undertaken to support the MPO’s planning effort.

**Section 1.0** (This section) provides introductory information regarding the document. **Section 2.0**

provides details regarding the content of the UPWP, and **Section 3.0** discusses the Planning Priorities



being addressed during the next two fiscal years. Each task is identified as part of one of the following work areas that are presented sequentially in **Section 4.0** along with a description and the related SAFETEA-LU/MAP-21 Planning Factors:

CATEGORY 100 – Administration and Training

CATEGORY 200 – Policy and Planning

CATEGORY 300 – Public Involvement and Coordination

CATEGORY 400 – Plan Support

CATEGORY 500 – Technical Assistance and Support

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

- Objectives
- Proposed Activities
- Work products and schedules

Following the detailed discussion of the work tasks, **Section 5.0** describes the other transportation planning activities that the MPO is involved with outside of the UPWP contract. The final section of the document, **Section 6.0**, provides tables that detail the funding sources, cost and distribution of hours, and scheduling of tasks for the two fiscal years.



## 2.0 CONTENTS OF THE UPWP

Section [450.308](#) of the Metropolitan Planning Rules (which implement the Metropolitan Planning requirements of FAST) specifies that a UPWP should be developed cooperatively with the State (NHDOT) and the public transportation operators in the MPO area (COAST and CART) and should document and address the following elements:

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

In addition, NHDOT has issued guidance on the contents of this UPWP which requests additional details regarding identification of completion dates and deliverables for tasks that are not ongoing.

Administrative requirements for the UPWP are as specified in 23 CFR 420 and FTA Circular 8100. In addition the NHDOT plans to issue an administrative manual consistent with these rules which, when adopted will provide additional guidance.

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### ***DEVELOPMENT OF THE UPWP***

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The format and general contents of the UPWP were established by consensus of Federal, State, and Regional agencies in 2010. Minor modifications have been made to this structure have been made since then to accommodate new tasks. Budget information for the 2018-2019 period was provided to the RPC by NH DOT in December, 2016 and work began on developing a draft UPWP at that time. An initial draft was completed and provided to the TAC for review at the January 26, 2017 meeting and provided to NH DOT, FHWA, and FTA on January 20<sup>th</sup>, 2017 to review. A UPWP review meeting was held on **INSERT DATE** with input provided by NH DOT, FHWA, and FTA. The RPC Transportation Advisory Committee reviewed and recommended approval of the draft UPWP on **INSERT DATE** and this was followed by approval from the MPO Policy Committee on **INSERT DATE**. Adjustments to budgets and activity descriptions continued during the approval process to reflect updated information.

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### ***PREVIOUS WORK***

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The proposed UPWP is, for the most part, the extension and continuation of past transportation planning work in the region. In some cases the work is part of an ongoing and/or mandated process, such as the support for Policy and TAC committees, traffic data collection, model maintenance, or TIP



and Plan maintenance. In other cases, it is a specific project or task with definable start and end points, as with the development of a Congestion Management Process (CMP), completion of a corridor study, development of FAST compliant planning documents, and the identification of specific tasks to address the 2018-2019 Planning Emphasis Areas identified by FHWA and FTA. In preparing the UPWP the status of all ongoing and carryover work was evaluated, including a review of the MPO UPWP Performance Report for FYs 2014-2015 (the last completed UPWP), the most recent MPO Planning review conducted by FHWA and FTA (January, 2013), and the most recent mid-contract UPWP review conducted with NHDOT (August, 2016).

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## **MPO CORE FUNCTIONS**

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FHWA's [Transportation Planning Process Briefing Book](#) establishes that MPOs

*"...[have] authority and responsibility for transportation policy-making in metropolitan planning areas. ...MPOs ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process. MPOs also cooperate with State and public transportation operators to set spending levels for Federal funds that are meant for transportation projects."*

*"...MPOs serve an overall coordination and consensus-building role in planning and programming funds for projects and operations. The MPO must involve local transportation providers in the planning process by including transit agencies, State and local highway departments, airport authorities, maritime operators, rail-freight operators, Amtrak, port operators, private providers of public transportation, and others within the MPO region."*

Further, the document lists that MPOs have **six core functions**:

1. **Establish a setting for effective decision-making** regarding transportation needs and priorities. This function is supported in the Rockingham Planning Commission region primarily through the Transportation Advisory Committee (TAC) and MPO Policy Committee, and secondarily through outreach to local officials and transportation stakeholders
2. **Identify and evaluate transportation improvement options.** This is supported through data analysis, corridor or other special studies, and through the application of general planning methods.
3. **Prepare and maintain a Metropolitan Transportation Plan** that has a 20+ year horizon. The Plan is intended to be responsive to the 10 planning factors [discussed below], and includes other specific content requirements.
4. **Develop a fiscally constrained Transportation Improvement Program (TIP)** that identifies project priorities drawn from the Long Range Transportation Plan
5. **Identify performance measure targets and monitor whether implemented projects are achieving targets.** This includes preparation of a System Performance Report as part of the Long Range Plan update process.
6. **Involve the public**, both general and specifically affected constituencies, in efforts related to each of the core functions above.



In addition to these functions, MPOs must also cooperate with the State, the region’s public transportation providers and municipalities to create an effective regional transportation planning process. This includes the function of coordinating the Long Range Transportation Plan, the TIP with the State Ten Year Plan and the STIP. New Hampshire MPOs are also called upon to participate in and contribute to statewide transportation initiatives, such as the interregional corridor and major facility studies, the state air quality planning process, regional community transportation coordination, CMAQ and TAP project evaluation processes, cooperative data collection efforts, and others. Other tasks in the UPWP support work related to “Planning Emphasis Areas” that are periodically established by the FHWA and FTA. In addition, the MPO Policy Board from time to time establishes specific priority tasks that it determines are a priority for the region. While not technically ‘core functions’ from a Federal perspective these additional functions and tasks are necessary to effectively address “3C’s” transportation planning in our region and the State.

The objective of the UPWP is to support the fulfillment of the six core MPO tasks, and the secondary task as described. The work identified in this document directly or indirectly supports that objective.

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### ***PLANNING FACTORS AND REQUIREMENTS OF THE FAST ACT***

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When developing the work program for the FY 2018-2019 UPWP, the provisions of 23 U.S. Code § 134 ([23 CFR Part 450.306](#)) of the Planning Regulations were considered. This section requires that the MPO, in cooperation with State and regional planning partners:

***“develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the state.”*** [[23 CFR §450.306](#)]

This performance-based approach is required to be in support of the national performance goals described in [23 USC §150\(b\)](#):

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through



eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Fundamental to the MPO planning process is that it be “**continuous, cooperative, and comprehensive**” [3Cs Process], and each project, strategy, and service of the MPO must provide for consideration and implementation of the ten planning factors established in FAST:

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

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

- the statewide planning process;
- Intelligent Transportation Systems (ITS) architectures;
- Coordinated Public Transit-Human Services Transportation Plan(s);
- the Strategic Highway Safety Plan, and transit safety and security plans and programs
- the cooperative development of a Congestion Management Process involving adjacent MPOs and NHDOT;

The tasks identified within the FY 2018-2019 UPWP are consistent with the Planning Factors, transportation planning emphasis areas and the Goals and Objectives as identified in the Rockingham MPO Long Range Transportation Plan. They are intended to facilitate the effective and efficient implementation of the Plan and Transportation Improvement Programs for the MPO area.



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## **FUNDING OF THE UPWP**

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The Unified Planning Work Program for the Rockingham MPO is primarily funded by the Federal Highway Administration (FHWA) through the Metropolitan Planning (PL) and the State Planning and Research (SPR) programs, and Federal Transit Administration (FTA) through the 5303 Program via a unified planning grant under FHWA purview. Federal sources, which pass through NHDOT, are subject to a 20% match of state and/or local funds as shown in **Table 1**. Half of this match is currently provided by local revenues from the Rockingham Planning Commission (RPC) communities, while the remainder utilizes Turnpike Toll Credits from NHDOT to satisfy the match requirements in place of funds. **Table 2** shows the distribution of personnel resources to UPWP tasks. **Table 3** shows the allocation of local funds used to support the metropolitan planning process and local funds required to match the PL, SPR, and 5303 funds are collected by the RPC as a component of the annual dues assessment made to the communities within its planning district. The anticipated schedule for work tasks and deliverables are shown in **Table 4**.



### 3.0 PLANNING PRIORITIES

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

- Consultation with staff from FHWA, New Hampshire Division, FTA Region I, NHDOT Bureau of Planning and Community Assistance, COAST, and CART;
- Consultation with the MPO Technical Advisory Committee and Policy Committees.
- The requirements for implementing the provisions of the FAST Act, and current Metropolitan Planning Rules ([23 CFR 450](#));
- The specific needs and circumstances of the MPO,
- Completion of certain tasks begun under the previous UPWP,
- Addressing findings and recommendations made during the MPO Planning Reviews conducted by FHWA and FTA in January of 2009 and 2013.

During the preparation of the UPWP, the FHWA New Hampshire Division Office and FTA Region I Office recommended that three national planning emphasis areas and 11 region specific emphasis areas be addressed as planning priorities. The priorities that have been developed for the RPC region from these various efforts are the following and the UPWP should reflect appropriate work elements and resources to address:

#### **National Planning Emphasis Areas**

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

#### **New Hampshire Planning Emphasis Areas**

- MAP-21/FAST Act & Planning Final Rule - Compliance, Planning Performance Measures.*** The UPWP should include appropriate work efforts to ensure that the MPO complies with the metropolitan planning and programming requirements of MAP-21, the FAST Act, and the



subsequent planning regulations developed by FHWA and FTA. Specifically, the two new Planning Factors included in the FAST Act should be incorporated into planning activities and the development and implementation of a compliant performance based planning and programming process should be undertaken.

2. **Urbanized Area Suballocation and Project Selection.** The FAST Act requires suballocation of resources and project selection authority for the Surface Transportation (STP) and Transportation Alternatives (TAP) Programs, and the UPWP should include the collaborative efforts to ensure that these requirements are implemented where appropriate.
3. **Congestion Management Process implementation.** The MPO Congestion Management Process (CMP) was established in 2010, and UPWP work elements should support the data collection and monitoring efforts necessary to implement an effective CMP. Recommendations from MPO Planning Reviews should be addressed as necessary.
4. **Freight Planning.** Identify resources and work elements necessary to develop a metropolitan freight plan that assesses the condition and performance of the region’s critical freight network and identifies solutions to freight bottlenecks and other deficiencies.
5. **Fiscal Constraint and Financial Planning.** The work program should identify resources and work elements necessary to ensure that the Long Range Transportation Plan and Transportation Improvement Program include financial documentation and processes that meet the requirements of the FAST Act and the Statewide and Metropolitan Transportation Planning Rules.
6. **Metropolitan Travel Demand Model Maintenance.** Ensuring that the MPO is maintaining the function and capacity of the travel demand model and keeping it up-to-date and developing applications to utilize the model in transportation planning functions. This includes identifying the resources necessary and working collaboratively to implement a comprehensive Household Travel Survey to assist in calibrating New Hampshire’s metropolitan and statewide models.
7. **Data Collection for HPMS.** Include the resources and work elements as necessary to provide for MPO involvement in the complete traffic counting, pavement condition monitoring, and other activities and data for maintaining New Hampshire’s statewide HPMS data.
8. **Planning and Environmental Linkages (PEL).** The benefits of utilizing [FHWA’s Planning and Environmental Linkages](#) (PEL) approach should be considered and appropriate work elements should be included to support Programmatic Mitigation Plans, and the identification of potential environmental mitigation activities in consultation with resource and land use management agencies. This includes support for integrating environmental analysis, project purpose and need, and preliminary alternatives analysis in corridor studies and long-range transportation plans.
9. **Climate Change & Stormwater Impacts, Resiliency.** Ensure that the LRTP and other planning efforts address climate change and stormwater impacts, as well as mitigation and adaptation strategies. MPOs are encouraged to work with NDHOT and NHDES to consider New Hampshire’s Climate Change Plan and NHDOT’s Final Report on Potential Impacts of Climate Change on Transportation Infrastructure to help identify challenges and strategies



for further consideration in the planning process, including climate change vulnerability assessment and adaptation activities. In addition the MPO will address special climate change considerations applicable to coastal areas as identified in the NH Risk and Hazards Commission’s Final Report adopted in October 2016.

10. **Livability and Sustainability.** Ensure that resources and work elements are defined as necessary to address livability and sustainability principles in the Long-Range Transportation Plan and the planning process. This includes support public transit, bicycle, and pedestrian transportation planning activities, and efforts to address integrated land use and transportation planning through scenario planning methodologies. Use of [FHWA INVEST](#) (Infrastructure Voluntary Evaluation Sustainability Tool) methodology is encouraged to assist in assessing the sustainability of transportation plans, projects, and programs.
11. **Project Monitoring.** Identify resources and work elements as necessary to support effective project monitoring and the development of MPO annual listing of obligated highway, bike/pedestrian and transit projects.

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



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

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



## 4.0 CATEGORY & TASK DESCRIPTIONS

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

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### **CATEGORY 100: MPO ADMINISTRATION**

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**Purpose:** Facilitates administration of the UPWP Planning Agreement with NHDOT, the development of the MPO Prospectus and UPWP, financial management, training of staff, and conduct of other activities needed to maintain compliance with MPO requirements.

#### **Task 101 — Accounting and Invoices**

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

#### **Proposed Activities & Products**

1. **Financial Management and Reporting:** The day to day accounting needs of the MPO. This includes continued refinements to the MPO financial accounting and reporting system to better meet agency and reporting needs.

**Work Product:** Monthly UPWP invoices & Status Reports

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

**Work Product:** Annual Financial Audit for each fiscal year meeting the requirements of 2 CFR 200 as required and submitted through the federal clearinghouse.

#### **Task 102 — MPO Administration**

**Objective:** To provide for the development of the MPO UPWP and Prospectus, general administrative and clerical services, and coordination of efforts with other agencies



supporting the timely completion of UPWP tasks. This task also has the purpose of measuring the performance of the MPO in terms of completing efforts listed in the UPWP. This takes the form of the mid-contract UPWP progress reviews completed just after the first year of the two year UPWP, FHWA/FTA Planning Reviews which occur every four years, and the UPWP Performance Report completed at the end of each contract.

### **Proposed Activities & Products:**

- 2. Development of and Amendments to Unified Planning Work Program:** This task supports the development, implementation, modification of and administration of the MPO Unified Planning Work Program (UPWP). The MPO staff work cooperatively with NHDOT, FHWA, FTA and regional transit operator to formulate the UPWP, incorporating new planning needs, requirements and emphasis areas. Occasionally changes to the UPWP are required to adjust the document to fit unanticipated needs or shifting priorities. This can be a minor budget adjustment, movement of funding/resources from one category to another, or adding/removing of work tasks. Minor revisions may occur multiple times over the course of the UPWP with larger modifications or amendment processed much less frequently each cycle.

**Work Product:** Approved UPWP for Fiscal Years 2020-2021

**Work Product:** Minor revisions, modifications, and amendments to the UPWP for Fiscal Years 2018-2019 (as Needed)

- 3. UPWP Administration:** General administrative tasks relevant to the fulfillment of the FY 2018-2019 MPO Unified Planning Work Program and to ensure compliance with federal and state regulations. This includes completion of timesheets and monthly work program reports, attendance at staff meetings, attendance at coordination meetings with NHDOT and other agencies, and other administrative tasks.

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

**Work Product:** Completion of employee timesheets

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

**Work Product:** DBE Program and goal analysis (as needed)

**Work Product:** Revised RPC internal procurement guidelines, model RPF, RFQ, and third party contract. (as needed)

**Work Product:** Standardized training and professional development request form for non-transportation staff.



5. **MPO Prospectus Updates:** Updates to the MPO Prospectus document which has three functions; establish the federally mandated “3C” transportation planning process, defines the roles and responsibilities of the various Federal, State, Regional, and local agencies involved in the MPO, and it documents the interagency agreements between involved agencies. A significant update was made to incorporate MAP-21 and 2010 Census changes in 2014-2015; minimal work envisioned for 2018-2019, however some changes to the TIP/STIP Amendment procedures are being discussed and will be incorporated if implemented.

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

6. **UPWP Performance Report:** The MPO UPWP performance report provides an assessment of tasks completed and progress made on efforts undertaken during the previous UPWP contract (FY16-17 UPWP). This document also includes an explanation of tasks not completed or carried over to the current UPWP. The materials utilized to prepare for the mid-term progress review (See item #7 below) will be utilized as the Performance Report for the first half of the UPWP contract (Year 1).

**Work Product:** MPO UPWP Performance Report for the FY 16-17 UPWP

7. **Planning and Progress Reviews:** Prepare for and meet with NHDOT, FHWA, and FTA as requested to discuss progress on the current UPWP and any ongoing issues and concerns with work to date. NHDOT UPWP mid contract reviews are expected to occur in the spring/summer of 2018; the FHWA/FTA planning review is scheduled between June 1, 2017 and May 31, 2018.

**Work Product:** Completed questionnaire and Mid-term UPWP progress review meeting with NHDOT (~June, 2018)

**Work Product:** Completed questionnaire and Planning Review conducted by FHWA/FTA every 4 years (next anticipated during FY 18)

8. **UPWP Administration Guidance Document:** The NHDOT is in the process of developing a uniform guidance document for the administration of MPO and RPO UPWPs in New Hampshire. To ensure input from MPOs the NHDOT has requested that several MPO and RPO staff participate in a working group to refine the existing draft document. One RPC staff member will participate.

(1) Participation in UPWP Administrative Guidance Development process

**Work Product:** Assistance with development of draft document and comments on drafts as needed.

### Task 103 — Staff Training

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



## Proposed Activities and Products:

- 1. Conferences, Seminars, and Workshops:** Continued training of MPO planning staff through attendance at transportation related conferences, workshops, and seminars with content having relevance to the work program. Emphasis will continue to be placed on travel demand modeling/scenario planning, highway capacity, traffic impact analysis and land use/transportation interrelations, bicycle, pedestrian and transit planning, and adaptation or resiliency planning. Attending at least one national transportation conference each year such as the Transportation Research Board (TRB) Annual Meeting, Tools of the Trade Conference, Access Management Conference, or Planning Applications Conference, Association of Metropolitan Planning Organizations (AMPO) and/or National Association of Regional Councils (NARC) national transportation planning conferences will be emphasized. Attendance at other conferences and/or training workshops with content relevant to transportation planning may include the American Planning Association (APA), Northern New England Chapter of the APA (NNECAPA), PREP Estuaries Conference, the New England Interstate Water Pollution Control Commission (NEIWPC), NH Municipal Association Road Law training, Urban and Regional Information Systems Association (URISA), Community Transportation Association of America (CTAA), New England Bicycle/Pedestrian Summit, and the National Bike Summit.

**Activity:** Participation in professional development and training opportunities on various topics; attendance and report to TAC and Policy Committees as appropriate on conferences.

**Activity:** Attendance at AMPO, TRB or other national transportation related conference, with reports to staff and/or Policy Committees.

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

**Activity:** Staff trained on regional travel demand modeling and the MPO model.

**Activity:** Staff trained on other transportation analysis software programs.

## Task 104 — Indirect Cost Rate

**Objective:** The development and monitoring of the Indirect Cost Rate in accordance with 2 CFR 200 as a predetermined fixed indirect cost rate to be used as the basis of monthly billing and cost allocation and adjusted post-audit.

**Work Product:** Approved Predetermined ICR for the 2020-2021 UPWP period.



## Task 105 — Memberships & Subscriptions

**Objective:** To fund agency memberships in professional organizations such as Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC) (Transportation Planning Only).

### Proposed Activities & Products:

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

**Work Product:** AMPOs membership

**Work Product:** NARC transportation section membership



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**CATEGORY 200: POLICY AND PLANNING**

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

**Task 201 — State Ten Year Plan**

**Objective:** Participation in the State Ten Year Plan development, GACIT public hearings, and other tasks related to the adoption of the Ten Year Plan.

**Proposed Activities and Products:**

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

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

**Work Product:** Comments/Responses to Drafts of the State Ten Year Plan

**Activity:** Participation in Regional GACIT Hearings & Ten Year Plan process (September-October of odd numbered years). GACIT hearing locations are determined by the Executive Council and NHDOT and range from 1-5 within the RPC region.

**Task 202 — Land Use and Environmental Linkages**

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

**Proposed Activities and Products:**

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

– **Southeast Watershed Alliance:** The Southeast Watershed Alliance was formed to create



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

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

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

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

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

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

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

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

- **Coastal Adaptation Workgroup (CAW):** RPC Staff will continue to participate in the Coastal Adaptation Workgroup which assists New Hampshire Coastal communities with training and



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

**Activity:** Participation in approximately 10 meetings per year of the Coastal Adaptation Workgroup.

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

**Work Product:** Incorporate Hazard Mitigation recommendations into Long Range Transportation Plan and into other transportation planning activities.

### Task 203 — Transportation Planners Collaborative

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

#### Proposed Activities and Products:

1. **Transportation Planning Collaborative:** A meeting of NH transportation planners to foster improved communication between the NHDOT and RPCs/MPOs. Primary focus of the TPC during the 18-19 UPWP will be on the realignment of the Ten Year Plan process to strengthen RPC roles and better integrate existing transportation planning processes.

**Activity:** Participation in Transportation Collaborative meetings for the purposes of realigning the Ten Year Plan process to strengthen RPC roles and better integrate existing transportation planning processes.

### Task 204 — Interagency Consultation

**Objective:** Coordination of activities and efforts with adjacent MPOs, State Agencies, and Federal planning partners is an important activity that reduces duplication of effort and



ensures that issues of common concern are addressed.

**Proposed Activities and Products:**

1. **Interagency Consultation:** Monthly interagency consultation conference calls and other meetings or communication with FHWA, NHDOT, MPOs and resource agencies to address TIP, Long Range Plan, Ten Year Plan, air quality conformity and other aspects of the 3Cs planning process.

**Activity:** Participation in monthly Interagency Coordination meetings/conference calls.

**Task 205 — Transportation Improvement Program**

**Objective:** To maintain the 2017-2020 Transportation Improvement Program through amendments and minor revisions, and approve the 2019-2022 Transportation Improvement Program to meet the requirements of 23 CFR § 450.326. This includes the development of a 4-year TIP that includes capital and non-capital surface transportation projects funded with federal resources, any regionally significant projects funded with non-federal resources with enough descriptive material to identify the project and location. In addition, the List of Obligated Projects must be produced each year.

**Proposed Activities and Products:**

1. **MPO Transportation Improvement Program (TIP):** To maintain and amend as necessary the MPO 2017-2020 TIP and prepare the FY 2019-2022 TIP, in cooperation with the State as required under the State's biennial TIP/STIP development schedule, and to conduct other TIP-related activities as needed to continue compliance with 23 CFR Part 450, Subpart C.
  - **TIP Preparation:** Prepare and adopt the Rockingham Planning Commission TIP, including Air Quality Conformity determination, financial constraint analysis, and a summary of results from prior TIPs. Ensure consistency between the project specific element of the Long Range Transportation Plan and regional air quality conformity analysis.
  - **Project Development Support:** Work with project applicants and NHDOT with application development and project implementation. In addition, staff will participate in TIP committee meetings as requested.
  - **Evaluate Regional Project Needs:** As part of the TIP and Plan development, conduct an evaluation of regional transportation improvement needs, using input from the Long Range Plan, The Congestion Management Process (CMP), the travel demand model, NHDOT and other parties, and propose projects, or encourage state or local governments to propose projects, as appropriate.
  - **Incorporate Performance Measures:** While not required explicitly in the TIP, some



assessment of progress towards regional transportation performance targets will accompany the discussion of projects completed in the previous TIP as well as the discussion of the expected benefits of the current project list.

**Work Product:** Draft FY2019-2022 Rockingham MPO TIP

**Work Product:** Project applications and documentation of implementation activities

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

**Work Product:** Development and maintenance of a TIP project tracking database.

2. **TIP Amendments:** Evaluate and process TIP Amendments as needed. Grouped amendments are generally proposed by NHDOT 3-5 times per year.

**Work Product:** Approval and documentation of TIP Amendments

**Work Product:** Updated TIP project database to reflect amended projects

3. **TIP Administrative Adjustments:** Evaluate and process TIP Administrative Adjustments as needed. In practice, administrative adjustments occur monthly.

**Work Product:** Approval and documentation of monthly TIP Administrative Modifications

4. **Annual List of Obligated Projects:** Obligated projects are those that FHWA or FTA have committed to reimbursing a share of the cost of implementation. Annually, by December 31<sup>st</sup>, the MPO is required to produce a listing for all projects in the region for which Federal funds were obligated during the previous fiscal year.

**Work Product:** FY 2017 Annual List of Obligated Projects (December, 2017)

**Work Product:** FY 2018 Annual List of Obligated Projects (December, 2018)

## Task 206 — Congestion Management Process

**Objective:** To complete all work related to the implementation and maintenance of the Congestion Management Process for designated Transportation Management Agencies (TMAs) to satisfy the requirements of 23 USC § 134.

### Proposed Activities and Products:

1. **Congestion Management Process:** The MPO Congestion Management Process (CMP) is a tool for understanding regional traffic congestion and providing information on transportation system performance. A CMP must measure multi-modal transportation system performance, identify the causes of congestion, assess alternative actions, implement cost-effective actions, and evaluate the effectiveness of implemented actions. The RPC approved a corridor-based CMP in 2010 and will be working to implement corridor committees and develop the reports necessary for the program. This includes Interstates 93 and 95, NH Routes 16, 28, 33, 101, and 125, US



Route 1 and the US 1 Bypass, and portions of NH 107, 108, and 111. The goal is to develop reports for each CMP corridor (grouping I-93 and NH 28 as well as I-95 and US 1/US 1 Bypass) and update a portion of them each year. A regional report summarizing the corridor reports will be produced annually. The RPC recently became a member of the I-95 Corridor Coalition and are hoping to utilize that resource to aid in the development of the CMP corridor reports and assess congestion issues.

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

**Work Product:** Analysis of travel time data for each CMP corridor for which NPMRDS data is available

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

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

#### Proposed Activities and Products:

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

**Work Product:** Updates to the Regional ITS Architecture & Strategic Plan as needed

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

**Activity:** Participation in Newington-Dover and I-93 Incident Management Systems

**Activity:** Participation in the Incident Management System for the I-95 corridor



## Task 208 — Metropolitan Transportation Plan

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

### Proposed Activities and Products:

1. **Transportation Plan Update:** Carry out the update of the Rockingham MPO Transportation Plan in conjunction with development of the Transportation Improvement Program. Work will be focused in several areas: (1) enhanced treatment for bike, pedestrian, and transit components of the transportation system; (2) development of additional project details for transportation projects; (3) full integration of the statewide project selection criteria and process; (4) integration of a Performance Based Planning, (5) soliciting communities and agencies for any unidentified transportation issues and projects in the region, (6) enhanced treatment for freight and goods movement as a component of the transportation system, (7) integration of a regional climate change vulnerability analysis, especially relating to transportation infrastructure and services. The RPC is working on a number of projects related to environment, water quality and stormwater management, climate change, and adaption planning. Staff will be working to incorporate the outcomes of those projects into the MPO LRTP through an expanded discussion of land use and environmental impacts as well as discussions of infrastructure vulnerability to natural hazards. Major Components of the Long Range Plan include the following:
  - **Performance Based Planning Process:** Federal regulations require the implementation of a performance based transportation planning process and this will require integration of performance measures, targets, and related data collection and analysis efforts into the MPO Long Range Transportation Plan.
  - **Livability/Sustainability:** Integrate livability principles into the Long Range Plan to encourage expanded transportation choices, sustainable economic and land use development patterns, and leverage existing investments in infrastructure and communities.
  - **Fiscal Constraint Analysis:** Prepare an analysis of projected revenues and expenditures by year for the region in cooperation with NHDOT and other NH MPOs. This will include developing a budget of funds reasonably expected to be available in the region on which to base project specific recommendations and sequencing.
  - **Transportation Project Development:** A deficiency in the MPO long range planning has been a lack of detailed information available regarding Plan project proposals. This work tasks is intended to refine the project selection process and to supplement project descriptions with additional detail to enable decision-makers to better prioritize.
  - **Environmental Mitigation, Climate Change, and Adaptation:** The FAST Act (and its predecessors) requires that the MPO include discussions of environmental mitigation within the Long Range Plan. This work task is to continue to revise and refine these discussions, to maintain up-to-date information regarding potential areas of mitigation, and to maintain consistency with State, regional, and local environmental planning efforts. This component of the plan will also be expanded to include discussion of the impacts of climate change on land



use and transportation in the region and methods of adapting to the changing environment.

- **Population and Employment Projections:** Modify the population and employment projections included in the Long Range Plan and Air Quality Conformity Analysis to include 2010 census, American Community Survey, employment information to be consistent with Federal and State estimates for the communities and region. Continue to refine the projection model.
- **Project Selection Criteria:** Limited financial resources require that a set of criteria be in place to evaluate and prioritize projects. The RPC has project selection criteria developed that need refined to be consistent with the newly developed statewide criteria set and scoring methodology.
- **Project Programming Targets:** Working with NHDOT and the other MPOs/RPCs to establish transportation project programming budgets
- **Freight:** Update and expand discussion of freight in the region to reflect the new national emphasis on goods movement. Work with the Statewide Freight Advisory Committee (if established) to ensure that regional freight goals and objectives reflect statewide goals and objectives.

**Work Product:** Complete major update to the MPO Long Range Plan with the focus of fully implementing required performance measures and targets and integrating a performance based planning process.

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

**Work Product:** Expand project identification and development process consistent with other NH MPOs and NH DOT.

**Work Product:** Revised and project selection process and criteria consistent with other NH MPOs and NH DOT.

**Work Product:** Development and maintenance of a transportation project database.

**Work Product:** Updates to transportation related chapter(s) of the Regional Master Plan and related efforts (None expected during the 2018-2019 UPWP)

2. **Performance Measures and Targets:** Integration of a Federally mandated Performance Based Planning process including the establishment of specific performance measures and targets. will be developed as part of the implementation of performance-based decision-making with the MPO planning process in coordination with adjoining MPOs, NHDOT, transit agencies, and FHWA/FTA.

**Work Product:** Implementation of Federally required Performance Measures and Targets for the MPO.

**Work Product:** Implementation of supplemental Performance Measures and Targets for the MPO.

**Activity:** Coordination and consultation with NHDOT regarding Performance Measures

**Activity:** Coordination and consultation with other NH MPOs regarding Performance Measures



**Activity:** Coordination with KACTS/SMPDC and Boston Urbanized Area MPOs as appropriate.

### Task 209 — Air Quality Conformity

**Objective:** To complete work related to satisfying the requirements of the Clean Air Act Section 176(c), 40 USC § 93, and other policy documents from FHWA and EPA relating to air quality conformity.

As of July 20<sup>th</sup>, 2013, the region was reclassified as an attainment area (Maintenance) meaning that regional Conformity Determinations are not necessary with TIP and Plan updates. No Air Quality Conformity analysis is anticipated to be required during the 2018-2019 UPWP.

#### Proposed Activities and Products

**Work Product:** None at this time.

**Activity:** None at this time.

### Task 210 — State Long Range Transportation Plan

**Objective:** For the state to complete work related to satisfying the requirements of 23 CFR §450.216 relating to the development and content of the statewide long-range transportation plan.

#### Proposed Activities and Products

**Work Product:** None at this time.

**Activity:** None at this time.

### Task 211 — Bike and Pedestrian Planning

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



**Proposed Activities and Products:**

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

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

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

**Work Product:** Regional Bicycle & Pedestrian Plan

2. **Bike/Walk to Work Week:** Continue collaboration with commuteSMARTSeacoast, SABR, SRPC and other partners to coordinate regional events for Bike/Walk to Work Day and National Bike Month to encourage active transportation. Projects include regional bike/ped commuter breakfasts, the Corporate Commuter Challenge and educational events.

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

**Work Product:** Documentation of annual BWWD events

**Work Product:** Updated BWWD Workplace Coordinator’s Guide

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

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

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



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## CATEGORY 300: PUBLIC INVOLVEMENT AND COORDINATION

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**Purpose:** Provide for appropriate public, stakeholder and constituent participation and input in the development of MPO policies, plans and related documents, including the long range transportation plan, the transportation improvement program, project prioritization policies and tools. This task is focused on staff support of the MPO Technical Advisory Committee and Policy Committee, but may also involve advisory committees established for specific projects or tasks..

### Task 301 — Transportation Advisory Committee

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

**Proposed Activities and Products:**

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

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

**Work Product:** Meeting presentation and educational materials developed for the TAC on transportation topics as time allows.

### Task 302 — Planning Commission Meetings (Not Applicable)

**NOTE:** *RPC meetings that occur to consider MPO business or subjects are convened as MPO Policy Committee meetings rather than as Commission meetings – See Task 305 below.*

### Task 303 — Public Participation Plan

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

**Proposed Activities and Products:**

1. **Public Participation Process Review:** Conduct a biennial review of the MPO Public Participation Process, including assessment of needs for outreach to Limited English Proficiency



(LEP) groups/populations. Update the Public Participation Process as appropriate including review by NHDOT Office of Federal Compliance.

**Work Product:** Revised and updated to the Public Participation Plan

## Task 304 — Public Outreach

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

### Proposed Activities and Products:

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

**Work Product:** Maintenance and Expansion of the MPO website

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

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

**Activity:** Expand use of social media to boost public involvement in the transportation planning process.

3. **Media Strategy:** Consider and develop strategies to increase effectiveness of public outreach efforts, including use of social media, opinion surveys, better use of existing email newsletter, and others

**Work Product:** Written “white paper” strategy for improving effectiveness in public outreach

**Work Product:** Monthly Transportation/MPO topics for the RPC e-newsletter



## Task 305 — Policy Committee

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

### Proposed Activities and Products:

1. **Committee Support:** Continue to provide support to the MPO Policy Committee, including staffing, public notices, mailings, committee education and other tasks. No less than 3 Policy Committee meetings will be held in each year of the UPWP.

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

**Work Product:** Educational presentations to Policy Committee as time allows



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**CATEGORY 400: PLAN SUPPORT**

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

**Task 401 — Traffic Count Program**

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

**Proposed Activities and Products:**

1. **Traffic Count Program:** Continue traffic data collection efforts to support NHDOT traffic data needs; assist communities and NHDOT with local technical studies and analysis: We will use outside assistance, as necessary, to effectively complete this program. The majority of the counting program will be completed by outside vendors. Regular data submissions by the vendors will be reviewed, coordinated with and submitted to NH DOT per the terms of the contract. The RPC will maintain in-house capacity and equipment to support traffic studies as needed. In addition, RPC gets requests each year from communities for traffic counts at specific locations that are not part of the regular program. These are handled on a first come-first serve basis as resources are available. The Traffic Count Program will also include continuation and expansion of the new regional bicycle and pedestrian counting program. This will involve refining locations for ongoing annual manual counts, development of counting protocols in collaboration with other RPCs and the NHDOT Bike/Ped Transportation Advisory Committee (BPTAC), and a combination of automated and manual counts undertaken with regional partners.

**Work Product:** Data from up to 135 Traffic Volume Counts per year supplied to NH DOT as per NHDOT specifications.

**Work Product:** Data from up to 12 Traffic Classification Counts per year supplied to NH DOT or for MPO use.

**Work Product:** Data from up to 10 manual Turning Movement Counts per year supplied to NH DOT or for MPO use.

**Work Product:** Additional traffic counts in response to community requests and MPO needs.

**Work Product:** Data from up to 20 manual and automated bike/ped counts at prioritized locations per year.



## Task 402 — SADES Road Surface Management Systems

**Objective:** To work with NHDOT and the T2 Center to collect data in road surface condition data in common formats and with consistent attributes using the SADES format and process to build community RSMS [Road Surface Management Systems].

### Proposed Activities and Products:

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

**Activity:** Participation in SADES RSMS Coordination meetings

**Work Product:** RSMS for up to one community.

## Task 403 — Geographic Information Systems

**Objective:** To collect and analyze transportation, land use, environmental, and socio-economic data relevant to the MPO Study Area and to support data requirements in the development of the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, Transportation Conformity analysis, transit planning, population projections, traffic analysis, regional travel demand modeling as well as other transportation planning efforts of the MPO.

### Proposed Activities and Products:

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

**Work Product:** **Zoning and Land Use Layers:** This is a continuation of the town by town updates to the zoning and land use/ land cover layers. Updates are incorporated into the RPC database as information becomes available for all 27 communities. The RPC will continue retrieving the most recent zoning and land use information for each community. Data collection may be in digital form or in hard copy form and will require varying efforts to incorporate the data, both spatial and tabular. This data will be required for the update of the



Long Range Transportation Plan and related scenario planning efforts. New aerial photography collected in 2015 will form the basis for the 2017 land use-land cover update. GIS data layers for the RPC Region

**Work Product:** Updates to the standard map set of land use and land cover maps for all member communities in June 2018

**Work Product:** Updates to the standard map set of zoning maps for all member communities in June 2019

**Work Product:** Update of Regional Long range Plan Maps for the Plan Update

**Work Product:** Transportation-related maps and data updates as requested

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

**Work Product:** Crash Data compiled for the Region

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

**Work Product:** RPC Database updates

**Work Product:** Maps and Data as requested

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

**Work Product:** Receive, disseminate and analyze 2017 and 2018 ACS Census & related data as available.

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



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

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

**Work Product:** Updated maps and data sets.

**Work Product:** Transportation system vulnerability assessment database

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

**Work Product:** Updated standard map set for each community in the region for distribution in June 2019.

- 2. Stream Crossing Vulnerability Analysis:** Complete a Vulnerability and Risk Assessment of transportation culvert infrastructure started in the prior UPWP by completing the region-wide inventory and analysis of current road culverts/road crossings and report on the current status and conditions of these assets, based on the SADES protocol. One element of this assessment will include the evaluation the impact of storm events and future climate change scenarios on the assets and the identification of undersized culverts. The process for completing this project is to emulate, or follow, FHWA's current Vulnerability and Risk Assessment Conceptual Model and to utilize other studies that have taken place in the region in order to promote consistency of data and assumptions. Culvert data collected for this effort will be utilizing the SADES field data collection program. Twenty-four of the 27 communities in the RPC region have been surveyed and the remaining ones are anticipated to be completed by fall 2017. The three remaining municipalities to be surveyed are among the most urban in the region and will require additional coordination with local public works departments. Analysis of data and the development of reporting products will continue in the second year of the UPWP.

**Work Product:** A report will be prepared detailing results of the inventory for each crossing within the region by municipality. This report will include a ranking of each crossing's likelihood of failure due to flooding or erosion, the impact on road network function if failure occurs, impact on aquatic organisms, and the potential interaction from storm surge and sea-level rise on tidal crossings. The report will identify culverts planned for replacement and establish a general priority for replacement or maintenance based on degree of vulnerability and impact, and a set of recommendations for each municipality for maintenance, retrofitting or conducting further study on specific stream crossings. Staff will work with each municipality as requested to help them



incorporate the stream crossing inventory findings into transportation planning and maintenance programs, hazard mitigation plans, and land use planning efforts.

**Work Product:** Completion of stream crossing inventories for Portsmouth, Raymond, and Salem (Anticipated Summer, 2018).

**Work Product:** Report incorporating the stream crossing inventory for all town in the region, evaluating transportation infrastructure vulnerability from stream crossing failures, and recommending general priorities for replacement or maintenance based on degree of vulnerability and impact. Anticipated FY19.

### Task 404 — Demographics

**Objective:** To collect and analyze socio-economic and demographic data relevant to the MPO Study Area and to support data requirements in the development of the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, Transportation Conformity analysis, transit planning, population projections, traffic analysis, regional travel demand modeling as well as other transportation planning efforts of the MPO. Population and employment projections assist in assessing future travel demand and transportation system needs.

#### Proposed Activities and Products:

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

**Activity:** Work with OEP and other NH MPOs and Planning Commissions to update the Statewide population projections and regional population projections

**Work Product:** Extend the NH Department of Employment Security 10 year regional employment projections into twenty year projections and incorporate into the MPO model and Long Range Transportation Plan.

3. **Analysis of Census Data:** Activities and staff time devoted to the analysis of Census and other demographic data for transportation planning purposes. While limited in applicability, the ACS data provides some insight into commuting patterns, methods of transport to work and general flow of people between home and work.

**Work Product:** Receive, disseminate and analyze American Community Survey and related data as available.

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



**Work Product:** Analysis of ACS Journey to Work/commuting patterns data where possible given data availability and quality.

## Task 405 — Equipment and Resources

**Objective:** The purchase of equipment and transportation planning resources such as books, manuals, and software. This task area has minimal staff time as it is primarily

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

**Work Product:** Repaired traffic counting equipment (as needed)

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

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

**Work Product:** Transportation Planning Resources

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

**Work Product:** ArcInfo and ArcView License renewals(ESRI)

**Work Product:** TransCAD License (Caliper Corp.)

**Work Product:** HCS+ Maintenance (McTrans)

**Work Product:** Acquisition of one to two replacement computers

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

## Task 406 — Travel Demand Modeling

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



## Proposed Activities and Products:

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

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

**Work Product:** Enhanced Model capabilities

**Work Product:** Updated Household Travel Survey

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

**Work Product:** Incorporate the Town of Raymond into the model region.

**Work Product:** Calibrated and validated travel demand model that can be certified as meeting FHWA standards (Assumes HHT survey has occurred)

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

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

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



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## CATEGORY 500: TECHNICAL ASSISTANCE AND PLANNING

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

### Task 501 — Local and Regional Assistance

**Objective:** Regional planning projects and technical assistance to communities and other RPCs/MPOs. This includes scoping and performance of studies, attending community meetings on specific issues or items, review of development impacts for transportation issues. Also includes participation in NH MPO coordination meetings, RPC Executive Director Meetings, or other RPC/MPO activities related to cooperative or coordinated transportation planning.

#### Proposed Activities and Products:

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

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

**Activity:** Participation in regional working groups (as needed)

**Activity:** Attendance at local meetings and advisory groups (as needed)

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

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

**Work Product:** Provide input regarding Developments of Regional Impact as requested.

3. **Complete Streets Policy and Guidance:** Develop a Complete Streets policy for the region and provide technical assistance to communities in implementing their own Complete Streets Policies and Complete Streets demonstration projects.



**Work Product:** Complete Streets Policy for the RPC MPO region

**Work Product:** Documentation of local assistance on Complete Streets projects

- 4. Scenic Byway Corridor Management Plan Implementation:** During FY2015-2016 RPC has worked with regional corridor committees to develop Corridor Management Plans for the NH Coastal Scenic Byway (traversing Seabrook, Hampton, North Hampton, Rye, New Castle and Portsmouth) and the Robert Frost/Stagecoach Scenic Byway (traversing Atkinson, Hampstead, Chester, Auburn, and Derry). Going forward, efforts will shift to supporting and providing technical assistance to the two Byway Councils in implementing CMP recommendations, including project development as requested.

**Work Product:** Support and technical assistance to Byway Councils.

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

**Activity:** Participation of Staff in monthly RPC Director Meetings regarding UPWP or other transportation related topics

- 6. NH MPO Coordination Meetings:** quarterly meetings of New Hampshire MPO staff to discuss common transportation planning issues, coordinate work efforts, and develop cooperative transportation planning products or processes.

**Activity:** Participate in quarterly New Hampshire MPO staff meetings.

## Task 502 — Statewide Assistance

**Objective:** Provide resources to support NH DOT in the development of corridor studies, feasibility studies, project development, and other transportation studies and projects as requested. Work in this task area supports fulfillment of MPO goals in the Long Range Transportation Plan (LRTP) as well as responsibilities relating to the conceptual planning, development and implementation of the projects in the LRTP and TIP, the monitoring of projects in the TIP, the development of the Annual List of Obligated Projects, the coordination of Performance Based Planning with NHDOT and other MPOs, as well as furthering the MPO role including public involvement in the transportation planning process and as planning liaison between NHDOT and the communities of the region.

### Proposed Activities and Products:

- 1. Project Implementation & Monitoring:** Monitor all transportation projects proposed or being implemented in the MPO region through attendance at project meetings, discussions with NHDOT project managers and others, and communication with local, regional, and state officials. This includes projects in the Transportation Improvement Program, State of NH Ten Year Plan, as



well as those developed through NHDOT District VI or NHDOT’s various “Programmatic” funding pools. MPO staff participation will be limited to planning, individual project scope and alternatives analysis, project monitoring to ensure consistency with the MPO TIP and Plan, and public participation and information sharing. This allows the MPO to ensure consistency between project scope, cost, and schedule and the Long Range Plan and TIP, participate in NEPA analysis as necessary, and to provide a regional perspective to the project design process during project planning and scoping. Given the MPO role as a liaison between NHDOT and the communities and the need to ensure that the public is involved in the transportation planning process, this task also facilitates response to inquiries from communities and other transportation agencies regarding project status and potential benefits and impacts with current and correct. ***Caveat: NHDOT and the NH MPOs are developing a policy to provide more specific guidance regarding what project development activities in this task are able to be funded using the MPO PL funds and that may impact the capability to undertake specific tasks.***

***Work Product:*** Written or verbal input to NHDOT regarding project development process, implementation, scope, cost, design, and/or schedule.

***Work Product:*** Technical memos regarding project implementation activities.

***Activity:*** Communication with NHDOT project managers and attendance at public official meetings, project information sessions, public hearings, or other meetings where the scope, schedule, cost, or implementation of a transportation project in the MPO region is being discussed.

***Activity:*** Participation on Project Advisory Committees for projects under development in the region as requested.

***Activity:*** Activities required as a “Participating Agency” or interested party in the NEPA process.

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

***Work Product:*** Analysis of regional crash data and locations.

***Work Product:*** Input into the HSIP project evaluation and selection process.

***Activity:*** Participation on HSIP Committee as requested.

***Activity:*** Participation in Road Safety Audits as requested.

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

***Activity:*** Participation in statewide Freight Advisory Committee as requested

***Work Product:*** Comment on draft statewide Freight Plan



## Task 503 — Local Project Administration (LPA) Programs

**Objective:** To aid communities and regional agencies through assistance with the administration and implementation of locally managed projects.

### Proposed Activities and Products:

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

**Work Product:** Regional TA application and evaluation process

**Work Product:** Documentation of project implementation work

**Work Product:** Assistance with project implementation and management as necessary

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

**Work Product:** Regional CMAQ application and evaluation process

**Work Product:** Documentation of project implementation work

**Work Product:** Assistance with project management and implementation as necessary

## Task 504 — Special Projects

**Objective:** To perform studies and develop reports for individual communities. This includes such things as performing small corridor or intersection studies, updating of transportation related community master plan and regional master plan chapters, as well as development of regional guidance documents.

### Proposed Activities and Products:

1. **Studies:** To provide grant and technical assistance funding within the UPWP to provide local communities resources to carry out small community-specific studies connecting transportation, land use, and natural resources. Eligible projects will include access management studies, traffic calming studies, traffic and parking studies; innovative zoning studies, future land use studies, scenario planning, or other planning efforts that foster improved integration and coordination between transportation and land use within a community.



- **Traffic Studies:** To perform traffic volume, turning movement, vehicle classification, or other traffic analysis as requested by communities and perform analysis on that data.
  - **Parking Studies:** To perform small studies of parking conditions and/or needs as requested by communities, including analysis.
  - **Access Management Plans:** Assist communities with the development of Access Management plans and policies for a corridor or the entire community.
  - **Access Management MOU Development:** Assist in the development and execution of Access Management MOUs between NHDOT District VI and communities.
  - **Community Master Plan Chapters:** Updates to transportation related chapters of the community Master Plans of the communities in the region.
- Work Product:** Completed Studies to be determined

## Task 505 — Regional Coordinating Councils

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

### Proposed Activities and Products:

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

**Work Product:** Funding applications for ACT services

**Work Product:** Implement service improvements identified through RCC strategic planning, including expanding volunteer driver program coverage to central Rockingham County.

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

**Work Product:** Funding applications for service improvements in region.

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



- 3. Coordinated Public Transit/HHS Transportation Plans:** Work with COAST, CART, Wildcat Transit, neighboring planning commissions and appropriate Human Service Agency staff to incorporate any needed minor updates to the two Coordinated Public Transit & Human Services Transportation Plans that cover the MPO study area. These include the plan for the Greater Derry-Salem RCC covering the western portion of the RPC region and updated during 2015-2016; and the plan for the Southeast NH RCC, covering the eastern portion of the RPC region, updated in 2016-2017.

## Task 506 — Transit and TDM Planning

**Objective:** Promote the incremental development of public transportation and transportation demand management services in the MPO area by working with existing transit agencies, other public and private transit operators, and regional Transportation Management Associations (TMAs).

### Proposed Activities and Products:

- 1. Technical Assistance to COAST:** Continue to serve on the COAST board and Executive Committee; collaborate with COAST and Strafford MPO staff on biennial rider surveys and updates to the COAST funding formula. Assess possible service expansions as requested by COAST and RPC communities.  
  
*Work Product:* COAST ridership survey [COAST]  
*Work Product:* Funding formula maintenance and update
- 2. Technical Assistance to CART:** Continue to serve on the CART board and Executive Committee. Provide technical assistance with multiple projects during the biennium. Anticipated projects include assistance with development of a Transit Asset Management Plan and vehicle replacement planning; planning for new demand-responsive routes replacing some current open demand response service; analyses of ridership patterns to develop demand-responsive routes; assistance in developing operating agreements with other transit providers in the region; assistance with resource development including negotiation for regional split of FTA Urban Formula funds, grant writing and serving as a liaison with RPC member communities.

*Work Product:* Transit Asset Management Plan

*Work Product:* Analysis of potential fixed/demand responsive routes

*Work Product:* Diversified and expanded CART funding base.

*Work Product:* Plan for organizational restructuring of CART transit system

- 3. Technical Assistance to Transportation Assistance for Seacoast Citizens (TASC):** Continue to serve on the board for the Transportation Assistance for Seacoast Citizens (TASC) volunteer



driver program, and provide assistance with funding development and operations planning. Also work with TASC and ACT to expand the geographic scope of TASC and integrate it into the ACT regional transit brokerage.

**Work Product:** Expanded funding base for TASC

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

**Activity:** Participation in NHTA and SCC in support of regional transit and coordination initiatives

**Activity:** Participation in Transport NH and other collaborative statewide efforts to expand emphasis on alternative modes in State transportation policy

5. **TDM/TMA Support:** Collaborate with the SRPC, COAST, Pease Development Authority and municipalities in the work on the commuteSMARTSeacoast regional Transportation Management Association (TMA). Continue to participate in I-93 TDM planning and implementation work as necessary. Participate as time allows in statewide TDM/TMA collaboration efforts.

**Work Product:** Documentation of TMA support

6. **Regional Transit Planning and Initiatives:** Staff will continue to participate in the Downeaster Station Communities Advisory Committee in Exeter, and work with station communities, NHDOT and NNEPRA to pursue enhancements to Downeaster service. Work on this task includes data collection on use of regional Park and Ride facilities, and any follow-up from the Hampton Intermodal study.

**Activity:** Exeter Downeaster Station Committee Participation



## 5.0 OTHER PLANNING ACTIVITIES

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

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### **TRANSPORTATION PLANNING**

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

**Purchase of Service:** For State Fiscal years 2018-2019 RPC has agreed to continue in the role of Lead Agency for FTA Section 5310 Purchase of Service funding for the Southeast NH Regional Coordination Council for Community Transportation (Region 10 RCC). The Planning Commission will serve as the grant manager for these FTA funds to be used to purchase transportation services the elderly and individuals with disabilities in the RCC service area, which includes the SRPC region and the eastern portion of the RPC region. Transportation services will be purchased from COAST as well as human service transportation providers meeting service standards adopted by the RCC consistent with FTA requirements. Funds are made available to the region through NHDOT. This role has similarly been taken on by SNHPC and NRPC for the RCCs in their regions. Section 5310 POS funds available to the region for the two year period total \$354,163, and up to 5% may be billed for administrative expenses, classified as Mobility Management. Assuming full utilization of the grant funding for purchase of service, the administrative fee to RPC will be \$17,708 over the two year grant period.

**COAST Transit Planning [COAST]:** COAST will undertake the following activities using FTA Section 5307 and Section 5310 Funds, and may utilize both COAST staff resources and /or outside consulting assistance:

- Provide assistance with planning and mobility management to ACT, the Regional Coordinating Council (RCC) for the Southeast NH region.

<b>COAST 5307 Planning Funds</b>	<b>FY 2018</b>	<b>FY 2019</b>
FTA 5307	\$ 80,000	\$ 80,000
Local Match (COAST)	\$ 20,000	\$ 20,000
Total:	\$ 100,000	\$ 100,000



- Participate in updates as needed to the Coordinated Public Transit/Human Service Transportation Plan for the region.
- Continue ongoing general and comprehensive transit planning.
- Conduct biennial system review.

**CART Transit Planning [CART]:** CART will undertake the following activities using FTA Section 5307 and 5310 Funds, and may utilize both CART staff resources and /or outside consulting assistance:

- |  | <b>CART 5307 Planning Funds (Est)</b> | <b>FY 2018</b> | <b>FY 2019</b> |
|--|---------------------------------------|----------------|----------------|
| • Provide assistance with planning for the Greater Derry-Salem Regional Coordinating Council for Community Transportation (Region 9 RCC) | FTA 5307                              | \$ 5,200       | \$ 5,200       |
|  | Local Match (CART)                    | \$ 1,300       | \$ 1,300       |
|  | Total:                                | \$ 6,500       | \$ 6,500       |
- Participate in updates as needed to the Coordinated Public Transit/Human Service Transportation Plan for the region.
  - Conduct ridership analyses to identify potential new demand-responsive route services
  - Implement new demand-responsive routes as identified.
  - Continue ongoing general and comprehensive transit planning.
  - Planning for CART management restructuring

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

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**RELATED LAND USE AND ENVIRONMENTAL PLANNING ACTIVITIES**

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The RPC is involved with many land use and environmental planning activities that are interconnected with transportation issues. While transportation isn't the necessarily the focus of these efforts, it is part of the discussion. Transportation planning for the MPO makes up approximately 54% of the RPC

**Anticipated RPC Budget FY 18 and FY 19**

Funding Source	FY18 Budget	% of Budget	FY19 Budget	% of Budget
Member Dues	\$145,828	14%	\$145,828	14%
Circuit Rider & CZP	\$138,939	13%	\$138,939	13%
Local Contracts	\$40,500	4%	\$40,500	4%
Transportation Planning	552,000	54%	552,000	54%
State & Direct Federal Funding	\$137,106	13%	\$137,106	13%
Other/Misc	\$16,000	2%	\$16,000	2%
Total	\$1,030,373	100%	\$1,030,373	100%



annual budget with the remainder of staff time and resources going to regional and local land use and environmental planning efforts. A general description of this work is included below along with general funding sources and amounts where known.

**Comprehensive Economic Development Strategy [Rockingham Economic Development**

**Corporation]**: Funded through the US Department of Commerce’s Economic Development Administration, The Rockingham Economic Development Corporation ([www.redc.com](http://www.redc.com)) annually updates the Comprehensive Economic Development Strategy (CEDS) in support of on-going regional economic development planning efforts. RPC provides support in updating demographic and economic data and associated analysis, providing information on proposed transportation projects and improvement needs, and updating goals, objectives and recommendations.

**NH Coastal Adaptation Workgroup (NH CAW)[Multiple Agencies]**: Formed in January 2010 as an Ad Hoc Collaboration, NH CAW currently involves 19 agencies, organizations, municipalities, and NGOs with 28+ individual members. NH CAW partnerships have received project grants represent nearly \$2.5 M in assets that enables NH CAW to work with 25+ communities with 3 of the projects providing specific adaptation related education and technical assistance.

**Circuit Rider Planning Services and Technical Assistance:** The RPC provides part-time professional land use planning services to the Planning Boards of ten member communities and technical assistance to all twenty six communities as requested. General duties include assistance in developing revisions to community Zoning Ordinance, Site Review, and Subdivision Regulations, review of development proposals, and assistance with the development of Capital Improvement Programs (CIPs). These services are paid through RPC dues and contracts with individual communities for circuit rider services. Tasks such as updating community master plan chapters are also undertaken, often under a separate contract.

**Developments of Regional Impact (DRI):** The RPC conducts reviews of development of regional impact to assist in fulfilling obligations under RSA 36:58. This provides for convening the RPC DRI committee and supporting it as necessary, preparation of written responses and attendance at local land use board meeting concerning developments of regional impact as required. This program is funded through the NH Office of Energy and Planning (OEP) Targeted Block Grant (TBG) program.

**New Hampshire Coastal Program Technical Assistance Grants:** This program provides funding to the regional planning commission’s that have coastal communities to engage in planning projects that implement the coastal resource management goals of the NH Coastal Program. Any planning projects that can be accomplished by RPC staff are eligible. Examples include community master planning, natural resources inventories, land use and natural resources mapping, and adaptation planning. This program is funded by the US Dept. of Commerce/NOAA funds provided through NHDES/NH Coastal Program.

**Emergency Management/ Hazard Mitigation Planning Grants:** This program provides funding to accomplish the preparation and up-dating of local all-hazard mitigation plans. These plans document all the hazards existing in communities and serve as prerequisite documents for many funding programs offered by the NH Office of homeland Security and emergency management. Some examples of eligible projects that fall under most of the grant programs listed above include property acquisition, structural demolition and relocation, structural elevation, mitigation reconstruction, dry



flood proofing of historic residential structures, dry flood proofing of non-residential structures, minor localized flood reduction projects, structural retrofitting of existing buildings, non-structural retrofitting of existing buildings and facilities, safe room construction, infrastructure retrofits, soil stabilization and wildfire mitigation. These programs are funded through the NH Office of Homeland Security via the following emergency management and hazard mitigation planning grants: Hazard mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss (SRL). In addition, Pre-Disaster Mitigation (PDM) grants funded by FEMA through the New Hampshire Department of Homeland Security and Emergency Management provide the resources for the RPC to conduct Hazard Mitigation Plan updates for member communities.

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



## 6.0 FUNDING SOURCES, COST DISTRIBUTION, AND TASK SCHEDULING

The Rockingham MPO is funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation, the New Hampshire Department of Transportation (NHDOT), and local matching revenues from the RPC. Overall, 90% of UPWP funding is provided by a combination of metropolitan planning program grants from the Federal Highway Administration ('PL'), Federal Transit Administration ('Section 5303' converted to PL funds), and State Planning and Research (SPR) program funds. The matching funds are provided by the RPC supplemented by Turnpike Toll Credits from NHDOT that allow the effective 90/10 match instead of the usual 80/20. The tables on the following pages provide more specific information regarding the budget distribution of the UPWP, and the approximate timing of work tasks:

**Table 1**, shows personnel and non-personnel expense anticipated for the 2018-2019 UPWP. Available funding is listed at the top of the table followed by personnel expenses by major work category (split by fiscal year). The personnel costs are followed by non-personnel direct charges to the UPWP and two graphics showing the distribution of costs by category and by staff position.

**Table 2** shows the distribution of resources for each task area listed in the UPWP by fiscal year. The table lists the hours budgeted to each as well as the anticipated personnel costs. This table does not include the non-personnel costs listed in Table 1.

**Table 3** shows the source of local match which is derived from local dues. Each community's share is proportionate to their population, since the allocation of PL and FTA 5303 funding is determined in New Hampshire by population share within the urbanized area communities.

**Table 4** depicts the anticipated scheduling of activities associated with the major task activities in the UPWP. Many tasks occur at specific identifiable time intervals in the UPWP program period; others occur only as needed, and others are ongoing throughout the two-year period. Those that are ongoing work tasks or occur only as needed are shown as fully shaded for the entirety of the UPWP.

**Table 1: Budget Summary**

<b>Revenues</b>						
Source	UPWP Total	Percentage of		Percentage of		
		FY 2018	Funding	FY 2019	Funding	
2018-2019 FHWA PL Funds	\$ 757,478	\$ 378,739	62%	\$ 378,739	62%	
FT 5305 Planning Funds	\$ 204,296	\$ 102,148	17%	\$ 102,148	17%	
State Planning & Research Funds	\$ 142,380	\$ 71,190	12%	\$ 71,190	12%	
<b>Total Federal Funds</b>	<b>\$ 1,104,154</b>	<b>\$ 552,077</b>	<b>90%</b>	<b>\$ 552,077</b>	<b>90%</b>	
RPC Match (Local funds)	\$ 122,684	\$ 61,342	10%	\$ 61,342	10%	
DOT Match (Turnpike Toll Credits)*	\$ 122,684	\$ 61,342		\$ 61,342		
Total (Including Toll Credits)	\$ 1,349,522	\$ 674,761		\$ 674,761		
<b>Total Available Funding</b>	<b>\$ 1,226,838</b>	<b>\$ 613,419</b>	<b>100%</b>	<b>\$ 613,419</b>	<b>100%</b>	

\* Turnpike Toll Credits help the MPO meet the match requirement for the UPWP but do not provide revenue

<b>Expenditures</b>							
	Total UPWP Expenditures	Fiscal Year 2018			Fiscal Year 2019		
		Total Expenditures	Personnel Expenditures	Non-Personnel Expenditures	Total Expenditures	Personnel Expenditures	Non-Personnel Expenditures
Category 100: MPO Administration	\$ 172,097	\$ 79,907	\$ 71,837	\$ 8,070	\$ 92,189	\$ 84,119	\$ 8,070
Category 200: Policy & Planning	\$ 447,104	\$ 217,237	\$ 213,987	\$ 3,250	\$ 229,867	\$ 226,667	\$ 3,200
Category 300: Public Involvement	\$ 108,581	\$ 54,066	\$ 52,716	\$ 1,350	\$ 54,515	\$ 53,165	\$ 1,350
Category 400: Planning Support	\$ 309,806	\$ 163,468	\$ 117,253	\$ 46,215	\$ 146,337	\$ 102,822	\$ 43,515
Category 500: Technical Assistance	\$ 189,252	\$ 98,613	\$ 96,763	\$ 1,850	\$ 90,639	\$ 88,789	\$ 1,850
<b>UPWP Total Expenditures</b>	<b>\$ 1,226,838</b>	<b>\$ 613,291</b>	<b>\$ 552,556</b>	<b>\$ 60,735</b>	<b>\$ 613,548</b>	<b>\$ 555,563</b>	<b>\$ 57,985</b>

<b>Personnel Hours by Position</b>				<b>Personnel Hours by Category</b>		
Position	Total	Percentage of Total		Total	FY 2018	FY 2019
Executive Director	1,200	7.5%	Category 100	2,020	940	1,080
Assistant Director	200	1.2%	Category 200	6,240	3,040	3,200
Transp. Program Manager	3,540	22.1%	Category 300	1,430	720	710
Sr. Transportation Planner	3,290	20.5%	Category 400	3,900	2,140	1,760
Transportation/GIS Analyst	3,580	22.3%	Category 500	2,440	1,280	1,160
GIS Manager	1,200	7.5%	<b>Total</b>	<b>16,030</b>	<b>8,120</b>	<b>7,910</b>
Regional Planner (2)	1,560	9.7%				
Business Administration (2)	760	4.7%				
Interns (2)	700	4.4%				
	<b>16,030</b>					

<b>Non-Personnel Expenditures by Type and Category</b>						
	Category 100	Category 200	Category 300	Category 400	Category 500	Total
6114 Office Supplies	\$ 100	\$ 250	\$ 300	\$ 100	\$ 300	\$ 1,050
6115 Contracted Services	\$ -	\$ -	\$ 2,000	\$ 70,700	\$ -	\$ 72,700
6116 Travel	\$ 2,000	\$ 3,400	\$ 400	\$ 1,000	\$ 3,200	\$ 10,000
6117 Newspaper/Media	\$ 500	\$ 2,500	\$ -	\$ -	\$ -	\$ 3,000
6120 Dues/Subscriptions	\$ 2,640	\$ -	\$ -	\$ -	\$ -	\$ 2,640
6121 Training & Workshops	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000
6124 Equipment	\$ 2,000	\$ -	\$ -	\$ 8,730	\$ -	\$ 10,730
6125 Equip & Software Maint	\$ 800	\$ -	\$ -	\$ 9,200	\$ -	\$ 10,000
6126 Telephone	\$ 100	\$ 300	\$ -	\$ -	\$ 200	\$ 600
<b>Total</b>	<b>\$ 16,140</b>	<b>\$ 6,450</b>	<b>\$ 2,700</b>	<b>\$ 89,730</b>	<b>\$ 3,700</b>	<b>\$ 118,720</b>

**Table 2: Detailed Budget**

<b>Revenues</b>					
	UPWP Total	FY 2018	Percentage of Funding	FY 2019	Percentage of Funding
2018-2019 FHWA PL Funds	\$ 757,478	\$ 378,739	62%	\$ 378,739	62%
FT 5305 Planning Funds	\$ 204,296	\$ 102,148	17%	\$ 102,148	17%
State Planning & Research Funds	\$ 142,380	\$ 71,190	12%	\$ 71,190	12%
<b>Total Federal Funds</b>	<b>\$ 1,104,154</b>	<b>\$ 552,077</b>	<b>90%</b>	<b>\$ 552,077</b>	<b>90%</b>
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DOT Match (Turnpike Toll Credits)	\$ 122,684	\$ 61,342		\$ 61,342	
Total (Including Toll Credits)	\$ 1,349,522	\$ 674,761		\$ 674,761	
<b>Available Funding</b>	<b>\$ 1,226,838</b>	<b>\$ 613,419</b>	<b>100%</b>	<b>\$ 613,419</b>	<b>100%</b>

<b>Expenditures</b>										
	UPWP Total	Fiscal Year 2018			Fiscal Year 2019			Personnel Hours		
		Total	Personnel	Non-Personnel	Total	Personnel	Non-Personnel	Total	FY 2018	FY 2019
<b>UPWP Total Expenditures</b>	<b>\$ 1,226,838</b>	<b>\$ 613,291</b>	<b>\$ 552,556</b>	<b>\$ 60,735</b>	<b>\$ 613,548</b>	<b>\$ 555,563</b>	<b>\$ 57,985</b>	<b>16,030</b>	<b>8,120</b>	<b>7,910</b>
<b>Category 100: MPO Administration</b>	<b>\$ 172,097</b>	<b>\$ 79,907</b>	<b>\$ 71,837</b>	<b>\$ 8,070</b>	<b>\$ 92,189</b>	<b>\$ 84,119</b>	<b>\$ 8,070</b>	<b>2,020</b>	<b>940</b>	<b>1,080</b>
101 Accounting and Invoice	\$ 27,867	\$ 14,565	\$ 14,115	\$ 450	\$ 13,302	\$ 12,852	\$ 450	340	180	160
102 Program Administration	\$ 114,203	\$ 51,163	\$ 49,663	\$ 1,500	\$ 63,041	\$ 61,541	\$ 1,500	1,420	640	780
103 Staff Training	\$ 25,867	\$ 12,860	\$ 8,060	\$ 4,800	\$ 13,007	\$ 8,207	\$ 4,800	240	120	120
104 Indirect Cost Rate	\$ 1,520	\$ -	\$ -	\$ -	\$ 1,520	\$ 1,520	\$ -	20	-	20
105 Memberships & Subscriptions	\$ 2,640	\$ 1,320	\$ -	\$ 1,320	\$ 1,320	\$ -	\$ 1,320	-	-	-
<b>Category 200: Policy &amp; Planning</b>	<b>\$ 447,104</b>	<b>\$ 217,237</b>	<b>\$ 213,987</b>	<b>\$ 3,250</b>	<b>\$ 229,867</b>	<b>\$ 226,667</b>	<b>\$ 3,200</b>	<b>6,240</b>	<b>3,040</b>	<b>3,200</b>
201 Ten Year Plan	\$ 50,206	\$ 21,275	\$ 21,175	\$ 100	\$ 28,931	\$ 28,831	\$ 100	640	280	360
202 Land Use & Environmental Linkages	\$ 92,845	\$ 45,811	\$ 45,111	\$ 700	\$ 47,034	\$ 46,334	\$ 700	1,220	600	620
203 Transportation Planners Collaborative	\$ 3,490	\$ 3,290	\$ 3,090	\$ 200	\$ 200	\$ -	\$ 200	40	40	-
204 Interagency Consultation	\$ 6,563	\$ 3,252	\$ 3,202	\$ 50	\$ 3,311	\$ 3,261	\$ 50	80	40	40
205 Transportation Improvement Program	\$ 61,764	\$ 28,514	\$ 27,064	\$ 1,450	\$ 33,250	\$ 31,850	\$ 1,400	800	380	420
206 Congestion Management Process	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
207 Intelligent Transportation Systems	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
208 Metropolitan Transportation Plan	\$ 174,748	\$ 87,348	\$ 87,098	\$ 250	\$ 87,401	\$ 87,151	\$ 250	2,600	1,280	1,320
209 Transportation Conformity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
210 State Long Range Transportation Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
211 Bike & Pedestrian Planning	\$ 57,487	\$ 27,747	\$ 27,247	\$ 500	\$ 29,740	\$ 29,240	\$ 500	860	420	440
<b>Category 300: Public Involvement</b>	<b>\$ 108,581</b>	<b>\$ 54,066</b>	<b>\$ 52,716</b>	<b>\$ 1,350</b>	<b>\$ 54,515</b>	<b>\$ 53,165</b>	<b>\$ 1,350</b>	<b>1,430</b>	<b>720</b>	<b>710</b>
301 Transportation Advisory Committee	\$ 31,819	\$ 15,766	\$ 15,716	\$ 50	\$ 16,053	\$ 16,003	\$ 50	440	220	220
302 Planning Commission Meetings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
303 Public Participation Plan	\$ 3,004	\$ 1,488	\$ 1,488	\$ -	\$ 1,516	\$ 1,516	\$ -	40	20	20
304 Public Outreach	\$ 26,771	\$ 14,515	\$ 13,465	\$ 1,050	\$ 12,257	\$ 11,207	\$ 1,050	370	200	170
305 MPO Policy Committee	\$ 46,986	\$ 22,297	\$ 22,047	\$ 250	\$ 24,689	\$ 24,439	\$ 250	580	280	300
<b>Category 400: Planning Support</b>	<b>\$ 309,806</b>	<b>\$ 163,468</b>	<b>\$ 117,253</b>	<b>\$ 46,215</b>	<b>\$ 146,337</b>	<b>\$ 102,822</b>	<b>\$ 43,515</b>	<b>3,900</b>	<b>2,140</b>	<b>1,760</b>
401 Traffic Counts	\$ 79,816	\$ 40,600	\$ 15,100	\$ 25,500	\$ 39,216	\$ 13,716	\$ 25,500	540	280	260
402 SADES Road Surface Management Systems	\$ 9,054	\$ 4,496	\$ 4,496	\$ -	\$ 4,558	\$ 4,558	\$ -	200	100	100
403 Geographic Information Systems	\$ 126,693	\$ 69,384	\$ 65,034	\$ 4,350	\$ 57,309	\$ 52,959	\$ 4,350	2,100	1,220	880
404 Demographics	\$ 5,309	\$ 3,679	\$ 3,679	\$ -	\$ 1,631	\$ 1,631	\$ -	80	60	20
405 Equipment	\$ 4,730	\$ 2,365	\$ -	\$ 2,365	\$ 2,365	\$ -	\$ 2,365	-	-	-
406 Travel Demand Model	\$ 55,076	\$ 28,229	\$ 14,229	\$ 14,000	\$ 26,847	\$ 15,547	\$ 11,300	500	240	260
407 Performance Based Planning	\$ 29,127	\$ 14,715	\$ 14,715	\$ -	\$ 14,412	\$ 14,412	\$ -	480	240	240
<b>Category 500: Technical Assistance</b>	<b>\$ 189,252</b>	<b>\$ 98,613</b>	<b>\$ 96,763</b>	<b>\$ 1,850</b>	<b>\$ 90,639</b>	<b>\$ 88,789</b>	<b>\$ 1,850</b>	<b>2,440</b>	<b>1,280</b>	<b>1,160</b>
501 Local & Regional Technical Assistance	\$ 86,586	\$ 44,711	\$ 44,561	\$ 150	\$ 41,874	\$ 41,724	\$ 150	1,120	580	540
502 Statewide Assistance	\$ 24,319	\$ 13,791	\$ 13,291	\$ 500	\$ 10,528	\$ 10,028	\$ 500	280	160	120
503 LPA Program Support	\$ 10,379	\$ 5,667	\$ 5,617	\$ 50	\$ 4,712	\$ 4,662	\$ 50	140	80	60
504 Special Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
505 Regional Coordinating Councils	\$ 12,316	\$ 6,104	\$ 5,954	\$ 150	\$ 6,212	\$ 6,062	\$ 150	160	80	80
506 Transit and TDM Planning	\$ 55,652	\$ 28,339	\$ 27,339	\$ 1,000	\$ 27,312	\$ 26,312	\$ 1,000	740	380	360

**TABLE 3**  
**FY 18-19 Metropolitan Planning Funds -- Annual Local Match Requirements**

	POPULATION DISTRIBUTION				FHWA (PL) FUNDS				LOCAL MATCH (DUES) FUNDS					
	2010 Pop	DOT Adjusted 2010 Pop	2015 OEP Est Pop	Pop. Share of MPO	FY 18 Fed Funds	Fed Funds State Match*	Fed Funds Local Match**	Total UPWP	Total Local Match	FY-2018 Dues Assessed	Dues per capita (2015 Pop)	Portion of Dues for MPO Match	Adjusted Local Match to Account for Non-dues Payment	Additional Dues Used to Cover Non-members
ATKINSON	6,751	6,751	6,722	3.5%	\$ 21,519	\$ 2,391	\$ 2,391	\$ 23,910	\$ 2,391	\$ 6,655	\$ 0.99	35.9%	\$ 2,812	\$ 421
BRENTWOOD	4,486	4,486	4,678	2.4%	\$ 14,976	\$ 1,664	\$ 1,664	\$ 16,640	\$ 1,664	\$ 4,631	\$ 0.99	35.9%	\$ 1,957	\$ 293
DANVILLE	4,387	4,387	4,458	2.3%	\$ 14,271	\$ 1,586	\$ 1,586	\$ 15,857	\$ 1,586	\$ 4,413	\$ 0.99	35.9%	\$ 1,865	\$ 279
E. KINGSTON	2,357	2,357	2,398	1.3%	\$ 7,677	\$ 853	\$ 853	\$ 8,530	\$ 853	\$ 2,374	\$ 0.99	4.0%	\$ 1,003	\$ 150
EPPING	6,411	6,411	6,828	3.6%	\$ 21,858	\$ 2,429	\$ 2,429	\$ 24,287	\$ 2,429	\$ 6,760	\$ 0.99	35.9%	\$ 2,856	\$ 427
EXETER	14,306	14,306	14,582	7.6%	\$ 46,681	\$ 5,187	\$ 5,187	\$ 51,868	\$ 5,187	\$ 12,168	\$ 0.83	42.6%	\$ 6,100	\$ 913
FREMONT	4,283	4,283	4,597	2.4%	\$ 14,716	\$ 1,635	\$ 1,635	\$ 16,351	\$ 1,635	\$ 4,551	\$ 0.99	35.9%	\$ 1,923	\$ 288
GREENLAND	3,549	3,549	3,860	2.0%	\$ 12,357	\$ 1,373	\$ 1,373	\$ 13,730	\$ 1,373	\$ 3,821	\$ 0.99	35.9%	\$ 1,615	\$ 242
HAMPSTEAD	8,523	8,523	8,602	4.5%	\$ 27,537	\$ 3,060	\$ 3,060	\$ 30,597	\$ 3,060	\$ 8,516	\$ 0.99	35.9%	\$ 3,598	\$ 538
HAMPTON	14,976	14,976	15,050	7.9%	\$ 48,179	\$ 5,353	\$ 5,353	\$ 53,532	\$ 5,353	\$ 12,400	\$ 0.82	43.2%	\$ 6,295	\$ 942
HAMPTON FALLS	2,236	2,236	2,239	1.2%	\$ 7,168	\$ 796	\$ 796	\$ 7,964	\$ 796	\$ 2,217	\$ 0.99	35.9%	\$ 937	\$ 140
KENSINGTON	2,124	1,593	2,114	1.1%	\$ 6,767	\$ 752	\$ 752	\$ 7,519	\$ 752	\$ 2,093	\$ 0.99	35.9%	\$ 884	\$ 132
KINGSTON	6,025	6,025	6,049	3.2%	\$ 19,365	\$ 2,152	\$ 2,152	\$ 21,516	\$ 2,152	\$ 5,989	\$ 0.99	35.9%	\$ 2,530	\$ 379
NEW CASTLE	968	968	966	0.5%	\$ 3,092	\$ 344	\$ 344	\$ 3,436	\$ 344	\$ 956	\$ 0.99	35.9%	\$ 404	\$ 60
NEWFIELDS	1,680	1,680	1,685	0.9%	\$ 5,394	\$ 599	\$ 599	\$ 5,994	\$ 599	\$ 1,668	\$ 0.99	35.9%	\$ 705	\$ 105
NEWINGTON	753	753	770	0.4%	\$ 2,465	\$ 274	\$ 274	\$ 2,739	\$ 274	\$ 762	\$ 0.99	35.9%	\$ 322	\$ 48
NEWTON	4,603	4,603	4,865	2.5%	\$ 15,574	\$ 1,730	\$ 1,730	\$ 17,305	\$ 1,730	\$ 4,816	\$ 0.99	35.9%	\$ 2,035	\$ 305
NORTHHAMPTON	4,301	4,301	4,511	2.4%	\$ 14,441	\$ 1,605	\$ 1,605	\$ 16,046	\$ 1,605	\$ 4,466	\$ 0.99	35.9%	\$ 1,887	\$ 282
PLAISTOW	7,609	7,609	7,602	4.0%	\$ 24,336	\$ 2,704	\$ 2,704	\$ 27,040	\$ 2,704	\$ 7,526	\$ 0.99	35.9%	\$ 3,180	\$ 476
PORTSMOUTH	21,233	21,233	21,496	11.2%	\$ 68,815	\$ 7,646	\$ 7,646	\$ 76,461	\$ 7,646	\$ 15,212	\$ 0.71	50.3%	\$ 8,992	\$ 1,346
RAYMOND	10,138	10,138	10,257	5.4%	\$ 32,835	\$ 3,648	\$ 3,648	\$ 36,484	\$ 3,648	\$ 10,027	\$ 0.98	36.4%	\$ 4,290	\$ 642
RYE	5,298	5,298	5,400	2.8%	\$ 17,287	\$ 1,921	\$ 1,921	\$ 19,208	\$ 1,921	\$ 5,238	\$ 0.97	36.7%	\$ 2,259	\$ 338
SALEM***	814	611	28,674	15.0%	\$ 91,793	\$ 10,199	\$ 10,199	\$ 101,993	\$ 10,199	\$ 16,981	\$ 0.59	60.1%	\$ -	NA
SANDOWN	28,776	28,776	6,255	3.3%	\$ 20,024	\$ 2,225	\$ 2,225	\$ 22,249	\$ 2,225	\$ 6,192	\$ 0.99	35.9%	\$ 2,616	\$ 392
SEABROOK	5,986	5,986	8,814	4.6%	\$ 28,216	\$ 3,135	\$ 3,135	\$ 31,351	\$ 3,135	\$ 8,726	\$ 0.99	35.9%	\$ 3,687	\$ 552
SO. HAMPTON	8,693	8,693	811	0.4%	\$ 2,596	\$ 288	\$ 288	\$ 2,885	\$ 288	\$ 803	\$ 0.99	35.9%	\$ 339	\$ 51
STRATHAM	7,255	7,255	7,334	3.8%	\$ 23,478	\$ 2,609	\$ 2,609	\$ 26,087	\$ 2,609	\$ 7,261	\$ 0.99	35.9%	\$ 3,068	\$ 459
<b>SUB-TOTAL</b>	<b>188,521</b>	<b>187,787</b>	<b>191,617</b>	<b>100.0%</b>	<b>\$ 613,419</b>	<b>\$ 68,158</b>	<b>\$ 68,158</b>	<b>\$ 749,734</b>	<b>\$ 68,158</b>	<b>\$ 150,242</b>	<b>\$ 0.80</b>	<b>45.4%</b>	<b>\$ 68,158</b>	<b>\$ 10,199</b>

\* State match is provided utilizing Toll Credits not actual funding  
 \*\* This distribution is shown as if the State of NH was paying 1/2 of the match.  
 \*\*\* = Non-dues paying/non-member

**Table 4: Schedule of Tasks and Deliverables**

	July, 2017												June, 2019											
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
<b>101 Accounting and Invoices</b>																								
1003.101.1 Financial Management & Reporting																								
1003.101.2 Audits and Audit preparation																								
<b>102 MPO Program Administration</b>																								
1003.102.1 UPWP Development, Amendments, and Reporting																								
1003.102.2 MPO Prospectus Updates																								
1003.102.3 Contract Management																								
1003.102.4 General Administrative Tasks																								
1003.102.5 UPWP Performance Report																								
1003.102.6 Planning Reviews																								
<b>103 Staff Training</b>																								
1003.103.1 Training, Workshops, & Conferences																								
<b>104 Indirect Cost Adjustments</b>																								
1003.104.1 Indirect Cost Rate Adjustment																								
<b>201 Ten Year Plan</b>																								
1003.201.1 Ten Year Plan/GACIT																								
1003.201.2 Project Evaluation, Selection, and Prioritization																								
<b>202 Land Use &amp; Environmental Linkages</b>																								
1003.202.1 Natural Resources Coordination Studies/Projects																								
1003.202.2 Livability/Sustainability Initiatives																								
1003.202.3 Climate Change Initiatives																								
1003.202.4 Coastal Adaptation Workgroup																								
<b>203 Transportation Planners Collaborative</b>																								
1003.203.1 Transportation Planners Collaborative																								
<b>204 Interagency Consultation</b>																								
1003.204.1 Interagency Consultation																								
<b>205 Transportation Improvement Program</b>																								
1003.205.1 TIP Development																								
1003.205.2 TIP Amendments/Administrative Adjustments																								
1003.205.3 Annual List of Obligated Projects																								
<b>206 Congestion Management Process</b>																								
1003.206.1 Congestion Management Process																								
<b>207 Intelligent Transportation Systems/Incident Management</b>																								
1003.207.1 Regional ITS Architecture																								
1003.207.2 Incident Management Systems																								
<b>208 Long Range Transportation Plan</b>																								
1003.208.1 Transportation Plan Development/Amendments																								
1003.208.2 Project Solicitation & Development																								
1003.208.3 Project Selection																								
1003.208.4 Regional Sustainable Development Plan																								
<b>209 Transportation Conformity</b>																								
1003.209.1 Transportation Conformity																								
<b>210 State Long Range Transportation Plan</b>																								
1003.210.1 State LRTP																								
<b>211 Bike &amp; Pedestrian Planning</b>																								
1003.211.1 General Bike/Pedestrian Planning																								
1003.211.2 Bike/Walk to Work Day																								
1003.211.3 Multi-use Trail Projects																								
<b>301 Transportation Advisory Committee</b>																								
1003.301.1 MPO Transportation Advisory Committee																								
<b>302 RPC Commission</b>																								
1003.302.1 RPC Commission Meetings																								
<b>303 Public Participation Plan</b>																								
1003.303.1 Public Participation Plan Update																								
<b>304 Public Outreach</b>																								
1003.304.1 Public Involvement and Outreach																								
1003.304.2 MPO Website Development and Maintenance																								
1003.304.3 Media Monitoring & Legislative/Policy Tracking																								
<b>305 MPO Policy Committee</b>																								
1003.305.1 MPO Policy Committee																								

