

Project Solicitation and Prioritization

State Ten year plan

MPO Long Range Transportation Plan



ROCKINGHAM P L A N N I N G C O M M I S S I O N

OVERVIEW

- Interaction of the MPO LRTP, the Ten Year Plan, and the TIP
- MPO Project Selection Process
- MPO Project Selection Criteria
- Discussion

PLANNING PROCESS IN NH

MPO Long Range Transportation Plan (LRTP)

20+ Year Horizon

- Long & Short Term Actions
- Regional Policies and Goals
- Regionally Significant Projects
- Fiscally Constrained
- Projects priorities for 10 Year Plan
- Major updates every 4-5 years

State Ten Year Plan

10 Year Queue of Identified Needs

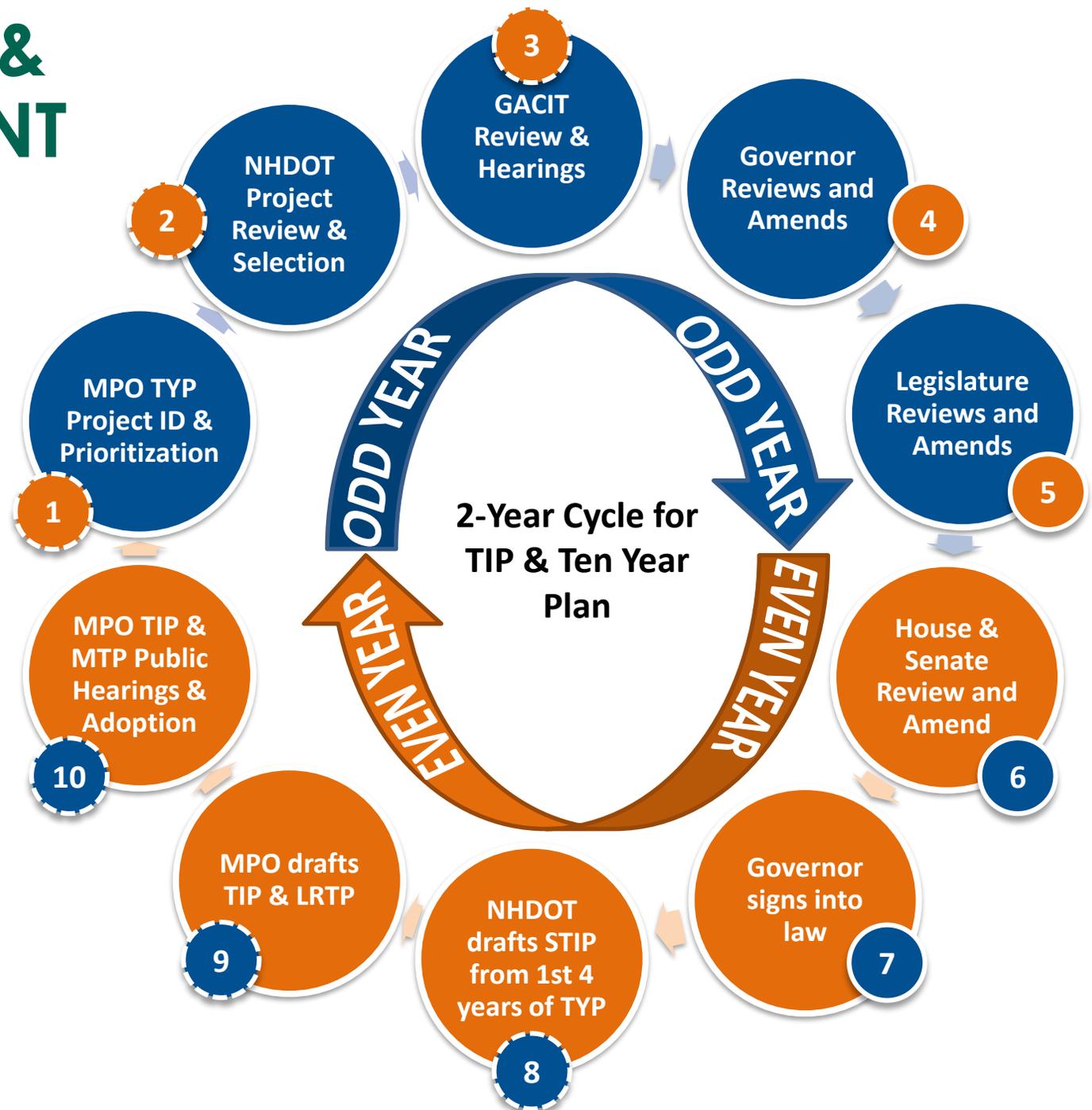
- Fiscally Constrained
- Statewide Project list
- State commitment to a project
- Regional funding "targets"
- Projects advance to TIP when ready
- Updated every 2 years

MPO Transportation Improvement Program (TIP)

4 Year short-range project list

- Near-term implementation
- Federally Funded or Regionally Significant
- Dedicated Funding for listed projects
- Fiscally Constrained
- Regional TIPs together create State TIP
- Updated every 2 years

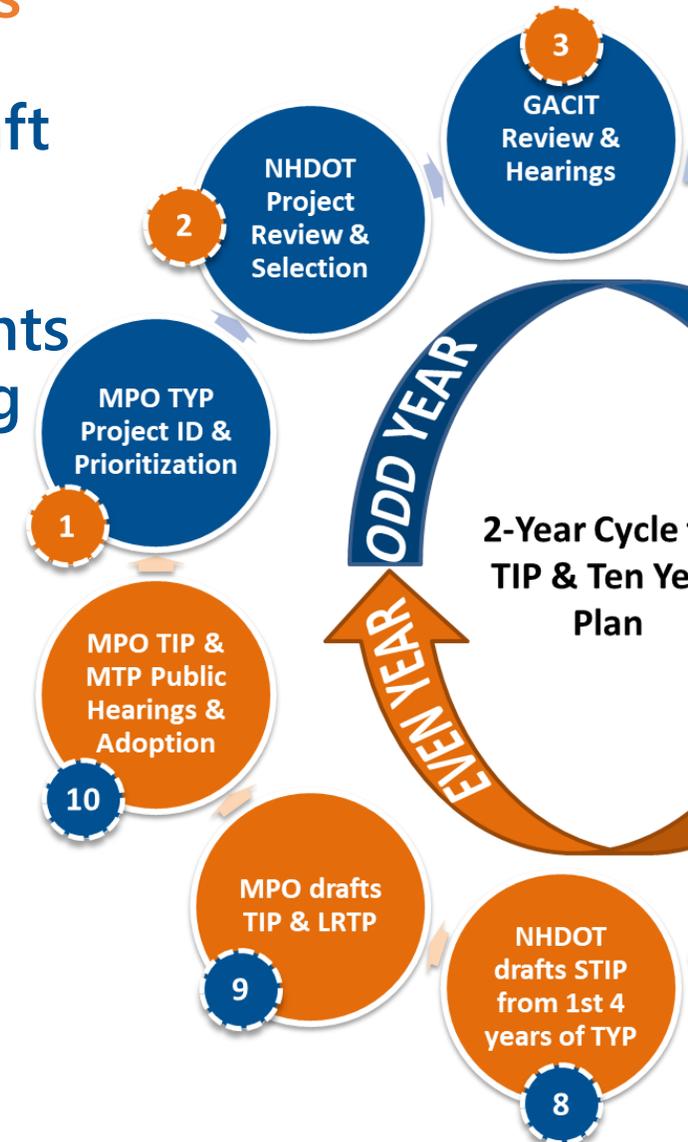
TEN YEAR PLAN & TIP DEVELOPMENT CYCLE



MPO Primary involvement

MPO ROLE IN THE STATE TEN YEAR PLAN

- 1 Identify regional transportation project priorities
- 2 MPO provides feedback to NHDOT on initial draft of Ten Year Plan
- 3 Provide Input to GACIT (District 3) on the contents of the draft Ten Year Plan. Present MPO Planning Process and Priorities at public hearings.
- 8 Review draft STIP and provide feedback to NHDOT regarding projects included (or not)
- 9 Draft Regional TIP and update Long Range Plan project listing based on approved TYP contents
- 10 Approve new 4-year TIP and updated LRTP



TEN YEAR PLAN GUIDANCE FROM NH DOT

- Adding projects to the last two years of the Ten Year Plan
- Target funding for the region is \$6,674,000
- Costs must include inflation and indirects
- All RPCs and DOT will use a common set of project selection criteria
- Projects must undergo engineering/cost review prior to being added to Ten Year Plan
- MPOs prioritized projects will be added to the draft Ten Year Plan as presented
 - Projects must still go through GACIT process

TIMELINE

	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Solicit For Projects												
Project Dev & Classification												
Set Project Selection Process				TAC	POL							
Discussions w/ NHDOT												
Criteria Setting & Draft Priorities												
Draft to NHDOT for Eng. Review												
Finalize list of Priorities												
Finalize List to NHDOT												

- Candidate Projects due to NHDOT **January 4th, 2019** for engineering/estimate review.
- Finalized prioritized list to NHDOT Due by **May 1, 2019**
- DOT Required by statute to produce a draft plan by **July 1st, 2019**

PROJECT DEVELOPMENT & CLASSIFICATION

- Evaluate Existing Projects
 - Keep in LRTP?
 - Move to “Illustrative”?
- Ensure data is as complete as possible
 - Detail project descriptions/scopes
- Check/update cost estimates & scopes
 - Looking for obviously under-estimated projects
 - Will use standardized costs as a basis where available
- Classify Projects
 - Is it a fit for the 10 Year Plan as a stand-alone project?
 - If not, what Statewide Program could the project fit into?

PROJECT SELECTION PROCESS

1. Project is feasible

- Project addresses a **clearly defined transportation need**.
- Proposal is a **reasonable approach** in scope and cost given existing resources.
- Project is **likely to receive required Resource Agency permits** and approvals.

2. Project is supported

- Project has **demonstrated local support** and matching funds if necessary.
- Project **conforms to regulations and plans** for affected areas.
- Required fields on project application form are complete.

3. Project is **eligible for federal funding** programs

4. Apply Project Selection Criteria

CHANGES FOR 2019

- Update Project Selection Criteria.
 - Added criteria addressing resiliency to natural hazards
- Opportunity to change criteria weights & methodology
 - The criteria should not be applied to all projects in exactly the same way
 - Group projects by scale
- Opportunity to adjust methodology for assessing “Support”

2019 PROJECT SELECTION CRITERIA

Category	Definition
Mobility	Mobility is the potential to get from one place to another and is generally evaluated based on the numbers of trips, travel speeds/times, and to travel distance and time. Accessibility is the ability of people to reach desired employment, goods, services, and other destinations.
Alternative Modes	The extent to which the project impacts accommodations for alternative modes of travel including pedestrian, bicycle, and public transportation.
Network Significance	The extent to which the project is to network connectivity based on current traffic volume, roadway tiers, functional system, and importance to the regional system, and availability of alternate routes.
Safety	The degree to which the project impacts traveler safety in relation to safety performance and the project's expected safety benefits.
State of Repair	Extent to which the project impacts the service life of the asset and the extent to which the project is required based on current asset condition.
Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction
Resiliency	The degree to which the proposed project will address natural hazard mitigation measures.

2019 PROJECT SELECTION CRITERIA

Category	Criterion	Definition
Mobility	Congestion	The Extent to which the project is intended to impact traveler delay upon completion
	Freight Mobility	The degree to which the project impacts the movement of goods
Alternative Modes	Alternative Modes	The extent to which the project impacts accommodations for alternative modes of travel
Network Significance	Traffic Volume	Motor Vehicle Volume (AADT)
	Facility Importance	The extent to which the facility moves people and goods between major locations (Tier/Functional Class)
Safety	Safety Measures	The degree to which proposed improvements impact safety
	Safety Performance	5 Year Average safety performance (crash rate/severity)
State of Repair	Service Life	Extent to which the project impacts the service life of the pavement (keep good roads good)
	Bridge Condition	The degree to which the current asset requires work (fix worst first)
Support	Regional Support	The degree to which a project is supported by the RPC, locality, and feasibility of construction
Resiliency	Resiliency	The degree to which the proposed project will address natural hazard mitigation measures.

2019 PROJECT SELECTION CRITERIA

Criterion	How Projects are Assessed
Congestion	The level of impact from “Strong Positive” to “Negative”
Freight Mobility	The level of impact from “Strong Positive” to “Negative”
Alternative Modes	The level of impact from “Strong Positive” to “Negative”
Traffic Volume	Motor Vehicle Volume (AADT) scaled from highest to lowest
Facility Importance	Assigned value based on Tier/Functional Class. Highest Tiers/Class get highest scores, lowest get lowest scores
Safety Measures	Level of focus on Safety Improvements from “Very Significant” to “No Focus”
Safety Performance	5 Year Average safety performance (crash rate/severity composite)
Service Life	“Poor”, “Fair”, or “Good” assessment from NHDOT on current condition (keep good roads good).
Bridge Condition	“Poor”, “Fair”, or “Good” assessment from NHDOT on current condition (fix worst first)
Regional Support	10% Local Priority 20% Economic Impact 10% Inclusion in Planning documents 40% Regional Priority 20% Support for Regional Vision, Goals, and Objectives
Resiliency	The degree to which the proposed project will address natural hazard mitigation measures.

WEIGHTING PROJECT SELECTION CRITERIA

Weight criteria differently based on project scale to compare projects with similar areas of impact

- Local – Connections within communities
- Regional – Connections between communities
- Interregional – Connections between this region and others
- Suggest Top Priorities from each list be considered for regional priorities until target budget is utilized + two projects
- Ensures at least one from each category

LOCAL SCALE

- Focus on safety, access, and multimodal **connections within communities**
 - Smaller scale bike/ped & transit projects, highway projects on local roads and “Main Street” state highways.
 - Bike/Ped Safety
 - Multimodal access to services for all users
 - Complete streets/context sensitive design

NUMBER	ROUTE	PROJECT NAME	Funding
23793	Martin Rd	Martin Rd Bridge Replacement	\$560,803
41436	Pond Rd	Replace Pond Street Bridge	\$1,081,631
40641	NH 121A	Main Street traffic calming	\$900,000
23117	Westville Road	Westville Road Bridge	\$1,119,329
40644	Market Street	Market St. RR Crossing upgrade	\$920,474
40642	Maplewood Ave	Maplewood Ave Complete Streets	\$754,800

REGIONAL SCALE

- Focus on multimodal **connections between communities** and regional activity centers
 - Projects on State Highways
 - Regional Transit
 - regional scale bike/ped
 - Improve regional mobility

NUMBER	ROUTE	PROJECT NAME	Funding
41717	NH 121	NH 121 Depot Road Intersection Capacity Expansion	\$2,400,000
40797	Ocean Blvd	Ocean Blvd Reconstruction	\$8,056,344
26485	East Coast Greenway	Hampton Branch ROW Purchase	\$4,522,000
16127	NH 1B	NH 1B Bridge Rehabilitation New Castle-Rye	\$12,132,505
29617	NH 108	Newton Rowe's Corner Improvements	\$1,633,427
12334	NH 28	Salem Depot intersection reconstruction	\$3,340,000

INTER-REGIONAL SCALE

Focus on mobility and intermodal improvements to ensure that the region is **well connected to the rest of New Hampshire and New England**

- Projects on (or connected to) the National Highway System
- Infrastructure preservation
- Delay reduction on critical roadways
- Improve travel time reliability
- Improve Freight mobility and travel time

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FOCUS FOR SELECTION CRITERIA IS VARIED

Category	Criterion	Local	Regional	Inter-Regional
Mobility	Congestion	↓	↔	↑
	Freight Mobility	↓	↔	↑
Alternative Modes	Alternative Modes	↑	↔	↔
Network Significance	Traffic Volume	↓	↔	↑
	Facility Importance	↓	↔	↑
Safety	Safety Measures	↔	↔	↔
	Safety Performance	↔	↔	↔
State of Repair	Service Life	↓	↔	↑
	Bridge Condition	↑	↔	↑
Support	Regional Support	↔	↑	↑
Resiliency	Resiliency	↔	↔	↔

CRITERIA WEIGHTING PROCESS

- Occur at October TAC and confirmed at December Policy
- Looking into survey tool to facilitate the process before the October meeting
 - TAC members would prioritize criteria before meeting
 - Initial criteria weights tallied by staff based on survey response
 - Discussion and tweaking by TAC
 - Round weights to whole percentages

WHAT PROJECTS WILL BE SCORED

	Local	Regional	Inter-Regional	Total
Existing LRTP	69	56	44	169
Removed Completed Projects	12	7	2	21
Removed Projects In TIP/Ten Year Plan	12	10	9	31
Eligible for Scoring	45	39	33	117
Removed Infeasible Projects	10	17	12	39
Projects to be scored	35	22	21	78

SUMMARY AND ACTION

- Questions/Comments on Timeframe?
- Questions/Comments on Project Selection process?
- Questions/Comments on the Selection Criteria weighting?

- Need TAC endorsement of the process to finalize for MPO Policy Committee Approval