

RPC Transportation Advisory Committee

March 28, 2019

9:00-11:00 AM

RPC Offices

156 Water Street, Exeter

(Directions on reverse)

Paper copies of the attachments will be available at the meeting

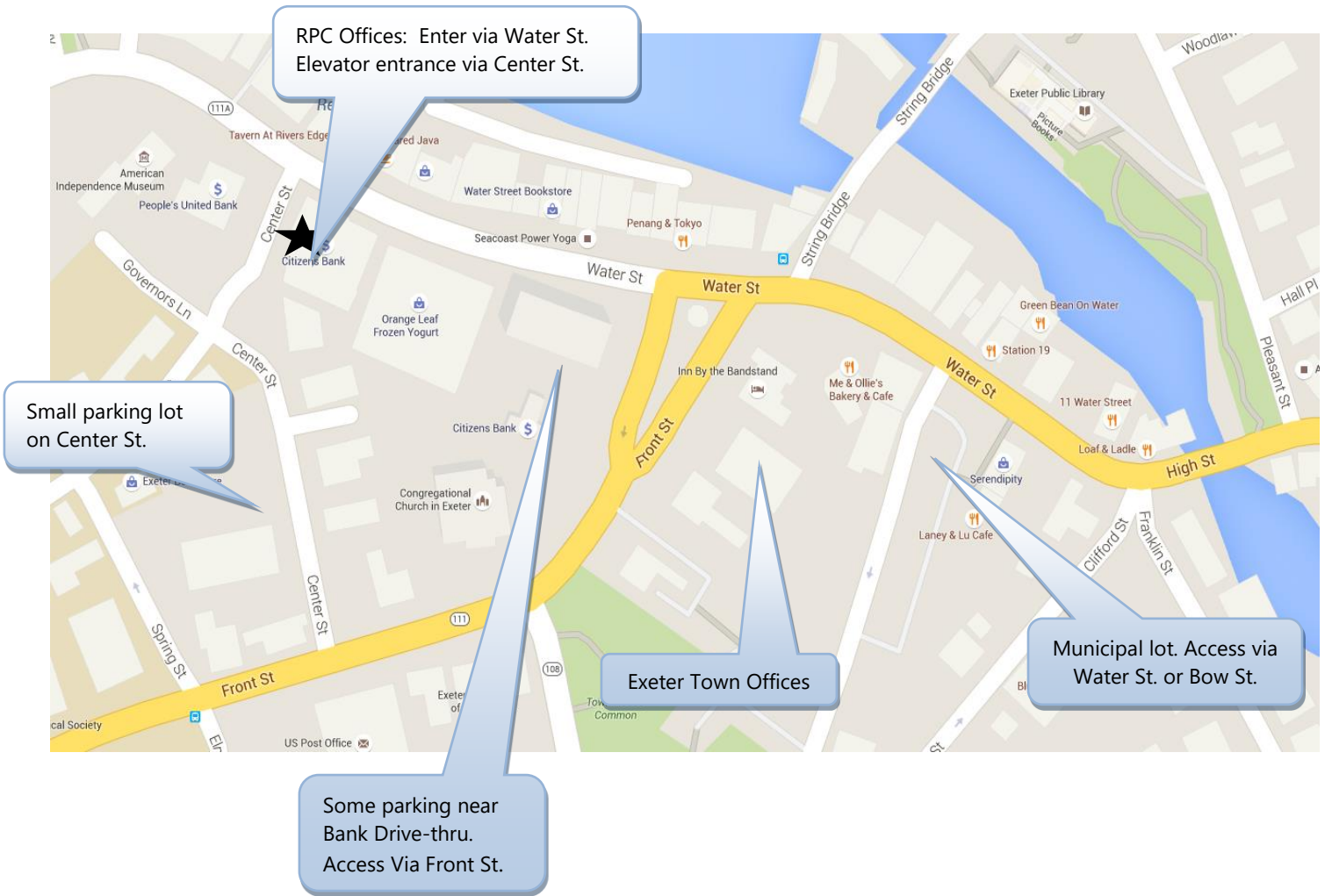
1. Introductions
2. Minutes of 1/24/19 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. Notes of the 2/28/19 TAC Workshop for State Ped/Bike Plan (**Attachment #2**)
4. Draft 2020-2021 Unified Planning Work Program (UPWP) - (**Attachment #3**) — *[motion to approve]* – Dave Walker
5. Ten Year Plan Project Prioritization (**Attachment #4**) — *[motion to approve]* – Dave Walker
6. Stratham Safe Routes to School Project (**Attachment #5**) – Scott Bogle
7. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2019 (Next meeting highlighted)

January 24 th	May 23 rd	September 26 th
February 28 th	June 27 th	October 24 th
March 28 th	July 25 th	December 5 th
April 25 th	August 22 nd	

*****Off Schedule*****

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



**Transportation Advisory Committee
Rockingham Planning Commission**

**January 24, 2019
RPC Conference Room, Exeter NH**

Members Present: R. McDermott, Chairman (Hampton Falls); J. Walker (Portsmouth); D. Sharples (Exeter); R. Nichols (COAST); R. Clark (Atkinson); T. Moore (Plaistow); E. Strachan (NHDES); A. Garron (Salem); T. Austin (Stratham)

Staff: D. Walker (Assistant Director); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Chairman McDermott convened the meeting at 9 a.m.**
- 2. Minutes of December 6, 2018**

*Clark moved to approve the Minutes of December 6, 2018 as presented; Moore seconded. **SO VOTED.***

- 3. Draft 2019-2022 Transportation Improvement Program (TIP) – D. Walker**

Walker explained that a new TIP and 2045 Long Range Transportation Plan need to be adopted and are currently in the middle of the 30 day comment period. Once the MPO approves the TIP & Plan, all the TIPs in the State are combined to form the STIP and then the feds can approve the STIP and projects can move forward.

Walker reviewed projects included in the TIP which included up to date project information and adjustments to air quality conformity. Walker also reviewed the 2045 Long Range Plan project list which included multi year regional highway, transit, bridge, bicycle and pedestrian improvements projects scheduled for implementation in the MPO area over the next four federal fiscal years and interim updates focused on maintaining consistency with the TIP and Ten Year Plan. He noted the Plan must continue to maintain fiscal constraint and incorporate Performance Based Planning requirements as well. Discussion followed on some specific projects. Walker noted that the RPC will take a project from any town at any time, and when priorities are required by the NHDOT we will add those projects into the next cycle of the Ten Year Plan. He suggested communities start thinking and planning now for the next round and noted he would like to produce a calendar for distribution which calls out specific dates for the communities to follow.

4. Draft 2045 Long Range Transportation Plan – (LRTP) S. Bogle

Bogle reviewed the fiscally constrained project list for the Long Range Transportation Plan including several changes to analysis of project location and expanding transit access.

*J. Walker moved to recommend adoption of the 2020-2022 TIP and 2045 Long Range Plan to the Policy Committee including a suggested amendment from Sharples on the Exeter project; Moore seconded. **SO VOTED.***

5. Hampton Branch Rail Trail Update – S. Bogle

Bogle noted that it appears the NHDOT and PanAm have come to terms with maintenance of the Hampton Branch Trail, however the RPC is working on a draft trail management agreement that includes municipalities since they are partners in maintaining the trail as well. Discussion followed.

6. Public/Private Partnership (P3) Commission proposal for Transit Center leases – S. Bogle

Bogle explained that a public/private partnership or (P3) Committee was established to attract private investment for the State's expansion and modernization of transportation infrastructure. Letters of interest were solicited by the State and some of the responses included: Welcome Center on I93; NH 16 Truck Stop; NH 16 Welcome/Service Center; and a Dover/Portsmouth Transit Center. Bogle reviewed several of the proposals and discussion followed on specifics with each and impacts to communities. Bogle asked that anyone with input from their communities on any of the project ideas please forward it to him.

7. Project Updates

Walker distributed a Project Update Memo and flyers regarding the Kittery & Portsmouth Naval Shipyard Joint Land Use Study and upcoming Hampton Harbor Bridge Public Information meeting.

Nichols stated that COAST is currently getting a \$500,000 line of credit to assist with their operations during the federal shutdown and hopeful that the line of credit and current reserves will get them through March.

Meeting adjourned at 10:55 a.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

**Transportation Advisory Committee
Rockingham Planning Commission
Workshop on Statewide Pedestrian & Bicycle Plan**

**February 28, 2019
RPC Conference Room, Exeter NH**

TAC Members Present: J. Walker (Portsmouth); R. Nichols (COAST); G. Mikolaities (Rye); T. Moore (Plaistow); E. Strachan (NHDES); A. Garron (Salem); T. Austin (Stratham); C. Jacobs (Hampton); K. Christiansen (Brentwood); L. St. John (NHDOT).

Guests: P. Goff (Alta); S. Workman (TransportNH); S. Verdile (OSI); Austin Feula (RSG - by phone)

Staff: S. Bogle (Sr. Transportation Planner); T. Roache (Exec. Director)

At the start of the meeting there was no quorum present to address minutes, which was the only action item on the original agenda. The meeting was not formally convened and was instead treated solely as a listening session for NHDOT's Statewide Pedestrian & Bicycle Plan.

Alta Planning and Design are NHDOT's contractors for this project, and they are meeting with each of the nine RPC TACs across the state in February and March to gather RPC and municipal input. There will also be a series of public forums later in the spring covering each RPC region. RPCs are also encouraged to add supplemental staff-led forums to gather additional input from around their regions.

Staff strongly encourage TAC members to also respond to the [online survey](#) and [interactive map](#) for providing input.

1. Listening Session on NHDOT Statewide Pedestrian & Bicycle Plan

Phil Goff from Alta Planning + Design began with a brief summary presentation related to the Statewide Pedestrian and Bicycle Transportation Plan scope of work, public engagement and schedule. That included an overview of the NHpedbikeplan.com web site, along with the interactive input map, and the online survey. NHDOT has made clear that the state is more intent on developing on-road state highway improvements as part of this study, but trails and greenways will be considered.

Phil's slide presentation ended with a summary of the draft Vision, Goals and Objectives document and the Gap Analysis map for the Seacoast Region. That initiated the following discussion amongst TAC members and guests.

Comments & Discussion

- SRPC and CNHRPC have thought about doing additional meetings outside of the main meeting in their regions. If this was led by Alta the cost would be ~\$1,500 per extra meeting according to Phil. The alternative is for RPC staff to run one or more additional meetings using Alta's materials which is contemplated in the grant contract. The primary Alta-led meeting will be in Portsmouth. Scott Bogle noted that additional meetings would make sense in Exeter and Salem.
 - Rad Nichols: Strong connection between public transit riders and active transportation users. We're hoping you could bring this into the map. Specifically, local transit put onto the map.
 - Phil Goff: Alta can look into this. We don't want to clutter large regional maps with unnecessary details. Could add specific locations with high levels of concern, but not every local bus line.
 - Rad Nichols: Should ensure that ped/bike connections to transit are addressed on a broad scale in the Plan Objectives and policy recommendations.
 - Juliet Walker: We have maps of the statewide transit. It might help to at least roughly show this on the bike plan maps.
 - Phil Goff: We will check with NHDOT staff to see if we have these, and if they can be added.
 - Phil Goff: The project scope is on road improvements on state roadways (numbered and not numbered). We are also looking at local roadways that run parallel to state routes as an alternative. We are also looking at DOT processes and ways to integrate bike/ped improvements into scoping/funding.
 - Juliet Walker: Are we including state roads when within urban compacts? Even if not state jurisdiction.
 - Phil Goff: We are looking inside and outside urban compacts.
 - Chris Jacobs: Are we looking at rail trails?
 - Phil Goff: We will include existing trails, but we are not looking at new potential locations. A more detailed statewide trail assessment might be done separately. We include existing trails in maps. These play a key role in the gap analysis.
 - Chris Jacobs: Notes that he lives in Milton and commutes into Hampton. It is 40 miles, and he likes to stop somewhere in between. There is a lack of park and ride locations in the middle. There are not in good locations around Portsmouth. He needs to cross dangerous roads to get comfortable bike routes. He thinks we need good locations so visitors could park outside of places like Hampton then ride their bikes into town. He would like more nodes outside of major areas (specifically for events like 4th of July) to park (can be only 5-20 space lots) and they ride to the destination in shorter ride. He is always looking for places to park then cycle. For example, group rides he is involved with use Pease AF base. NHDOT builds many large park and rides, but he would like small options. They don't need to be new lots, maybe just agreements with local businesses for riders to park. From his experience local business owners do not let bikers park if they ask due to liability reasons.
 - Juliet Walker: The Plan should include clear design guidance for New Hampshire. Four foot lanes are the AASHTO standard but are really minimal accommodation and inadequate next to curb or guardrail. Five feet would be a better minimum standard statewide if we're serious about safety and reducing traffic stress. We need statewide design standard that says 5' minimum.
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Portsmouth has developed guidelines which help. She would like to make it variable based on road type. For roads with lower speeds/AADT we don't need as wide a shoulder.

- Phil Goff: We had this discussion yesterday at the project advisory meeting. Breaking up categories maybe?
 - Juliet Walker: NHDOT should reference national standards, including NACTO not just AASHTO depending on context. Just stay with national standards so local standards are updated with national standards.
 - Scott: We have had issues in the past designing for 4' then adding the guardrail into the space.
 - Steve Workman: The Plan should also address driver education and general public education regarding sharing the road with people walking and riding.
 - Phil Goff: We will address cyclist and driver education.
 - Juliet Walker: In Portsmouth we need a local regulation that they consider bike lanes as "travel lanes".
 - Scott Bogle: Parking conflicts become issues on routes like 1A. Most of the time they are great for biking, but in the summer people use that space for parking.
 - Phil Goff. One issue is that we should designate as bike lanes, and specifically as "travel lanes" according to state law, it might be harder to get approval for bike lanes. An agency might want the ability to use for parking.
 - Rad Nichols: COAST has multiple bus stops on state roads both in and outside urban compacts. People need to walk to these stops on roads not build to accommodate pedestrians. This can create dangerous conflicts. We need to coordinate this plan with local transit. Lighting is a big part of this. Rider surveys have mentioned lighting as a big concern. COAST covers ten communities. There are about 40 communities statewide with local transit that face this.
 - Juliet Walker: We need to recommend funding not just promoting. It would be helpful if the state adopts Vision Zero as a policy with the accompanying commitment to ped/bike safety, not just "supports" or "promotes" the vision zero concept.
 - Scott Bogle: The prior Strategic Highway Safety Plan referenced vulnerable road users but then largely focused on motorcycle safety. The most recent iteration of the SHSP is much better.
 - Phil Goff: Any comments on the draft Vision for the Ped/Bike Plan?
 - Multiple Respondents: Funding! Funding is key. State funding in particular is key.
 - Steve Workman: We need direct state funding tied into bike/ped projects and to streamline the processes.
 - Phil Goff: Are significant portions of funding lost due to being bogged down in LPA process?
 - Scott Bogle: When TAP or CMAQ projects experience delays and aren't able to obligate funding as planned, those funds are often flexed out to highway and bridge projects with no reciprocity in the following year, such that millions of dollars are lost to those programs.
 - Phil Goff: Let's jump into the maps. One is shoulder widths. NHDOT said that shoulder width layer they provided is "not extremely accurate" so that is a big hitch in the Bicycle Level of Traffic Stress analysis. Working with five RPCs on validating those data.
 - Rad Nichols: Are rail trails part of the analysis?
 - Phil Goff: Plan will look at existing and planned trails but not comprehensive analysis of where to put new trails.
 - Phil Goff: Let's jump into gap analysis. We need to find the gaps to develop recommendations. Where are people, jobs, tourist destinations, etc. etc., and where is there demand for walking
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and mostly biking gaps in the network? The gaps are neutral to how well the road would work. We're just looking at gaps regardless of whether it is a good road for cycling. Then we will look at recommendations based on context. A recommendation could vary from way findings signs to making wider shoulders. We will also look at local routes as better connections than state roadways.

- Scott Bogle: We show NH1A as designated bike route, but parts of NH1A have very narrow shoulders or wide shoulders that get covered with parking in the summer. On-street parking conflicts around Pirates Cove and Jenness Beach in Rye, narrow shoulders past Little Boars Head in North Hampton and through Hampton beach and the Hampton-Seabrook bridge.
 - Phil Goff: Even if it is a designated route, we will still examine gaps.
 - Juliet Walker: Much of Route 1A in Portsmouth is a gap. It has wide shoulders but not bike lanes. Peverly Hill road has a planned bike lane but is currently a gap. Route 1, Route 1A, Peverly Hill Road. Also Elwyn Road.
 - Gregg Mikolaities: Ocean Road and Lang are gaps in/near Rye. Grafton is a state road and has a side path.
 - Tavis Austin(?): Are we assuming if a shoulder is adequate for cyclists then it is adequate for peds?
 - Phil Goff: Mostly for cyclists, but we will keep peds in mind. But mostly these are roads connecting communities thus only have shoulder and no sidewalks. Narrowing roads and widening shoulders will benefit both bikes and peds. Within communities, sidewalks are likely the recommendation.
 - Greg Mikolaities: Even where there are shoulders there is no maintenance and sand/salt/cracks. This prevents riders from using the shoulders.
 - Phil Goff: Establishing a bike network and designating these routes will hopefully get priority to shoulder maintenance.
 - Scott Bogle: NH-108 Newmarket to Newfield is shown as a gap. This is appropriate. There was a CMAQ project to add shoulders there but it was dropped when a long delay resulted in too much cost increase. There's an opportunity coming up to at least widen the bridge and approaches over the railroad at the Newmarket-Newfields town line.
 - Lucy St. John: Difficult to pick out road designations on map. gold color isn't obvious. When you show on this screen it doesn't really distinguish itself from other colors well.
 - Chris Jacobs: Getting around Great Bay is difficult. NH-33 has wide shoulders but fast cars and high AADT. NH-152 is too hilly to make a good connection. NH-125 to Rockingham rail trail.
 - Gregg Mikolaities: Should engage the NHDOT maintenance districts in the gap assessment.
 - [Man]: Many local riders use local roads over the more direct connections like Route 1A.
 - Juliet Walker: It is important to consider local roads not just state roads. They often have more attractions, bus service, lower traffic.
 - Chris Jacobs: Local drivers know these are key cyclist local routes, thus treat riders with more respect.
 - Liz Strahan: Some areas drivers are very aware and good at sharing the road. Some other communities are not aware of how to treat bikers/peds/joggers. Sometimes running on faster and higher AADT roads with shoulders is better than slower/quieter roads without shoulders.
 - Rad Nichols: Sight lines also play a role.
 - Phil Goff: Worst case is often high speeds on local roads.
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- Liz Strahan: Education is key.
- [Man]: I'm a newcomer to NH and it surprises me how many drivers use the shoulder to cut around left-turn vehicles. This presents an obvious danger for cyclists.
- Rad Nichols: This isn't enforced, so everyone does it.
- Phil Goff: The plan will hopefully provide a reference for DOT when they redo a road. It gets done when DOT already has a project starting. We will work with DOT in the coming months.
- Juliet Walker: Pedestrian wise, we should look at where barriers to crossing exist. Route 1 for example is a barrier. Like to get to services, bus stops, etc.
- Greg Mikolaities: What is the timeframe on Hampton branch rail trail?
- Scott Bogle: We are very close to DOT getting agreement with Pan Am. Hopefully in the next few months. Maybe construction in 2020 or 2021. This would be Hampton northward. South of here is gearing up to do this work too. The main gap is getting across Hampton marsh.
- Chris Jacobs: Maybe we should include key connections in neighboring states?
- Phil Goff: We can investigate this.
- Chris Jacobs: Are there previous state route maps made for bikers?
- Phil Goff: Yes, there are older bike maps, but they're not planning maps. They were made more for riders to pick up at shops before smartphones.
- Scott Bogle: Has there been talk of prioritizing these routes?
- Phil Goff: The state has left it up to us whether we prioritize these routes over other options.

2. Project Updates

Bogle distributed and summarized MPO comments submitted to the Public Private Partnership (P3) Commission regarding the proposal for the state to enter into a long-term lease with a contractor TBD to operate and manage the Portsmouth Transportation Center at Pease and the Dover Transportation Center at Indian Brook Drive/Exit 9 on the Spaulding Turnpike. There was brief discussion.

Bogle noted that Hampton, North Hampton, Rye, Greenland and Portsmouth had all approved a Rail Trail Agreement with NHDOT for the Hampton-Portsmouth segment of the Hampton Branch rail corridor. Staff understanding from NHDOT is that they are close to agreement with Pan Am Railway to sell the 9.6-mile corridor segment. Prior to finalizing a deal with Pan Am, NHDOT wanted confirmation from the municipalities that they would accept significant maintenance responsibility once NHDOT buys the corridor and builds the proposed rail trail as programmed in the STIP.

Notes prepared by:

Austin Feula, RSG, PE, PTOE

Scott Bogle, RPC Senior Transportation Planner

Memorandum

DATE: March 21, 2019
TO: MPO Transportation Advisory Committee
FROM: David Walker
RE: UPWP for FY20 and FY21

The Unified Planning Work Program (UPWP) guides the work that the MPO undertakes over a two year period. It translates established planning priorities, processes, and tasks into expected activities and work products, and provides general timeframes for task completion. The UPWP is supported by FHWA Urban Planning (PL) and FTA Transit Planning funds, which are combined under FHWA jurisdiction in a unified contract. These funds are supplemented by Federal State Planning and Research (SPR) funds apportioned to NHDOT and are matched with a 20% local contribution. One half of that 20% match is provided via RPC community dues. The other half is provided by NHDOT via "Turnpike Toll Credits" which allows the MPO meet the match requirement but provides no real revenue. The full draft UPWP is available on the MPO website: <http://www.rpc-nh.org/transportation/about-mpo/work-program-upwp>.

There is no UPWP funding increase for FY 2020 and 2021 and the total available is the same as for the current UPWP (FY2018-2019). Funding has remained essentially flat since 2012 and this has resulted in a continuous erosion in UPWP scope over time due to inflation. This translates to approximately 800 hours less work in the 2020-2021 UPWP compared to the 2018-2019 work program, and the loss of something more than one full time equivalent in work hours since 2012-2013. While some of this is due to the redirection of funds towards data critical to the transportation planning process, much of the reduction is due to the impacts of flat funding and inflating costs. Table 1 from the UPWP is included in this memo and summarizes the overall breakdown of revenues and expenses planned for the next two years. As has been the standard, the work program is segmented into five categories covering administration, planning tasks, public outreach, data and analytical support, and technical assistance to our planning partners. The bulk of the work is included in Category 200: Policy and Planning (34% of funding) and Category 400: Planning Support (26% of funding). Providing technical assistance to planning partners utilizes about 17% of resources, while administration uses 12% and public outreach approximately 10%.

This iteration of the UPWP includes updated references to federal regulations, updated Planning Emphasis Areas provided by FHWA and FTA, as well as MPO Planning Priorities. In addition, the Category and Task descriptions have been reformatted, reorganized, and updated to reflect current tasks and activities. For the most part, the draft 2020-2021 UPWP is consistent with the work included in the 2018-2019 work program in that the bulk of staff efforts are directed towards fulfilling ongoing federal and state transportation planning requirements. That being said, there are some areas in particular that the MPO will be prioritizing efforts over the next two years:

- Planning & Environmental Linkages, Climate Change adaptation, and Resiliency.
- Updating the MPO Congestion Management Process

- Expanding public outreach efforts
- Maintaining and enhancing the travel demand model
- Continuing to provide local technical assistance when possible

There is still some work remaining to fully incorporate DOT, FHWA, and FTA comments on the document however, these are largely technical edits and will not change the amount and/or type of work listed in the program.

A final UPWP for FY 2020 and FY 2021 needs to be submitted to NHDOT early in April to get through the State contract approval process in time for the July 1st start date. The document will be presented for approval to the MPO Policy Committee at the April 10th meeting and submitted to NHDOT immediately after to facilitate this.

Recommended Action: Recommend approval of the 2020-2021 UPWP to the MPO Policy Committee

Table 1: UPWP Funding & Expenditures Summary

Revenue					
Funding Source	UPWP Total	FY 2020	% of Funding	FY 2021	% of Funding
2018-2019 FHWA PL Funds	\$793,958	\$396,979	65%	\$396,979	65%
FTA 5303 Planning Funds	\$204,296	\$102,148	17%	\$102,148	17%
State Planning & Research Funds	\$105,900	\$52,950	9%	\$52,950	9%
Total Federal Funds	\$1,104,154	\$552,077	90%	\$552,077	90%
RPC Match (Local funds)	\$122,684	\$61,342	10%	\$61,342	10%
DOT Match*	\$-	\$-		\$-	
Total Available Funding	\$1,226,838	\$613,419	100%	\$613,419	100%

* NHDOT match is in the form of Turnpike Toll Credits which help to offset the match requirement for the Federal funding but provide no actual revenues.

Expenditures						
Work Area	FY 2020			FY 2021		
	Total	Personnel	Non-Personnel	Total	Personnel	Non-Personnel
Category 100: MPO Administration	\$73,333	\$69,633	\$3,700	\$71,925	\$68,201	\$3,724
Category 200: Policy & Planning	\$212,863	\$210,372	\$2,491	\$207,955	\$205,380	\$2,575
Category 300: Public Involvement	\$59,398	\$58,498	\$900	\$62,445	\$61,545	\$900
Category 400: Planning Support	\$163,684	\$112,306	\$51,378	\$160,816	\$107,413	\$53,403
Category 500: Technical Assistance	\$104,216	\$102,641	\$1,575	\$110,429	\$108,704	\$1,725
UPWP Total	\$613,495	\$553,451	\$60,044	\$613,569	\$551,242	\$62,327

Memorandum

DATE: March 21, 2019
TO: MPO Transportation Advisory Committee
FROM: David Walker
RE: Project Selection

The MPO has received NHDOT's reviews of the priority Ten Year Plan project proposals that were approved by the TAC at the December, 2018 meeting. A memo detailing NHDOT's process and summary recommendations for each project is attached to this memorandum. NHDOT reviewed the top 7 projects submitted by the MPO (out of 9 requested) and found a few instances where the estimates were revised upwards. The attached summaries detail the cost assumptions, note recommended changes, as well as identify recommended timing and cost distribution for the Ten Year Plan. In some cases NHDOT has recommended that the matching funds be provided by the community and that information is included as well. One item to note is that NHDOT utilized a 2.55% per year inflation however the agency is currently in the process of developing a revised rate that is anticipated to be somewhat higher. That new rate is expected to be finalized this spring and incorporated into the draft Ten Year Plan and will result in cost increases for each project that must be fiscally constrained.

The next step in the project prioritization process is for the MPO TAC and Policy Committees to make final Ten Year Plan recommendations based on the candidate projects list and revised cost estimates. NHDOT has indicated that MPO recommendations will be incorporated into the Ten Year Plan as presented provided that the regional funding allocation is not exceeded.

Based on the revised costs and estimated programming timeframes, the total estimated costs of the seven priority projects is \$7,683,558 of which \$6,900,848 is anticipated to be Federal funds that count against the regional allocation. This is slightly over the regional allocation (\$227,000) and with the inflation rate expected to rise, it is likely that the total could be another \$50,000-\$300,000 higher. An attached spreadsheet shows each of the 7 projects, the original RPC estimate, the revised NHDOT estimate, anticipated programming timeframes, inflated costs, and the distribution of costs between federal/state and local funds. Finally, the spreadsheet shows the cumulative cost of adding each additional project.

Recommended Action: TAC review and discuss the proposed projects, and endorse a set of projects for the Ten Year Plan that is fully contained within the regional funding allocation. This set of projects will be presented to the MPO Policy Committee at the April 10, 2019 meeting and submitted to NHDOT once approved.



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

Tim Roache, Executive Director
Rockingham Planning Commission
156 Water Street
Exeter, NH 03833

March 18, 2019

Dear Mr. Roache –

Thanks again for your assistance, as well as for the assistance of your regional planning commission staff, RPC committee members and municipal staff for your efforts to assist NHDOT in developing the draft 2021-2030 NH Ten Year Transportation Plan.

As you know, the NHDOT proposed to set-aside \$50M in FHWA funding to program against new projects in years 2029 and 2030 of the draft Ten Year Transportation plan. The NHDOT with agreement from the RPC Executive Directors utilized a similar distribution approach to that employed in existing multi-party MOUs, that being:

- 50% of the available funds allocated on the basis of Census population
- 50% of the funding allocated on the basis of Federal Aid Eligible lane miles

For the Rockingham Region, this resulted in a regional allocation of **\$6,673,836** for the 2029-2030 period.

Since the RPC submitted a list of potential projects and initial priority ranking based on the application of the 2021-2030 NH Ten Year Plan Ranking criteria in December, the NHDOT's internal committee has been meeting to discuss the submittals and consider implementation issues including:

- The assumptions related to work required to carry out the project scope.
- The estimated costs for Engineering (PE), Right-of-Way (ROW) and Construction (CON).
- Estimated schedule to carry out the work to accomplish the proposed project and plan financially

The NHDOT's internal committee is made up of the following individuals:

- Bill Oldenburg, Chair – Assistant Director of Project Development
- Pete Stamnas, Director of Project Development
- Jim Marshall, Administrator of Bureau of Highway Design
- Ted Kitsis, Administrator of Bureau of Construction
- Keith Cota, Chief Project Manager
- Mike Dugas, State Safety Engineer
- Tobey Reynolds, Roadway Section Chief
- Don Lyford, Project Manager
- William Rose, Policy & Planning Manager

The committee has been meeting weekly since December to review and discuss the project submittals from the RPCs, as well as to review and discuss existing Ten Year Plan projects that do not align with resources or schedule in the current 2019-2028 TYP.

The details provided by RPC in the project submittal forms have been very assistive to the Committee's understanding of the project area, needs and other necessary items to appropriately scope, schedule and budget proposed TYP projects.

What follows in this document is:

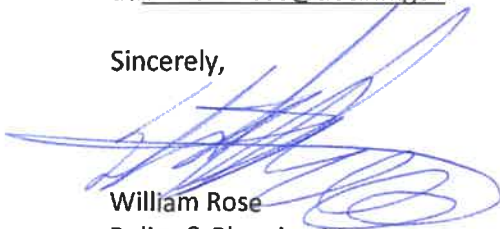
- A summary overview of the committee's findings related to your RPC's proposed 2021-2030 TYP projects.
- NHDOT thoughts on programming for Year of Expenditure, which will include inflation and indirect costs as appropriate.

We're providing these in advance of our planned meeting in order to enable a discussion as opposed to a NHDOT presentation. We want RPC staff to feel comfortable and confident in presenting the proposed project details to your TAC and Full Commission for final endorsement to include in the draft Ten Year Transportation Plan that will be presented to GACIT later this year.

Please review the document in full, and we look forward to the opportunity to meet and discuss these projects and the NHDOT plans for the draft 2021-2030 Ten Year Transportation Plan in the coming weeks.

As always, should you have any questions, please don't hesitate to contact me at 271.6581, or via email at William.rose@dot.nh.gov.

Sincerely,



William Rose
Policy & Planning Manager

Cc: Dave Walker, RPC
Bill Watson, NHDOT
Glenn Davison, NHDOT
Pete Stamnas, NHDOT
Bill Oldenburg, NHDOT
Richard Radwanski, NHDOT D-5
Brian Schutt, NHDOT D-6

**NHDOT PROJECT SCOPE AND SCHEDULE REVIEW TASK FORCE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
ROCKINGHAM PLANNING COMMISSION
FOR THE 2021-2029 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: Complete Street improvements to Winnacunnet Rd. & High St. (Hampton)

Project summary: The purpose of this project is to improve the safety and connectivity for pedestrians and bicyclist long Winnacunnet Road as well as provide the missing connection of sidewalk along the north side of High Street between Tobey Road and Five Corners. This project will encourage and promote walking and biking within the Town of Hampton.

With four schools within a half-mile radius of each and an increased understanding to improve our health and our environment, students and parents use the sidewalks in town to walk and/or bike to school. Some parents allow their children to walk or bike to school alone, while some parents will walk with their children and may go from one school to another or have additional family members with them. However, based on surveys conducted as part of the Safe Routes to School (SRTS) Travel Plan, there are many students and parents that do not use the sidewalks or roadways because they do not feel these routes are safe. With the Center School (K-2nd), Town Hall, Town Library, Marston School (3-5th), Hampton Academy (6-8th), the High School, a Historic Church and the Fire Station connected by Winnacunnet Road and High Street, these routes are not only used by the Town's school aged children but residents and visitors too. There is a need to provide routes that are safe, reliable and convenient for all users. The reconstruction of Winnacunnet Road as a "Complete Street" will include new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, and the implementation of new signage, markings and crossings. The construction of the "missing" link between Tobey Road and Five Corners will include the construction of new sidewalk (7 ft) within the existing ROW.

Review Comments

- Based on the project scope and location, this project would be an LPA project subject to local match.
- Federal funds participation would be capped at the 80% value identified below.
- This is an MS-4 area so drainage and water quality treatment will be an issue, especially with ROW acquisition.
- The proposed \$10,000 in ROW costs seems low. The High Street sidewalk work appears to require that strip acquisitions will be needed from property owners.
- The Scope Summary states "The reconstruction of Winnacunnet Road..." the review committee was not clear as to the intent of the "reconstruction". Additional detail regarding this element is appreciated.

Review Summary

- NHDOT review identified a total estimated cost of \$940,000 as more aligned with what is required to complete the proposed project scope.
- The project is recommended to commence with PE in 2025, with ROW planned in 2027 and CON beginning in 2029.
- The proposed project would be an LPA project funded with 80% federal funds and 20% from the Town of Hampton. The federal funds participation would be capped at the 80% value.
- The proposed project would use **\$926,390.40** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 2.55%/year to account for inflation.

Funding

Phase	2019 RPC Estimate	2019 NHDOT Estimate	YoE
PE	\$150,000	FY 2025: \$150,000	FY 2025: \$170,126
ROW	\$10,000	FY 2027: \$50,000	FY 2027: \$59,638
CON	\$740,000	FY 2029: \$740,000	FY 2029: \$928,224
Totals	\$900,000	\$940,000	\$1,157,988

Initial Priority #2: Intersection improvements to Market St./Russell St. intersection (Portsmouth)

Project summary: 3-way intersection with Market St and Russell St. Market St is the through road which switches from a 4-lane divided roadway to a 2-lane street with on-street parking on both sides. Russell St is a two-lane road. This intersection is not signal controlled. The railroad crosses Market St in proximity to this intersection as well and the Port of NH entrance is nearby. Capacity improvements at intersection to deal with current and anticipated traffic volumes as well as improved bicycle and pedestrian accommodations. Traffic calming, safety, improved traffic flow.

Review Comments

- If a roundabout is being proposed there will likely be the need for ROW acquisition.
- Based on the proposed project scope and location, NHDOT this project would be an LPA project with local match.
- Federal funds participation would be capped at the 80% value identified below.
- Estimate ROW at \$50,000
- Estimate PE at \$200,000
- Construction costs shown appear appropriate for the work described.

Review Summary

- NHDOT review identified a total estimated cost of \$1,150,000 to complete the proposed project scope.
- The project is recommended to commence with PE in 2026; ROW in 2028 and CON in 2029.
- The proposed project would be an LPA project funded with 80% federal funds and 20% from the City of Portsmouth. The federal funds participation would be capped at the 80% value.
- The proposed project would use **\$1,093,000** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding

Phase	2019 RPC Estimate	2019 NHDOT Estimate	YoE
PE	\$20,000	FY 2026: \$200,000	FY 2026: \$232,618
ROW	<i>Not included</i>	FY 2028: \$50,000	FY 2028: \$61,158
CON	\$855,000	FY 2029: \$855,000	FY 2029: \$1,072,475
Totals	\$875,000	\$1,150,000	\$1,366,251

Initial Priority #3: Multi-use path on former B&M RR (Seabrook)

Project summary: The purpose of constructing New Hampshire’s segment of the East Coast Greenway is several-fold: Create a safe, traffic-separated transportation facility for non-motorized travel within and between communities by people of all ages and abilities; this is particularly necessary paralleling the US1 corridor given the lack of ped/bike accommodation on that highway, complete New Hampshire’s segment of the multi-state ECG, connecting to finished trail in Northern Massachusetts, create an economic catalyst for seacoast communities as identified by the region’s CEDS and independent economic analysis.

New Hampshire’s transportation system as a whole and that of the Seacoast in particular, lacks traffic separated facilities for walking and bicycling that encourage people to consider non-motorized travel for short trips within and between towns. Such travel reduces traffic congestion on local and regional routes, enhances air quality, and supports public health goals and local economic development. More broadly Maine, Massachusetts and the other thirteen states along the Eastern Seaboard are working jointly to complete the ECG. The project has been identified in multiple regional planning and economic development studies.

Review Comments

- The NHDOT review committee agreed that the proposed budget seems appropriate.
- Scope would be limited to what funding allows.

Review Summary

- NHDOT review identified a total estimated cost of \$965,000 to complete the proposed project scope.
- Values presented below represent the project commencing with PE in 2027 and CON in 2030.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year and indirect cost rate of 10%/year.
- The project would utilize **\$1,354,437** of RPC’s 2029-2030 Ten Year Transportation Plan funding allocation.

Funding

Phase	2019 RPC Estimate	2019 NHDOT Estimate	YoE
PE	\$107,000	FY 2027: \$107,000	FY 2027: \$140,387
ROW	<i>Not included</i>	<i>Assumed to be within existing ROW</i>	
CON	\$858,000	FY 2030: \$858,000	FY 2030: \$1,214,050
Totals	\$965,000	\$965,000	\$1,354,437

Initial Priority #4: NH 107/NH 150 Intersection re-alignment (Kensington)

Project summary: Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study. Addresses capacity and safety issues at a heavily travelled two-way stop controlled intersection

Review Comments

- Proposed project costs based upon historical project information.
- NHDOT examined both roundabout and signal improvements.

Review Summary

- NHDOT review identified a total estimated cost of \$1,750,000 to complete the proposed project scope (roundabout).
- Values presented below represent the project commencing with PE in 2025; ROW in FY 2028; and CON in 2030.
- The proposed project would use **\$2,415,568** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year and indirect costs of 10%/year.

Funding (Roundabout)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$150,000	FY 2025: \$300,000	FY 2025: \$374,276
ROW	<i>Not included</i>	FY 2028: \$150,000	FY 2028: \$201,822
CON	\$750,000	FY 2030: \$1,300,000	FY 2030: \$1,839,470
Total	\$900,000	\$1,750,000	\$2,415,568

Funding (Signal)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$150,000	FY 2025: \$150,000	FY 2025: \$187,138
ROW	<i>Not included</i>	FY 2028: \$150,000	FY 2028: \$201,822
CON	\$750,000	FY 2030: \$1,250,000	FY 2030: \$1,768,721
Total	\$900,000	\$1,700,000	\$2,157,681

Initial Priority #5: Grafton Drive widening (Portsmouth)

Project summary: The proposed intersection improvements are to take place in the vicinity of Grafton Drive and its intersection with the entrances and exits for the Portsmouth Transportation Center and the Pease Golf Course

The side streets at the four-way unsignalized intersection with Country Club Lane and the Portsmouth Transportation Center experience excessive delays in both the weekday morning and evening peak hour. Current delays operate at a LOS F and will continue to deteriorate without the proposed improvements. Analyses predict that signal warrants will be met before 2020.

High volumes of traffic on Grafton Drive and activity at the Portsmouth Transportation Center are requiring that changes be made to move left-turns out of the flow of through traffic.

Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center

Review Comments

- The proposed project seems reasonable for sliver widening to add the left turn lane.
- NHDOT review assumes no signals with the proposed numbers.
- If a Signals is required the construction and design costs increase as shown above.
- NHDOT review comments also assume that PDA would act as LPA on project.
- **Federal funds participation would be capped at the 80% value identified below.**
- NHDOT review comments assume no ROW is necessary and PDA can complete PE.
- NHDOT note that there may be a possible bundling of all three PDA projects under a single contract for some cost savings as well as no indirects.

Review Summary

- NHDOT review identified a total estimated cost of \$500,00 to complete the proposed project scope (no signals)
- Project would be an LPA project with 80% federal funds and 20% local match. The federal funds participation would be capped at the 80% value.
- Values presented below represent the project commencing with PE in 2026 and CON in 2030.
- The proposed project would use **\$504,676.80** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding (w/o signals)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$100,000	FY 2026: \$100,000	FY 2026: \$116,309
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$400,000	FY 2030: \$400,000	FY 2030: \$514,537
Total	\$500,000	\$500,000	\$630,846

Funding (w signals)

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$100,000	FY 2026: \$200,000	FY 2026: \$232,618
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$400,000	FY 2030: \$750,000	FY 2030: \$964,757
Total	\$500,000	\$950,000	\$1,197,375

Initial Priority #6: Intersection improvements at New Hampshire Ave./Arboretum Dr. (Newington/PDA)

Project summary: Traffic volume demands at the intersection of Pease Blvd with Arboretum Drive/New Hampshire Avenue will substantially change with the completion of the NHDOT's Spaulding Turnpike improvements project. Traffic analysis on the Pease Tradeport combined with output from Newington-Dover Regional Model suggest that the Pease Blvd approaches will operate at LOS F in both the weekday morning and weekday evening peakhour under the existing geometric and traffic control condition. When additional traffic from further development is considered, additional capacity deficiencies are projected to occur, delays will be excessive and peak hour traffic signal warrants are expected to be met before 2020. Project proposes to construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.

Review Comments

- NHDOT review assumes that PDA would act as LPA on project. No ROW is necessary and PDA can complete PE.
- Possible bundling of all three PDA projects under a single contract for some cost savings as well as no indirects.
- Federal funds participation would be capped at the 80% value identified below.

Review Summary

- NHDOT review identified a total estimated cost of \$300,000 to complete the proposed project scope.
- Project would be an LPA project with 80% federal funds and 20% local match. The federal funds participation would be capped at the 80% value.
- Values presented below represent the project commencing with PE in 2028 and CON in 2030.
- The proposed project would use **\$303,668.80** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$80,000	FY 2028: \$100,000	FY 2028: \$122,317
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$20,000	FY 2030: \$200,000	FY 2030: \$257,269
Total	\$100,000	\$300,000	\$379,586

Initial Priority #7: Signalization of International Dr./Manchester Square/Corporate Dr. intersection (Portsmouth/PDA)

Project summary: 4-way stop controlled intersection at International Drive and Manchester Road. Addresses PM peak hour failure conditions at minor leg approaches and anticipated traffic growth. Minor street LOS of F during PM Peak hour. Project proposes to Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth.

Review Comments

- NHDOT review assumes that PDA would act as LPA on project. No ROW is necessary and PDA can complete PE.
- Possible bundling of all three PDA projects under a single contract for some cost savings as well as no indirects.
- **Federal funds participation would be capped at the 80% value identified below.**
- The proposed funding seems reasonable.
- It would appear that the intersection was signalized at one time; the signal bases are still visible today. If the conduit could be re-used that would reduce costs. The sidewalks and crosswalks will have to be reviewed for ADA compliance

Review Summary

- NHDOT review identified a total estimated cost of \$300,00 to complete the proposed project scope.
- Project would be an LPA project with 80% federal funds and 20% local match. The federal funds participation would be capped at the 80% value.
- Values presented below represent the project commencing with PE in 2027 and CON in 2030.
- The proposed project would use **\$342,524** of the regional allocation for the 2021-2030 Ten Year Transportation Plan.
- The Year-of-Expenditure (YoE) values include inflation of 2.55%/year.

Funding

Phase	RPC 2019 Estimate	2019 NHDOT Estimate	YoE
PE	\$75,000	FY 2027: \$75,000	FY 2027: \$138,728
ROW	<i>Not included</i>	<i>Not included</i>	
CON	\$225,000	FY 2030: \$225,000	FY 2030: \$289,427
Total	\$300,000	\$300,000	\$428,155

Summary of MPO Project Recommendations for the State Ten Year Plan Reviewed by NHDOT

RPC											Cumulative	
Program	Project Number	City/Town	Roads	Scope	Phase	RPC Estimate	NHDOT Cost Estimate	Year	Inflated Cost	Fed/State Share	Local Share	Regional Share
Local	6197012	Hampton	Winnacunnet Rd (NH 101E) & High Street (NH 27)	The reconstruction of Winnacunnet Rd as a "Complete Street" includes new accessible sidewalks along both sides of the roadway, travel way and shoulder delineation, & the implementation of new signage, markings & crossings. The construction of the "missing" link between Tobey Rd & Five Corners includes sidewalk (7 ft) within the existing ROW	PE	\$150,000	\$150,000	2025	\$170,126	\$136,100	\$34,025	
					ROW	\$10,000	<i>\$50,000</i>	2027	\$59,638	\$47,710	\$11,928	
					CON	\$740,000	\$740,000	2029	\$928,224	\$742,579	\$185,645	
						\$900,000	\$940,000		\$1,157,987	\$926,390	\$231,597	\$926,390
Local	6379027	Portsmouth	Market St and Russell St	Intersection improvements are required to improve traffic flow and safety. A roundabout is currently being considered for this location.	PE	\$20,000	\$200,000	2026	\$232,618	\$186,095	\$46,524	
					ROW	\$0	<i>\$50,000</i>	2028	\$61,158	\$48,927	\$12,232	
					CON	\$855,000	\$855,000	2029	\$1,072,475	\$857,980	\$214,495	
						\$875,000	\$1,105,000		\$1,366,251	\$1,093,001	\$273,250	\$2,019,391
Regional	6409007	Seabrook	East Coast Greenway	Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.	PE	\$107,000	\$107,000	2027	\$140,387	\$140,387		
					ROW	\$0	\$0		\$0	\$0		
					CON	\$965,000	\$858,000	2030	\$1,214,050	\$1,214,050		
						\$1,072,000	\$965,000		\$1,354,437	\$1,354,437	\$0	\$3,373,828
Regional	6239001	Kensington	NH 107	Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	PE	\$150,000	<i>\$300,000</i>	2025	\$374,276	\$374,276		
					ROW	\$0	<i>\$150,000</i>	2028	\$201,822	\$201,822		
					CON	\$750,000	<i>\$1,300,000</i>	2030	\$1,839,470	\$1,839,470		
						\$900,000	\$1,750,000		\$2,415,568	\$2,415,568	\$0	\$5,789,396
Regional	6379002	Portsmouth	Grafton Drive	Grafton Drive will be widened to provide center turn lane to facilitate turning movements at the intersection with Country Club Rd and the Portsmouth Transportation Center	PE	\$100,000	\$100,000	2026	\$116,309	\$93,047	\$23,262	
					ROW	\$0	\$0		\$0	\$0	\$0	
					CON	\$400,000	\$400,000	2030	\$514,537	\$411,630	\$102,907	
						\$500,000	\$500,000		\$630,846	\$504,677	\$126,169	\$6,294,073
Local	6331002	Newington	Pease Blvd/ NH Ave/ Arboretum Dr	Construct a Northbound right-turn-lane on New Hampshire Avenue at the intersection with Arboretum Drive.	PE	\$80,000	<i>\$100,000</i>	2028	\$122,317	\$97,853	\$24,463	
					ROW	\$0	\$0		\$0	\$0	\$0	
					CON	\$20,000	<i>\$200,000</i>	2030	\$257,269	\$205,815	\$51,454	
						\$100,000	\$300,000		\$379,585	\$303,668	\$75,917	\$6,597,741
Local	6379034	Portsmouth	International Dr/ Manchester Square/ Corporate Dr	Install traffic signal at the intersection of International Drive with Manchester Square and Corporate Drive on the Pease International Tradeport in Portsmouth	PE	\$75,000	\$75,000	2027	\$89,456	\$71,565	\$17,891	
					ROW	\$0	\$0		\$0	\$0	\$0	
					CON	\$225,000	\$225,000	2030	\$289,427	\$231,542	\$57,885	
						\$300,000	\$300,000		\$378,883	\$303,107	\$75,777	\$6,900,848

italic = NHDOT Adjustments to Estimates

Totals	\$4,647,000	\$5,860,000	\$7,683,558	\$6,900,848	\$782,711	\$6,900,848
Regional Allocation						\$6,673,836
Net Remaining						<u>- \$227,012</u>

Memorandum

DATE: March 22, 2019
TO: MPO Transportation Advisory Committee
FROM: Scott Bogle
RE: Stratham Safe Routes to School Planning

Staff are nearing completion of a contract to develop a Safe Routes to School Action Plan for the Town of Stratham. RPC assisted the town in securing a \$29,995 SRTS Travel Planning grant and a \$19,995 Non-Infrastructure grant in early 2018. With the Travel Planning grant funds the Town contracted with RPC and TEC Engineers of Hampton to develop the SRTS Action Plan for Stratham Memorial School (SMS, grades K-5) and the SAU16 Cooperative Middle School (CMS, grades 6-8).

The purpose of Stratham's Safe Routes to School (SRTS) program is to enable and encourage more kids in grades K-8 to walk and bicycle to school and to make walking and bicycling to school safer and more appealing. The SRTS program is also designed to facilitate the planning, development and implementation of infrastructure projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

The Safe Routes to School approach encourages walking and biking to school through activities and incentives that emphasize fun. The program also addresses the safety concerns of parents by supporting enforcement of traffic laws, identifying needs for road safety improvements, and educating the public about safe biking, walking and driving practices. This integrated approach is summarized as "the 5Es" – Education, Encouragement, Enforcement, Engineering, and Evaluation. These categories provide the framework for the recommendations of the plan.

The planning process involved significant public input, including a survey of parents of all students at SMS and CMS, a pair of parent forums, outreach at weekly Pizza in the Park family events at Stratham Hill Park in summer 2018, and guidance from the SRTS Committee made up of town department heads, school staff and parents. Additional data collection included student address mapping, traffic volume and speed on select roads in the school zone, identifying existing routes and supporting infrastructure, and walking audits of the two school zones during school arrival and release periods.

At the TAC meeting I'll summarize some of the key findings and recommendations of the Plan. The Stratham Planning Board endorsed the plan on March 20th and recommended adoption by the Select Board. A final presentation to the Select Board will happen in the coming weeks. For those interested to review the draft plan it is posted in dropbox and can be viewed or downloaded from the link below:

[Stratham SRTS Action Plan DRAFT 3/14/19](#)

n The project makes use of some of the last of the dedicated SRTS Program funding from MAP-21, and